

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.

**COUNCIL MEETING**  
**MONDAY 17 JUNE 2019**

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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**

Nil.

**2. CONFIRMATION OF MINUTES**

(File No 10/03/01)

**RECOMMENDATION:**

That the Minutes of the Council Meeting held on 27 May 2019 and the Special Council Meeting held on 3 June 2019, as circulated, be taken as read and confirmed.

**3. MAYOR'S COMMUNICATION****4. COUNCIL WORKSHOPS**

In addition to the Aldermen's Meeting Briefing (workshop) conducted on Friday immediately preceding the Council Meeting the following workshops were conducted by Council since its last ordinary Council Meeting:

**PURPOSE**

Tranmere Rokeby Structure Plan  
Waste Management Survey  
Suburb Boundary Change

**DATE**

3 June

**RECOMMENDATION:**

That Council notes the workshops conducted.

<b>5. DECLARATIONS OF INTERESTS OF ALDERMAN OR CLOSE ASSOCIATE</b> (File No)
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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.

**6. TABLING OF PETITIONS**

(File No 10/03/12)

(Petitions received by Aldermen may be tabled at the next ordinary Meeting of the Council or forwarded to the General Manager within seven (7) days after receiving the petition.

Petitions are not to be tabled if they do not comply with Section 57(2) of the Local Government Act, or are defamatory, or the proposed actions are unlawful.

The General Manager will table the following petitions which comply with the Act requirements:

**7. PUBLIC QUESTION TIME**

Public question time at ordinary Council meetings will not exceed 15 minutes. An individual may ask questions at the meeting. Questions may be submitted to Council in writing on the Friday 10 days before the meeting or may be raised from the Public Gallery during this segment of the meeting.

The Chairman may request an Alderman or Council officer to answer a question. No debate is permitted on any questions or answers. Questions and answers are to be kept as brief as possible.

**7.1 PUBLIC QUESTIONS ON NOTICE**

(Seven days before an ordinary Meeting, a member of the public may give written notice to the General Manager of a question to be asked at the meeting). A maximum of two questions may be submitted in writing before the meeting.

Questions on notice and their answers will be included in the minutes.

Ms Kay McFarlane of Clarendon Vale has given notice of the following question:

**CLIMATE CHANGE INITIATIVES****BACKGROUND**

Council endorsed support for the “Paris Agreement” (COP21) in Council’s Strategic Plan in 2016.

Use of social media has become a proven method of sharing information and Council has both Web and active Facebook pages.

This would provide quarterly news that residents can easily read and assimilate.

**QUESTION**

Can Council consider reporting on their Climate Change initiatives via quarterly social media newsletters or update?

**7.2 ANSWERS TO QUESTIONS ON NOTICE**

Nil.

**7.3 ANSWERS TO PREVIOUS QUESTIONS TAKEN ON NOTICE**

Nil.

**7.4 QUESTIONS WITHOUT NOTICE**

The Chairperson may invite members of the public present to ask questions without notice.

Questions are to relate to the activities of the Council. Questions without notice will be dependent on available time at the meeting.

Council Policy provides that the Chairperson may refuse to allow a question on notice to be listed or refuse to respond to a question put at a meeting without notice that relates to any item listed on the agenda for the Council meeting (note: this ground for refusal is in order to avoid any procedural fairness concerns arising in respect to any matter to be determined on the Council Meeting Agenda.

When dealing with Questions without Notice that require research and a more detailed response the Chairman may require that the question be put on notice and in writing. Wherever possible, answers will be provided at the next ordinary Council Meeting.

**8. DEPUTATIONS BY MEMBERS OF THE PUBLIC**

(File No 10/03/04)

(In accordance with Regulation 38 of the Local Government (Meeting Procedures) Regulations 2015 and in accordance with Council Policy, deputation requests are invited to address the Meeting and make statements or deliver reports to Council)

**9. MOTIONS ON NOTICE****9.1 NOTICE OF MOTION - ALD BLOMELEY  
PROACTIVE STEPS TO ADDRESS THE HOUSING AND HOMELESSNESS  
CRISIS**  
(File No 10-03-05)

In accordance with Notice given Ald Blomeley intends to move the following Motion:

- “A. That this Council acknowledges the reality of the housing and homelessness crisis in the Greater Hobart Area.
- B. That this Council congratulates the Hobart City Council on taking a leadership role on this issue and accepts their invitation to attend the 20 June 2019 Meeting to address the housing and homelessness crisis.
- C. That this Council commits to taking all necessary steps to proactively engage with all southern Tasmanian Councils to look at ways to increase housing supply.
- D. That this Council, in partnership with other southern Tasmanian Councils, will actively engage with the portfolio-responsible Ministers and bureaucrats at a State and Federal level, social housing, shelter and homelessness service providers, relevant business and all other stakeholders who can assist in delivering an immediate solution to the crisis”.

**EXPLANATORY COMMENT**

Southern Tasmania, and in particular, the Greater Hobart area, has a housing crisis.

The Hobart City Council has taken the lead on this issue by moving a motion on Monday, 3 June 2019, declaring a housing and homelessness emergency in Hobart. Hobart City Council has taken proactive steps to address this issue, including a “housing summit” scheduled for 20 June 2019, that Clarence City Council has been invited to attend.

Clarence City Council has an integral role to play in the broader Hobart community. Put simply, if there is an emergency in one of the Council’s in the Hobart area then it is up to all of us to look at ways that we can assist.

Each council in the Greater Hobart area needs to work with the State and Federal Governments as well as the community sector to help deliver the services that our communities need, especially services for vulnerable Tasmanians.

Specifically, Councils also need to look at how we can work together to increase housing supply.

If Clarence City Council can look at ways to increase housing supply that are strategic and well-coordinated with other councils and the State Government, then we can tackle one of the root causes of this issue and that is the rapid increase in population that the Greater Hobart area is experiencing.

BA Blomeley  
**ALDERMAN**

***GENERAL MANAGER'S COMMENTS***  
***A matter for Council consideration***



<b>9.2 NOTICE OF MOTION - ALD JAMES</b> <b>PROVISION OF TEMPORARY FENCING - ANZAC PARK CLIFF FACE</b> (File No 10-03-05)
--

In accordance with Notice given Ald James intends to move the following Motion:

“As there may be a delay before the consultant completes the development of a City of Clarence Top Risk Assessment plan, Council considers, as a matter of urgency, the installation of temporary fencing in the open area on the cliff face at the rear of the Cenotaph ANZAC Park Lindisfarne”.

**EXPLANATORY COMMENT**

The Mayor and Aldermen received an email dated 21 April 2019 from a concerned resident of Clarence drawing Council’s attention to the cliff face drop at the rear of the Cenotaph in ANZAC Park Lindisfarne.

Approximately 30 steps backwards from the memorial is a cliff drop of approximately 30m. There is no safety fence or any such barrier at any section along the cliff top face in the immediate vicinity of the Cenotaph.

The area in question is actively used by families for outdoor activities, including ball games, with the grounds well maintained and in immaculate condition making inviting to families for picnics.

It would seem no amount of signage to make people aware of the dangers can lessen the impact an accident might occur.

Since time may elapse before Council receives the consultant’s report with the development of a City of Clarence Cliff Top Risk Assessment it is suggested Council erect temporary fencing on the cliff at the rear of the Cenotaph in ANZAC Park.

RH James  
**ALDERMAN**

**GENERAL MANAGER’S COMMENTS**

*A consultant to undertake a risk assessment of the park/cliff will be in Clarence on 5 July 2019.*

*A matter for Council determination.*

**10. REPORTS FROM OUTSIDE BODIES**

This agenda item is listed to facilitate the receipt of both informal and formal reporting from various outside bodies upon which Council has a representative involvement.

**10.1 REPORTS FROM SINGLE AND JOINT AUTHORITIES**

Provision is made for reports from Single and Joint Authorities if required

Council is a participant in the following Single and Joint Authorities. These Authorities are required to provide quarterly reports to participating Councils, and these will be listed under this segment as and when received.

- **SOUTHERN TASMANIAN COUNCILS AUTHORITY**

Representative: Ald Doug Chipman, Mayor or nominee

**Quarterly Reports**

The Southern Tasmanian Councils Authority has distributed its Quarterly Report for the period 1 January to 31 March 2019 (refer Attachment 1).

**RECOMMENDATION:**

That the Southern Tasmanian Councils Authority Quarterly Report for the period 1 January to 31 March 2019 be received.

**Representative Reporting**

- **COPPING REFUSE DISPOSAL SITE JOINT AUTHORITY**

Representatives: Ald James Walker  
(Ald Luke Edmunds, Deputy Representative)

**Quarterly Reports**

The Copping Refuse Disposal Site Joint Authority has distributed the Quarterly Summary of its Meetings for the period ending 8 June 2019 (refer Attachment 2).

The Copping Refuse Disposal Site Joint Authority has also distributed its Quarterly Report for the period 1 January to 31 March 2019.

In accordance with Regulation 15 of the Local Government (Meeting Procedures) Regulations 2015 the Report will be tabled in Closed Meeting.

**Representative Reporting**



# **Southern Tasmanian Councils Authority**

## **Quarterly Report to Members**

### **March 2019**



**Each Joint Authority is required under Section 36B of the Local Government Act, 1993 to provide to its members a quarterly report that includes a statement of general performance and a statement of its financial performance**

**This report covers the three month period ending 31 March 2019. This report with all previous quarterly reports is published on the Authorities website: [www.stca.tas.gov.au](http://www.stca.tas.gov.au)**

**The Southern Tasmanian Councils Authority commenced on 1 July 2006**

*Image Credit: Gordon Dam – Stuart Gibson*

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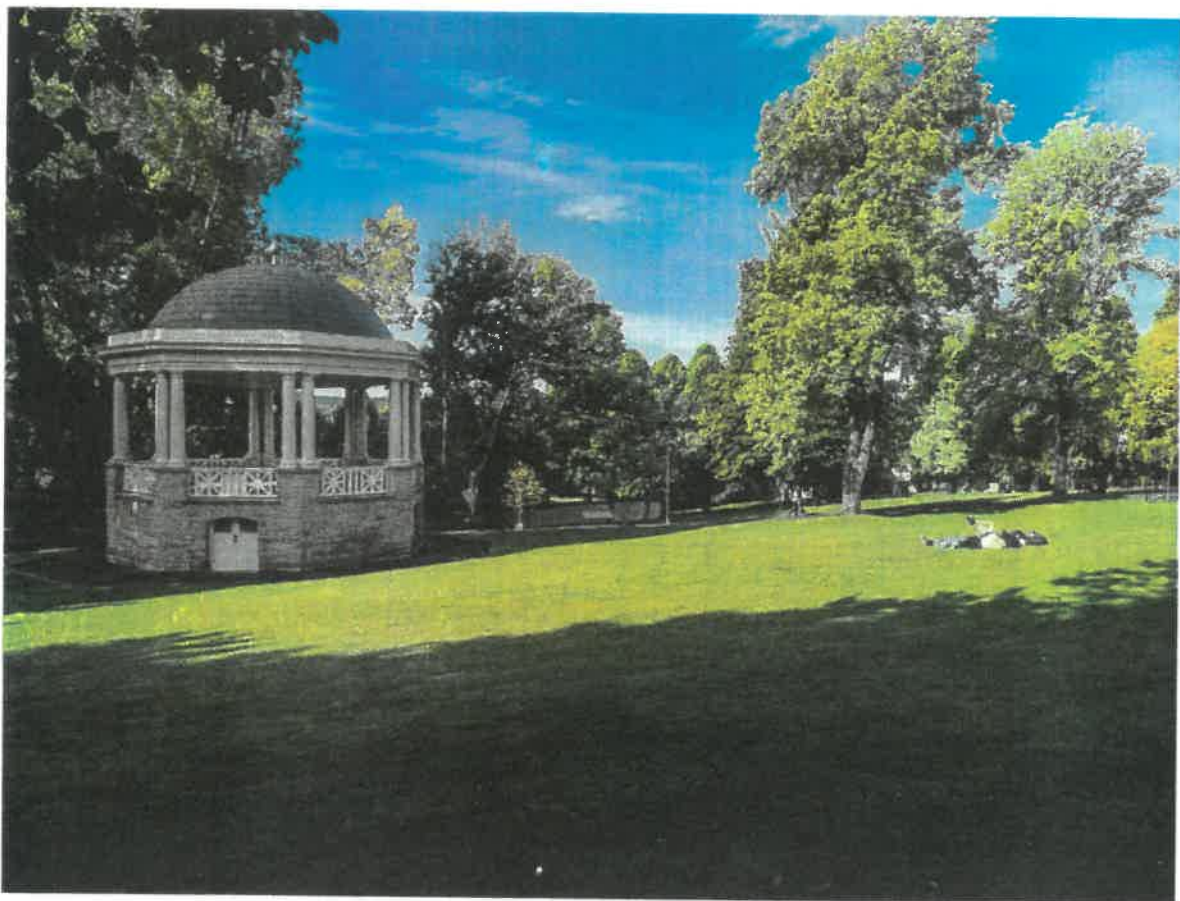
*Image Credit: Creepy Crawly Nature Trail – Stuart Gibson*

## **Quarterly Report to Member Councils March 2019**

*The Authority held two Ordinary Board Meetings on 18 February and 18 March 2019.*

Matters considered at these meetings included:

- **Future Options for the Southern Tasmanian Councils Authority**
- **Financial Report for period ending 31 December 2018**



*Image Credit: St David's Park – Alastair Bett*

## **ORDINARY BOARD MEETING – 18 FEBRUARY AND 18 MARCH 2019**

### **FUTURE OPTIONS FOR THE SOUTHERN TASMANIAN COUNCILS AUTHORITY**

The STCA Board discussed a range of options for the future operation of the Authority.

These options included:

- Retain the STCA in its current format or increase subscriptions to enable a secretariat and policy arm to be established;
- The establishment of a Southern Regional Councils Authority to continue alongside a new Metropolitan Councils Greater Hobart Committee;
- Disband STCA with key regional initiatives to continue and quarterly networking.

The Board resolved to continue in its current format with member subscriptions to be set at nil and the Regional Climate Change Initiative and Waste Strategy South to continue for a further 12 months.

The Regional Climate Change Initiative projects for the next 12 months include:

- Regional Climate Change Strategy
- Regional Coastal Hazards Strategy
- Regional and Municipal Climate Profiles

Work has commenced on these projects.

The Waste Strategy South group will continue to participate in the Communications Memorandum of Understanding with the Cradle Coast Authority and Northern Tasmanian Waste Management. The goal of this program is to raise awareness of priority waste management issues and opportunities for participation on waste management activities.

The recent decisions of the Clarence City, Glenorchy City and Kingborough Councils to withdraw from the Authority effective 30 June 2019 were noted by members.

The Authority requested that a workshop be held in May to discuss ongoing regional collaboration, the role of the STCA after June 2020 and that this be supported by a communications strategy.

The Authority also agreed in principle to ongoing support for the Garage Sale Trail with a formal proposal to be considered at the workshop in May.

### **FINANCIAL REPORT FOR PERIOD ENDING 31 DECEMBER 2018**

The Board considered the financial report for the period ending 31 December 2018 and noted that with 50 per cent of the financial year having elapsed, \$78,083 has been spent and \$650,538 in income has been received. A copy of the December 2018 financial report is provided below.



STCA - FINANCIAL STATEMENT - DECEMBER 2018	YTD ACTUAL	YTD BUDGET	YTD VARIANCE	YTD VARIANCE %	FULL YEAR BUDGET
<b>Administration</b>					
Expenses					
Licences - ICT	504	2,400	1,896	79.0%	4,800
Website Development	2,364	1,998	(366)	(18.3 %)	4,000
Postage	-	-	-	-	-
Catering	70	1,175	1,105	94.0%	2,000
Contractor Services - Media Management	(2,000)	-	2,000	-	-
Contractor Services - Land Mapping Project	2,382	-	(2,382)	-	-
Consultancy - Business Management	-	6,524	6,524	100.0%	28,050
Contractors - Auditors	5,500	5,500	-	-	5,500
Subtotal EXPENSES	8,820	17,597	8,777	49.9%	44,350
Revenue					
Unspent Grants/Opening Funds B/F	(284,848)	(284,848)	-	-	(284,848)
Other Fees and Charges	(71,400)	(71,400)	-	-	(71,400)
Subtotal REVENUE	(356,248)	(356,248)	-	-	(356,248)
<b>Subtotal Administration</b>	<b>(347,428)</b>	<b>(338,651)</b>	<b>8,777</b>	<b>(2.6 %)</b>	<b>(311,898)</b>
<b>Climate Change Adaptation Project</b>					
Expenses					
Contractor Services - Regional Energy Use	1,527	-	(1,527)	-	-
Contractor Services - Regional Climate Change Strategy	-	20,000	20,000	100.0%	40,000
Contractor Services - Regional Climate Council Template	-	20,000	20,000	100.0%	40,000
Contractor Services - Regional Coastal Strategy	-	20,000	20,000	100.0%	40,000
Consultancy Environmental	9,440	-	(9,440)	-	-
Subtotal EXPENSES	10,967	60,000	49,033	81.7%	120,000
Revenue					
Unspent Grants/Opening Funds B/F	(46,272)	(46,272)	-	-	(46,272)
Other Contributions	(105,000)	(105,000)	-	-	(105,000)
Subtotal REVENUE	(151,272)	(151,272)	-	-	(151,272)
<b>Subtotal Climate Change Adaptation Project</b>	<b>(140,305)</b>	<b>(91,272)</b>	<b>49,033</b>	<b>(53.7 %)</b>	<b>(51,272)</b>
<b>Climate Change Communication Project</b>					
Expenses	-	-	-	-	-
Subtotal EXPENSES	-	-	-	-	-
Revenue					
Unspent Grants/Opening Funds B/F	(23,090)	(23,090)	-	-	(23,090)
Subtotal REVENUE	(23,090)	(23,090)	-	-	(23,090)
<b>Subtotal Climate Change Communication Project</b>	<b>(23,090)</b>	<b>(23,090)</b>	<b>-</b>	<b>-</b>	<b>(23,090)</b>
<b>Waste Strategy South</b>					
Expenses					
External Labour Charges	353	3,996	3,643	91.2%	8,000
Consultancy - Business Management	1,751	14,400	12,649	87.8%	28,800
Consultancy - Business Management - Regional Waste Strategy	3,810	19,998	16,188	80.9%	40,000
Consultancy Environmental	2,940	49,998	47,058	94.1%	100,000
Communications	6,949	17,496	10,547	60.3%	35,000
Subtotal EXPENSES	15,803	105,888	90,085	85.1%	211,800
Revenue					
Unspent Grants/Opening Funds B/F	(52,428)	(52,428)	-	-	(52,428)
Subtotal REVENUE	(52,428)	(52,428)	-	-	(52,428)
<b>Subtotal Waste Strategy South</b>	<b>(36,625)</b>	<b>53,460</b>	<b>90,085</b>	<b>168.5%</b>	<b>159,372</b>
<b>Regional Planning Initiative</b>					
Expenses					
Contractor Services - Environmental	42,493	-	(42,493)	-	-
Subtotal EXPENSES	42,493	-	(42,493)	-	-
Revenue					
Unspent Grants/Opening Funds B/F	(67,500)	(67,500)	-	-	(67,500)
Subtotal REVENUE	(67,500)	(67,500)	-	-	(67,500)
<b>Subtotal Regional Planning Initiative</b>	<b>(25,007)</b>	<b>(67,500)</b>	<b>(42,493)</b>	<b>63.0%</b>	<b>(67,500)</b>
<b>Total Operating</b>					
Expenditure	78,083	183,485	105,402	57.4%	376,150
Income	(650,538)	(650,538)	-	-	(650,538)
<b>Net Operating</b>	<b>(572,455)</b>	<b>(467,053)</b>	<b>105,402</b>	<b>(22.6 %)</b>	<b>(274,388)</b>





# Copping Refuse Disposal Site Joint Authority



8 June 2019

Mr A Paul  
General Manager  
Clarence City Council  
PO Box 96  
ROSNY PARK TAS 7018

Mr Robert Higgins  
General Manager  
Tasman and Sorell Councils  
PO Box 126  
SORELL TAS 7172

Mr Gary Arnold  
General Manager  
Kingborough Council  
Locked Bag 1  
KINGSTON TAS 7050

Ms Kim Hossack  
Acting General Manager  
Tasman Council  
1713 Main Road  
NUBEENA, TAS, 7184

Dear General Manager,

## **COPPING REFUSE DISPOSAL SITE JOINT AUTHORITY REPORTS**

Participating Councils and the Director of Local Government have reached agreement on the establishment of consistent reporting arrangements for the Authority. The following advice regarding matters discussed at recent Authority and Board meetings is now provided for inclusion in your General Manager's routine report to your Council.

### **Authority Meeting held on 6 June 2019**

Matters dealt with:

- The Minutes of the Authority's General Meeting held on 7 March 2019 were accepted, with one amendment related to attendance.
- The Minutes of the meetings of the Board of Southern Waste Solutions held on 20 February 2019 and 3 April 2019 were noted.
- The Minutes of the Board of C Cell Pty Ltd held on 29 October 2018 were noted.
- The March 2019 Quarterly Report was presented and accepted.
- The updated Strategic Plan 2019/20 – 2024/25 was approved.

- The Business Plan 2019/20 – 2021/22 and Budget 2019/20 were approved.
- The Contractual, Statutory and Other Obligations report was accepted.
- An update on Southern Waste Solutions activities was provided, including discussion of electricity generation outcomes from the Copping site and an update on Glenorchy City Council's waste strategy.
- An update on C Cell Pty Ltd activities was provided, including discussion of waste projections.
- One matter was considered in closed meeting.

The March 2019 Quarterly Report is **attached**.

**Note:** Minutes of meeting of the Authority may be tabled in open Council meeting unless they contain confidential material. Given its commercial in confidence content the Quarterly Report, Business Plan, Budget and Contractual, Statutory and other obligations reports are requested to be tabled only in Closed Meeting. Any Closed Meeting items considered by the Authority should also be tabled only in Closed Meeting of Council.

### **Board Meeting held on 20 February 2019**

Matters dealt with:

- The Minutes of the Board meeting held on 12 December 2018 were accepted.
- The Monthly Operational Overview and Financial Report for January 2019 was received and noted.
- The Authority Quarterly Report for the period ending 31 December 2018 was noted and endorsed.
- The C Cell management report for the period ending 31 January 2019 was endorsed.
- The Balanced Scorecard report for the period ending 31 December 2019 was noted.
- A Gas Royalties report was approved for inclusion in the next Authority agenda.
- A recommendation for diversion of suitable Level 2 waste from B Cells to the C Cell for use as daily cover was approved.
- A recommendation to C Cell Pty Ltd to acquire a 'Posi-shell' system for the C Cell was approved.
- A referral to the Authority to approve progression of the wetland project was endorsed.
- Amendment of the C Cell Management Agreement was endorsed for consideration by the Authority and C Cell Board.
- Arrangements for the CEO's period of annual leave were approved.

.....  
*Copping Refuse Disposal Site Joint Authority* trading as **SOUTHERN WASTE SOLUTIONS**

C/- Clarence City Council, 38 Bligh Street, Rosny Park  
 Mobile: +61 0418 990 868 E-Mail: [inelson@ccc.tas.gov.au](mailto:inelson@ccc.tas.gov.au)  
 ABN: 87 928 486 460

## **Board Meeting held on 3 April 2019**

Matters dealt with:

- The Minutes of the Board meeting held on 20 February 2019 were accepted.
- The Monthly Operational Overview and Financial Report for February 2019 was received and noted.
- The C Cell management report for the period ending 28 February 2019 was endorsed.
- An update on review of the Strategic Plan was provided.
- A draft budget and business plan for FY2019/20 was discussed.
- The Contractual Obligations report was approved for reporting to the Authority.
- The Register of Policies was reviewed and noted.
- Discussed and approved a recommended management fee to be charged to C Cell Pty Ltd, subject to the C Cell Board approving the fee at its next meeting.
- Reviewed and noted the Customer Survey 2018/19 results.

## **C Cell Pty Ltd Board Meeting on 3 April 2019**

Matters dealt with:

- The Minutes of the Board meeting held on 29 October 2018 were accepted.
- The Operations and Financial Reports for the period ending 28 February 2019 were received and noted.
- The Southern Waste Solutions monthly management reports for October 2018 and January 2019 were received and noted.
- The C Cell budget for FY2019/20 was adopted.
- The C Cell Management Fee proposed by the Southern Waste Solutions Board was agreed.
- A recommendation for diversion of suitable Level 2 waste from B Cells to the C Cell for use as daily cover was approved.
- A recommendation that C Cell Pty Ltd acquire a 'Posi-shell' system for the C Cell was approved.
- A solvency resolution was passed, as required by the Corporations Act.

(Note: As minutes of meetings of the Southern Waste Solutions Board and C Cell Pty Ltd Board are commercial in confidence it is requested that these be held on file and may be perused by Aldermen / Councillors but not tabled at Council meetings)

.....  
*Copping Refuse Disposal Site Joint Authority trading as* **SOUTHERN WASTE SOLUTIONS**

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Mobile: +61 0418 990 868 E-Mail: [inelson@ccc.tas.gov.au](mailto:inelson@ccc.tas.gov.au)  
ABN: 87 928 486 460

Yours sincerely,



Ian Nelson  
**Secretary**

.....  
*Copping Refuse Disposal Site Joint Authority trading as* **SOUTHERN WASTE SOLUTIONS**

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Mobile: +61 0418 990 868 E-Mail: [inelson@ccc.tas.gov.au](mailto:inelson@ccc.tas.gov.au)  
ABN: 87 928 486 460

**REPORTS FROM SINGLE AND JOINT AUTHORITIES /contd...**

- **TASWATER CORPORATION**

**10.2 REPORTS FROM COUNCIL AND SPECIAL COMMITTEES AND OTHER REPRESENTATIVE BODIES**

## **11. REPORTS OF OFFICERS**

### **11.1 WEEKLY BRIEFING REPORTS**

(File No 10/02/02)

The Weekly Briefing Reports of 27 May and 3 and 10 June 2019 have been circulated to Aldermen.

#### **RECOMMENDATION:**

That the information contained in the Weekly Briefing Reports of 27 May and 3 and 10 June 2019 be noted.

**11.2 DETERMINATION ON PETITIONS TABLED AT PREVIOUS COUNCIL MEETINGS****11.2.1 PETITION – EASTSIDE SQUASH CENTRE – OFFICER'S REPORT**

(File No)

**EXECUTIVE SUMMARY****PURPOSE**

To consider the report from Council officers in response to a petition received requesting Council funding for purchase (or other financial support) of the Eastside Squash Centre at 69 Cambridge Road, Bellerive.

**RELATION TO EXISTING POLICY/PLANS**

Council's Strategic Plan 2016-2026 is relevant.

**LEGISLATIVE REQUIREMENTS**

Section 60 of the Local Government Act, 1993 requires Council to formally consider petitions within 42 days of receipt.

**CONSULTATION**

Council has sought, and is awaiting, reports in respect to land valuation, building condition and the business plan for the Centre. Further consultation is pending receipt of the reports.

**FINANCIAL IMPLICATIONS**

No funds have been specifically allocated in the current Annual Plan for purchase or other financial support for this property.

**RECOMMENDATION:**

- A. That Council notes the petition.
- B. That Council requests a further report by Council officers upon receipt of the land valuation, building condition and business plan reports.
- C. That Council authorises the General Manager to advise the petitioners of Council's decision.

**PETITION - EASTSIDE SQUASH CENTRE – OFFICER’S REPORT /contd...**

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**ASSOCIATED REPORT****1. BACKGROUND**

- 1.1** A petition containing 2049 names was tabled at Council’s Meeting held on Monday, 6 May 2019 requesting Council to: *“consider purchasing the Eastside Squash Centre and negotiating a long term operational lease with the Tasmanian Squash Academy or provide substantial financial support to the Tasmanian Squash Academy to enable it to purchase the Eastside Squash Centre”*.
- 1.2** Representatives of the Tasmanian Squash Academy attended a workshop with Aldermen on 29 April 2019 to discuss their situation and proposal.

**2. REPORT IN DETAIL**

- 2.1.** At the workshop held on 29 April 2019, Aldermen requested that the Eastside Squash Centre property at 69 Cambridge Road, Bellerive be subject to:
- an independent land valuation;
  - a structural inspection by a Building Surveyor; and
  - an independent audit of its financial statements and business plan.
- 2.2.** Each of the reports requested by Aldermen have been organised by Council officers but have not yet been received. Each of the reports are anticipated within the coming two to three weeks.
- 2.3.** Section 60 of the Local Government Act requires Council to determine any action to be taken within 42 days of the petition being tabled at a council meeting. In the circumstances of professional reports not yet being received, it is appropriate that Council formally request a further report from Council officers setting out the findings of the requested professional reports and providing recommendations.



### 3. CONSULTATION

#### 3.1. Community Consultation

No consultation has been undertaken on this matter.

#### 3.2. State/Local Government Protocol

Nil.

#### 3.3. Other

Nil.

### 4. STRATEGIC PLAN/POLICY IMPLICATIONS

- 4.1. Council's Strategic Plan 2016-2026, under "A well planned liveable city", has a Goal:

*"Clarence will be a well-planned liveable city with services and supporting infrastructure to meet current and future needs";*

and within that goal is the Strategy to:

*"Planning for and providing new sporting and recreation facilities to meet community demand".*

- 4.2. Council's Strategic Plan 2016-2026, under "A people city", has a Goal:

*"Clarence is a city which values diversity and encourages equity and inclusiveness, where people of all ages and abilities have the opportunity to improve their health and quality of life";*

and within that goal is the Strategy to:

*"Promote active and healthy lifestyles through provision and support for active and passive recreation programs and activities".*

- 4.3 Council approved the Recreation Needs Analysis (RNA) earlier this year. The RNA did not address squash within the scope of sports considered.

### 5. EXTERNAL IMPACTS

There are no external impacts of note.

**6. RISK AND LEGAL IMPLICATIONS**

Nil.

**7. FINANCIAL IMPLICATIONS**

Council has not allocated funds within its FY2019/20 budget. Should Council determine to purchase the property or offer alternative financial support it will need to determine how to fund that decision.

**8. ANY OTHER UNIQUE ISSUES**

Nil.

**9. CONCLUSION**

**9.1.** Council has requested several reports as part of its due diligence process to assist its consideration of the petition request by the Tasmanian Squash Academy. Those reports have not yet been received.

**9.2.** Following receipt of the reports, Council officers will provide a report to Council addressing the petition, including options for consideration.

**9.3.** To meet the requirements of the Local Government Act, Council is required to determine any action to be taken in respect to the petition. That requirement can be met by Council requiring a report be provided to Council in the near future in respect to the petition.

Attachments: Nil.

Ian Nelson

**MANAGER CORPORATE SUPPORT | LEGAL COUNSEL**

### **11.3 PLANNING AUTHORITY MATTERS**

In accordance with Regulation 25 (1) of the Local Government (Meeting Procedures) Regulations 2015, the Mayor advises that the Council intends to act as a Planning Authority under the Land Use Planning and Approvals Act 1993, to deal with the following items:

**11.3.1 DEVELOPMENT APPLICATION D-2019/64 – LOT 2, 10 SCHAW STREET, RICHMOND (CT160221/2) – DWELLING AND OUTBUILDING**  
(File No D-2019/64)**EXECUTIVE SUMMARY****PURPOSE**

The purpose of this report is to consider the application made for a dwelling and outbuilding at Lot 2, 10 Schaw Street, Richmond (CT160221/2).

**RELATION TO PLANNING PROVISIONS**

The land is zoned General Residential and is subject to the Road and Rail Assets Code, Parking and Access Code, Stormwater Management Code, Waterway and Coastal Protection Code and Historic Heritage Code 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 the 19 June 2019 as agreed with the applicant.

**CONSULTATION**

The proposal was advertised in accordance with statutory requirements and one representation was received raising the issue of access arrangements.

**RECOMMENDATION:**

- A. That the Development Application for a dwelling at Lot 2, 10 Schaw Street, Richmond (CT160221/2) (CI Ref D-2019/64) be approved subject to the following conditions and advice.
1. GEN AP1 – ENDORSED PLANS.
  2. Amended plans showing the following must be submitted to and approved by Council's Manager City Planning prior to the issue of a Certificate of Likely Compliance (CLC) for building works:

- inclusion of a vertical mullion within the upper level window on the northern elevation of the dwelling.

When approved, the plans will form part of the permit.

3. The existing driveway formation at the western end of the Council maintained section of Schaw Street must be widened to provide a 5.5m wide by 7.5m long seal passing bay. The passing bay must not impact upon the other accesses and features within the road reservation. The remainder of the driveway formation to the boundary of 10 Schaw Street must be widened to provide a minimum seal of 3.6m wide in accordance with *Tasmanian Standard Drawing TSD-R09 (Urban)* (copy available from Council). Modifications to the existing driveway formation adjacent to 10 Schaw Street to provide for appropriate vehicle turning must also be undertaken. The access upgrades must be inspected by Council's Development Works Officer prior to sealing or pouring new concrete and must be completed prior to the commencement of the use of the dwelling.
4. Engineering designs prepared by a suitably qualified person are required for:
  - access arrangements including provision of a passing bay and a turning facility for the new access from the western end of Schaw Street as required by Condition 3; and
  - must show the extent of any vegetation removal proposed for these works. Such designs must be submitted to and approved by Council's Group Manager Engineering Services. The engineering design drawings must be submitted and approved by Council's Group Manager Engineering Services prior to the issue of a Building Permit.

A "start of works" permit must be obtained prior to the commencement of any works.

A Works in Road Reservation Permit must also be obtained if any proposed works are to be conducted within the road reservation or Council land.

Works for all stages shown on the design plans must be commenced within 2 years of the date of their approval or the engineering designs will be required to be resubmitted.

5. All vehicles associated with the construction phase of the dwelling and garage must obtain access from the existing eastern property access only.

- 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.

**DEVELOPMENT APPLICATION D-2019/64 – LOT 2, 10 SCHAW STREET, RICHMOND (CT160221/2) – DWELLING /contd...**

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**ASSOCIATED REPORT****1. BACKGROUND**

The lot was created as part of a 2 lot subdivision approved by Council on 18 October 2005 (SD-2005/58).

**2. STATUTORY IMPLICATIONS**

**2.1.** The land is zoned General Residential under the Scheme.

**2.2.** The proposal is discretionary because it does not meet the Acceptable Solutions under the Scheme relating to the number of vehicle access points and development within the Richmond Heritage Precinct.

**2.3.** The relevant parts of the Planning Scheme are:

- Section 8.10 – Determining Applications;
- Section 10 – General Residential Zone;
- Section E5.0 – Road and Rail Assets Code;
- Section E6.0 – Parking and Access Code;
- Section E7.0 – Stormwater Management Code;
- Section E11.0 – Waterway and Coastal Protection Code; and
- Section E13.0 – Historic Heritage Code.

**2.4.** The subject site is partially affected by the Waterway and Coastal Protection Code (WCPA). Clause E11.4.1(p) provides that the proposal is exempt from the provisions of the Waterway and Coastal Protection Code on the basis that the site is connected to and serviced by piped sewerage and stormwater collection systems.

- 2.5.** 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 subject site forms a 816m<sup>2</sup> irregular shaped lot located on the southern side of Schaw Street, Richmond. The site has a moderate westerly fall and is currently vacant and devoid of native vegetation. The site is provided with frontage onto Schaw Street (a sealed road), however, a crossover has not been formed. The western boundary of the site adjoins a natural drainage line.

#### **3.2. The Proposal**

Application is made to construct a two-storey dwelling and garage on the subject site. The dwelling would occupy a compact building footprint over two levels. The lower level would provide four bedrooms and a laundry. The upper level would provide an open plan living room and bathroom. The dwelling would be constructed from brick veneer with the lower level proposed to be clad in weatherboards. The roof would form a moderately pitched hipped/gabled form. The dwelling would have a maximum height of 6.9m above NGL. A partially covered deck is proposed to extend from the western elevation of the upper level.

A 10m long x 6m wide outbuilding is proposed adjacent to the western side property boundary. The outbuilding would be clad with weatherboards and would have a gabled roof profile. The outbuilding would maintain a 6m setback from Schaw Street and would have a maximum height of 4.8m above NGL.

To enhance the usability of the area between the dwelling and the garage, it is proposed to fill this space to a maximum height of 1.5m near the garage.

A copy of the proposal is included in the attachments.

**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 General Residential Zone, Road and Rail Assets Code, Parking and Access Code, Stormwater Management Code, Waterway and Coastal Protection Code and Historic Heritage Code with the exception of the following.

**Road and Rail Assets Code**

<b>Clause</b>	<b>Standard</b>	<b>Acceptable Solution (Extract)</b>	<b>Proposed</b>
E5.6.2 A2	Number of vehicular access points	No more than one access providing both entry and exit, or two accesses providing separate entry and exit, to roads in an area subject to a speed limit of 60km/h or less.	Does not comply – the property contains an existing access point located at the eastern end of the property frontage to Schaw Street. The access is accessed directly from the eastern end of the Council maintained section of Schaw Street. It is proposed to construct a second crossover at the western end of the property frontage to Schaw Street.  The second access would service the proposed garage and would rely on access via a private sealed driveway extending from the western end of the Council maintained section of Schaw Street.



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

<b>Performance Criteria</b>	<b>Proposal</b>
<i>“P2 - For roads in an area subject to a speed limit of 60km/h or less, accesses and junctions must be safe and not unreasonably impact on the efficiency of the road, having regard to:</i>	Council’s Development Engineer has considered the proposed second access in the context of road safety and efficiency and has advised the following:
<i>(a) the nature and frequency of the traffic generated by the use;</i>	<p>The secondary access proposed at the western end of the property frontage would rely on access over a private sealed driveway extending from the western end of the Council maintained section of Schaw Street. The sealed driveway provides sole access to 13 Schaw Street.</p> <p>The proposed access would increase the number of users of the sealed driveway to two, meaning it is necessary to consider the current condition of the driveway and its suitability for shared use.</p>
<i>(b) the nature of the road;</i>	<p>The sealed driveway currently services 13 Schaw Street. The driveway was constructed to provide this property with a means of access from the Council maintained section of Schaw Street (western end). The driveway was constructed to provide single access to 13 Schaw Street and has a narrow width of 2.5m with no passing bays. The driveway has an overall length of 50m to the property frontage with the subject site.</p> <p>Given the driveway is proposed to be shared between two properties, Council’s Development Engineer has advised that the existing driveway formation requires widening to include a passing bay at the edge of the road carriage way and for the remainder of the driveway to be widened to 3.6m with appropriate modifications made to the existing driveway formation adjacent to 10 Schaw Street to provide for vehicle turning.</p>

	A condition is recommended addressing the access upgrade requirements. In the interests of vehicle and pedestrian safety during the construction phase, it is also recommended by Council's Development Engineer that all traffic associated with the construction of the dwelling and garage be via the eastern property access only.
(c) <i>the speed limit and traffic flow of the road;</i>	<p>The eastern and western end of the Council maintained sections of Schaw Street are subject to a very low speed environment due to the gravel formation of the road and relatively short street length.</p> <p>The sealed driveway extending from the western end of Schaw Street providing access to 13 Schaw Street falls steeply from the end of the Council maintained section of road which provides an even slower traffic environment.</p>
(d) <i>any alternative access to a road;</i>	The property is currently provided with access onto the eastern Council maintained section of Schaw Street. Due to the positioning of the proposed garage (downslope from the proposed dwelling) and lack of connectivity from the eastern and western ends of Schaw Street due to steep topography, a second access is required to be constructed at the western end of the property frontage to Schaw Street.
(e) <i>the need for the access or junction;</i>	The dwelling and garage could be redesigned to provide access solely via the existing access point at the eastern end of the property frontage. However, subject to appropriate upgrading of the existing sealed driveway to cater for shared traffic flows, there are no traffic or safety limitations that would preclude the construction of a second access.
(f) <i>any traffic impact assessment; and</i>	Council's Development Engineer has advised that a traffic impact assessment is not necessary in this case.

(g) <i>any written advice received from the road authority</i> ".	Council's Development Engineer has advised that the creation of a second access is appropriate subject to upgrades to achieve compliance with Council's shared access requirements. Conditions have been included to this effect.
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**Parking and Access Code**

Clause	Standard	Acceptable Solution (Extract)	Proposed
E6.7.1 A1	Number of vehicular accesses	The number of vehicle access points provided for each road frontage must be no more than one or the existing number of vehicle access points, whichever is the greater.	Does not comply – it is proposed to create a second vehicle access point along the frontage.

The proposed variation must be considered pursuant to the Performance Criteria (P1) of the Clause E6.7.1 as follows.

Performance Criteria	Proposal
<i>"P1 - The number of vehicle access points for each road frontage must be minimised, having regard to all of the following:</i>	Council's Development Engineer has considered the proposed second access in the context of road safety and efficiency and has advised the following.
<i>(a) access points must be positioned to minimise the loss of on-street parking and provide, where possible, whole car parking spaces between access points;</i>	The frontage of the site adjoins an unconstructed section of Schaw Street. The eastern and western ends of the constructed sections of Schaw Street have not been connected due to a steep gully precluding compliance with Council's road gradient requirements.  In the absence of the constructed section of Schaw Street in this location, the proposed second access point would not result in the loss of on-street car parking.
<i>(b) whether the additional access points can be provided without compromising any of the following:</i>  <i>(i) pedestrian safety, amenity and convenience;</i> <i>(ii) traffic safety;</i> <i>(iii) residential amenity on adjoining land;</i> <i>(iv) streetscape;</i>	Pedestrians have the right to use the existing sealed driveway as it is located on Council land and provides pedestrian connectivity to either end of the Council maintained sections of Schaw Street. The upgrade of the existing access to provide a passing bay will improve pedestrian safety, amenity and convenience.

<p>(v) <i>cultural heritage values if the site is subject to the Local Historic Heritage Code;</i></p> <p>(vi) <i>the enjoyment of any ‘al fresco’ dining or other outdoor activity in the vicinity”.</i></p>	<p>Subject to upgrading of the existing sealed driveway, traffic safety would not be compromised.</p> <p>Subject to the appropriate upgrades of the existing sealed driveway extending from the western end of the Council maintained section of Schaw Street, the introduction of a second access would not compromise residential amenity of existing users of this access.</p> <p>Whilst it is not common for properties to have two access points within Schaw Street, the absence of a Council maintained road frontage and topographic challenges make it appropriate for the property to be serviced with access from the eastern and western end of Schaw Street. As a result, the streetscape would not be compromised by the inclusion of a second access point.</p> <p>The site is not listed under the Local Historic Heritage Code.</p> <p>There is no “al fresco” dining or other outdoor activity in the vicinity of either access point.</p>
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**Historic Heritage Code**

<b>Clause</b>	<b>Standard</b>	<b>Acceptable Solution (Extract)</b>	<b>Proposed</b>
E13.8.2 A1, A2 and A5	Buildings and Works within a Heritage Precinct	No Acceptable Solution.	<p>Does not comply – the proposal would be located within the Richmond Heritage Precinct.</p> <p>Given there is no Acceptable Solution, consideration is required under the Performance Criteria.</p>

In this instance, the proposal must be considered pursuant to the Performance Criteria (P1, P2 and P5) of the Clause E13.8.2 as follows.

<b>Performance Criteria</b>	<b>Proposal</b>
<i>“P1 - Design and siting of buildings and works must not result in detriment to the historic cultural heritage significance of the precinct, as listed in Table E13.2.</i>	<p>Council’s Heritage Advisor has reviewed the proposal and has advised that the use of traditional external materials and a moderately pitched roof profile will ensure a compatible design response for the heritage precinct. However, it is considered that minor revisions to the north elevation window configuration to provide for a more simplistic symmetrical form will result in a more sympathetic design response.</p> <p>The dwelling would not be located within visual proximity to heritage listed buildings and would not interrupt key view corridors through the town. The proposal has incorporated pre-lodgement advice provided by Council’s Heritage Advisor and will not have any substantial impact upon the heritage values of the precinct due to the siting of the building within an area of less heritage significance.</p>
<i>P2 - Design and siting of buildings and works must comply with any relevant design criteria/conservation policy listed in Table E13.2, except if a heritage place of an architectural style different from that characterising the precinct.</i>	Council’s Heritage Advisor is of the view that the design and siting of the building and works would comply with the design criteria listed in Table E13.2 of the Scheme subject to minor modifications to the window arrangements on the northern and southern elevations of the dwelling to provide for a more simplistic symmetrical form.
<i>P5 - The design of new development must be sympathetic to the heritage locality in terms of bulk, setbacks, materials, colour scheme, form, and character of the place, streetscape and surrounding area. It therefore must:</i> <i>(a) not be confused with the original historic fabric associated with nearby historic places in the locality;</i>	Council’s Heritage Advisor has advised that the design of the dwelling and outbuilding would be sympathetic to the heritage locality in terms of bulk, setbacks, materials, colour scheme and form subject to minor modifications to the northern elevation upper level window.

<p>(b) <i>be compatible with the architectural design, colour and aesthetic characteristics of the historic places in the area;</i></p> <p>(c) <i>not visually dominate an existing heritage place or street in terms of size, height and bulk when viewed from the street frontage or frontages;</i></p> <p>(d) <i>adopt a contemporary architectural character of an understated appearance to minimise the visual dominance over adjacent contributory buildings, the heritage place or historic places in the locality, in terms of size, height or bulk;</i></p> <p>(e) <i>repeats the particular rhythm, spatial characteristics and character of historic places and other contributory buildings in the area;</i></p> <p>(f) <i>relates to and uses as reference points the materials, front and side setbacks, roof form, colours and details of adjacent buildings and the surrounding precinct;</i></p> <p>(g) <i>avoid blank walls at ground and upper floor levels when viewed from surrounding streets;</i></p> <p><i>utilise landscaping, fencing or other techniques to enhance the property and to reduce conflict with historic streetscapes”.</i></p>	<p>These changes have been discussed and agreed with the applicant. Accordingly, a condition is recommended requiring the production of amended plans reflecting these changes.</p>
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## **5. REPRESENTATION ISSUES**

The proposal was advertised in accordance with statutory requirements and one representation was received. The following issue was raised by the representor.

### **5.1. Access Arrangements**

Concern is raised in relation to the access arrangements proposed to service the development. Access to the subject site is via a sealed driveway extending from the existing Council maintained gravel road formation. This is because Schaw Street is currently divided into two sections with the central section containing an unconstructed section of road reserve.

The owner of 13 Schaw Street (property to the north of the subject site) constructed the sealed driveway to enable access over Schaw Street to their property and for the benefit of 10 Schaw Street and pedestrians using Schaw Street.

The owner of 13 Schaw Street is concerned that the existing sealed driveway is not sufficiently wide to cater for two-way traffic flows, the location of the crossover servicing the proposed garage will cause conflict in relation to the crossover location servicing 13 Schaw Street and will create conflict between properties owners in terms of maintenance responsibility.

- **Comment**

The constructed sealed driveway does not form part of the property of 13 Schaw Street as it has been constructed over a road reservation. In addition to this property, there are other properties including the subject site, that has legal frontage to Schaw Street and have a titled right to use Shaw Street to access their property. This includes accessing the part of the sealed driveway and parking area that has been constructed over Schaw Street to access their property.

Council's Development Engineer has inspected the property and has advised that the sealed driveway is not sufficiently wide to cater for multiple users. Accordingly, it is recommended that the driveway be upgraded to accommodate shared use in a safe and efficient manner.

The representor was informed of the proposed upgrade requirements and have advised that the upgrades will alleviate their concerns.

The applicant has also agreed to upgrade the driveway to satisfy Council's requirements.

## **6. EXTERNAL REFERRALS**

No external referrals were required or undertaken as part of this application.

**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 dwelling and outbuilding at Lot 2, 10 Schaw Street, Richmond is considered to satisfy all relevant acceptable solutions and performance criteria of the Scheme and is accordingly recommended for conditional approval.

Attachments: 1. Location Plan (1)  
2. Proposal Plan (5)  
3. Site Photo (2)

Dan Ford  
**ACTING MANAGER CITY PLANNING**



# Attachment 1



PR

AT

OI

## SITE PLAN 1:200 NORTH.

16 LOT 2 10° SCHAW ST RICHMOND 7025

RIGHT OF  
WAY TO  
10°

3.9m

RL 14.430

25.60 m

55.11 m

14.020

12.47 m

13.180

13.250

HOUSE

12.460

4.27 m

12.420

11.890

5.0 m

11.280

7.2

10.790

10 m

6 m

GARAGE

DATUM 9.000

3 m

CUBBY  
HOUSE

3 m

2 m

9.850

9.780

28.02 m

1 m

57.84 m

DRAINAGE EASEMENT 3 METRES WIDE

DRG CMS

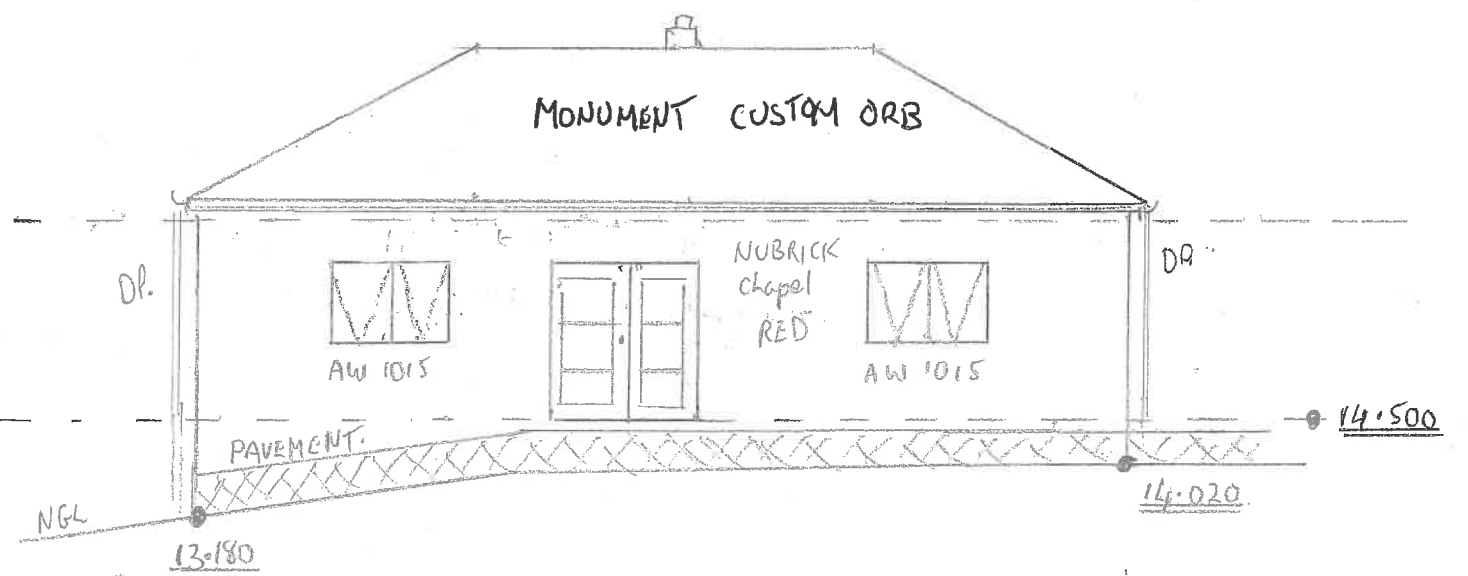
SUBDIVISION APPLICATION:

CD 2005/59

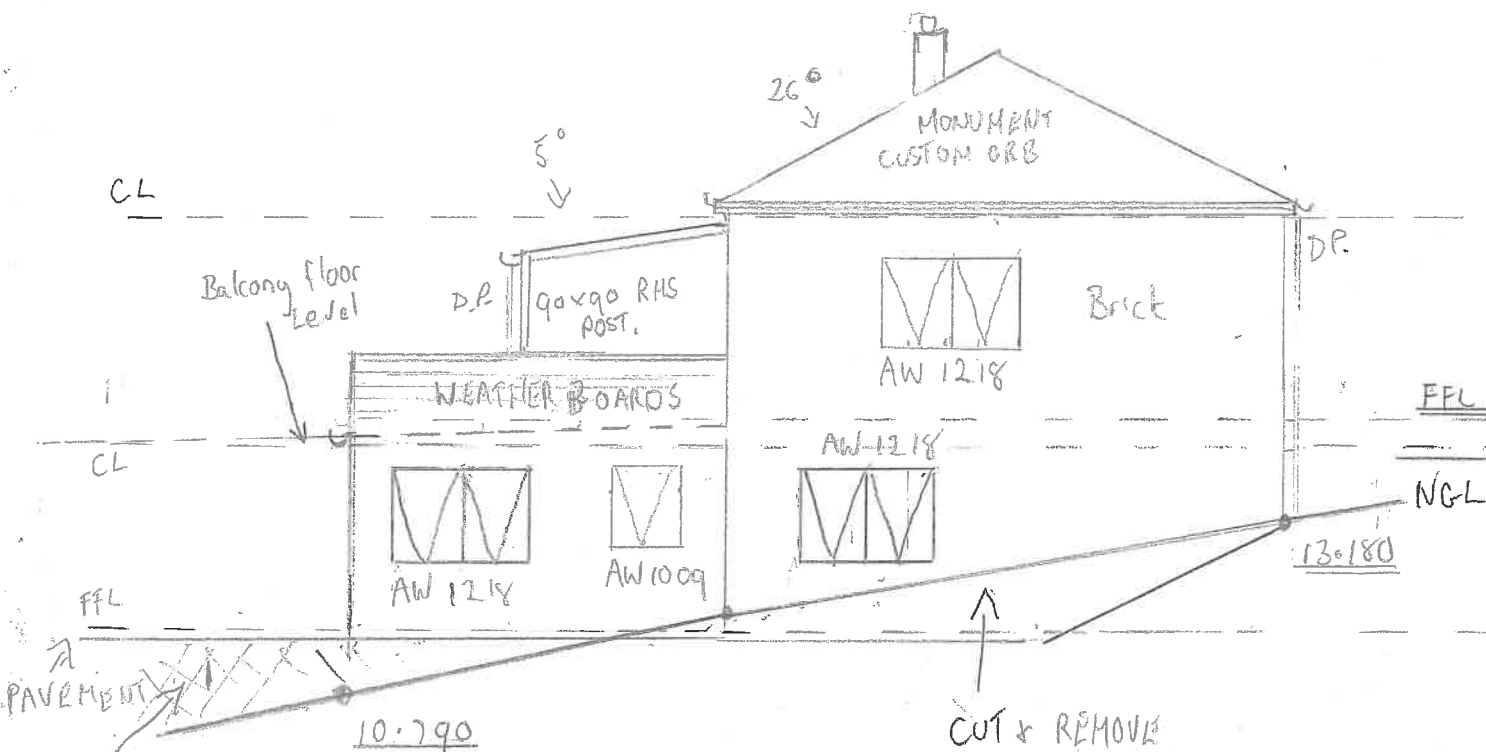
WEST ELEVATION



EAST ELEVATION

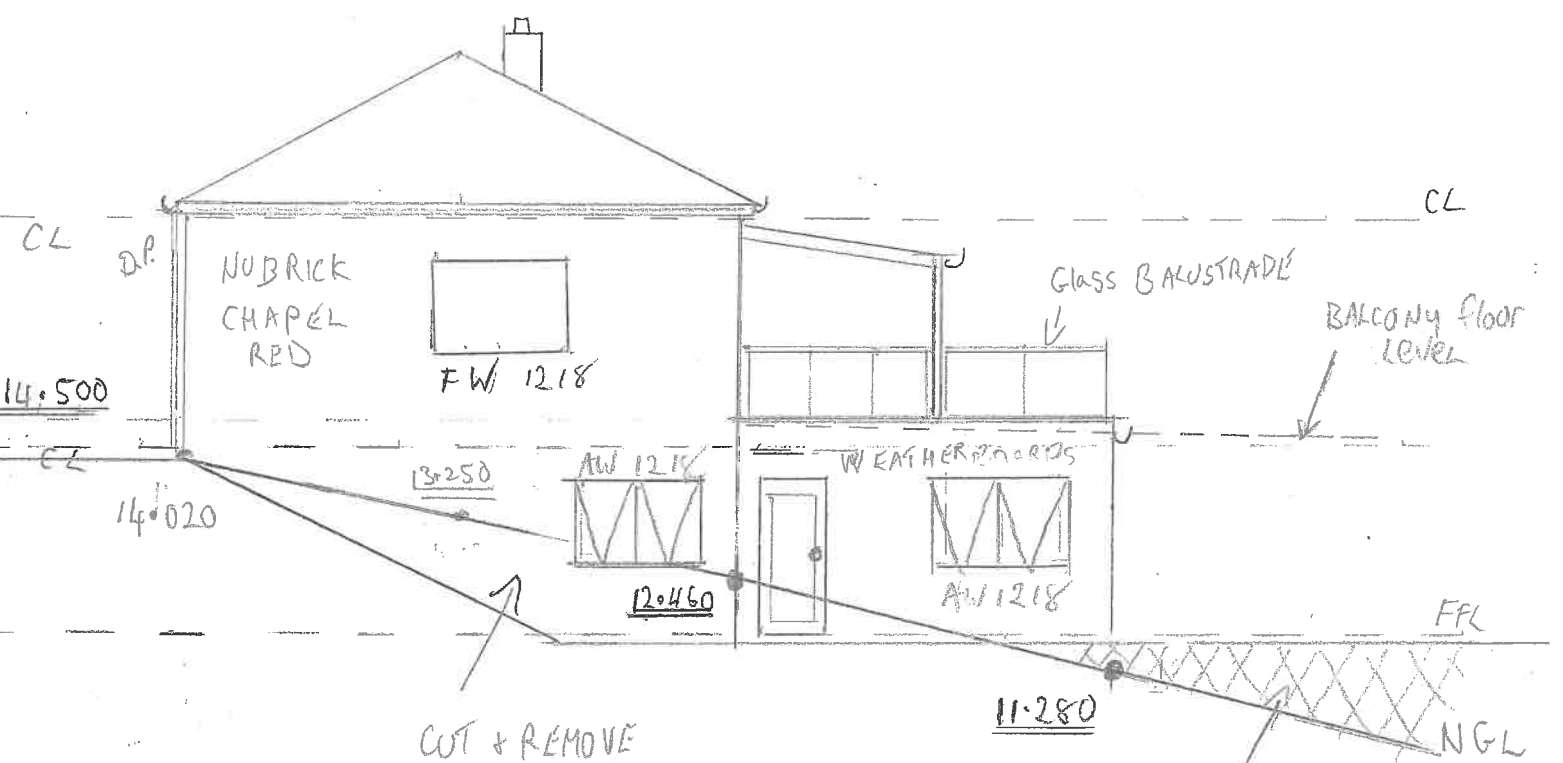


SOUTH ELEVATION



HATCHED AREA  
TO BE FILLED  
and compacted

NORTH ELEVATION



HATCHED AREA  
TO BE FILLED  
AND COMPACTED

DWG CM2



Hand-drawn floor plan of a building with dimensions and room labels. The plan includes a central staircase and several rooms: a Pantry, a Lounge, and a Private Open Space. The building has a gabled roof with a brick fire place and a wood heater. The floor is made of CSR concrete floor system with liquid membrane tiles over. The plan also shows a 100mm step down and 55mm fall. The dimensions are as follows:

- Overall width: 7200
- Overall depth: 6950
- Room dimensions:
  - Pantry: 240 x 5810
  - Lounge: 240 x 5810
  - Private Open Space: 7510 x 4300
- Staircase: 800 wide, 195 Rise x 16, 240 GO x 15
- Other labels: CSR Sheet Floor, 150 RAVE, D.P., 100mm STEP DOWN 55mm FALL, CSR CONCRETE FLOOR SYSTEM, LIQUID MEMBRANE TILES OVER, 90 x 90 RHS POST, 200 x 45 BEAM OVER, 7510, 4300, 240, 90, 800, 90, 7200, 6950, 240, 5810, 90, 2100, 90, 3800, 240, 12470.

LOWER LEVEL

The floor plan is titled "LOWER LEVEL". It shows a rectangular layout with three bedrooms, a bathroom, a central hallway, and a linen closet. The dimensions are as follows:

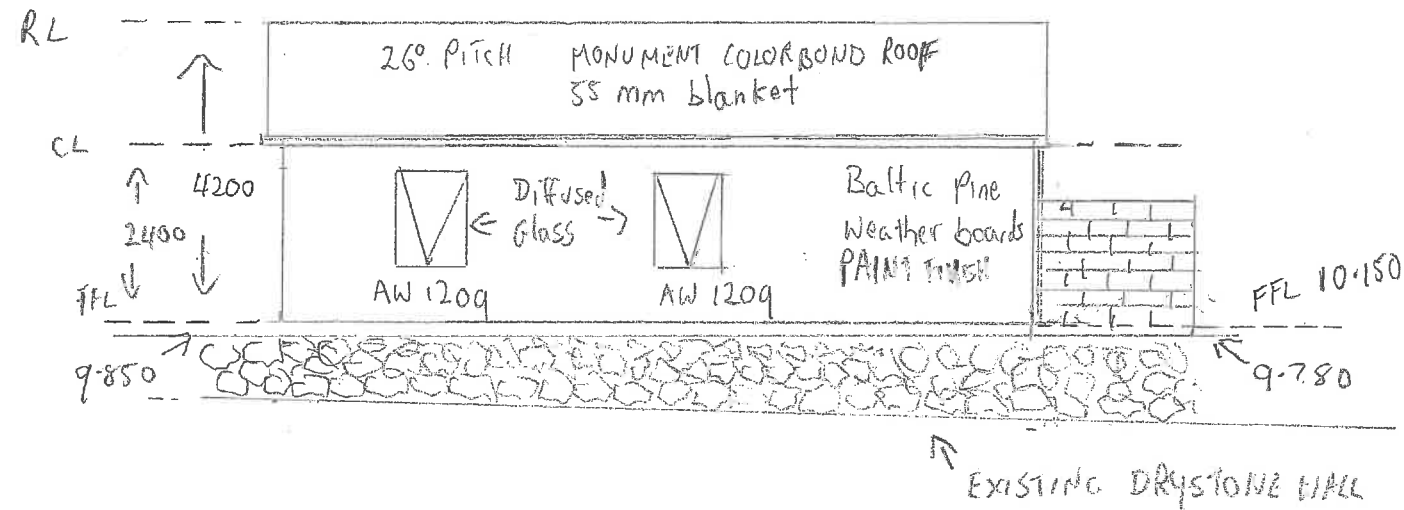
- Overall Dimensions:**
  - Top: 240, 5120, 90, 90, 90, 4300, 240
  - Bottom: 90, 2465, 90, 3465, 90
  - Left: 90, 1400, 90, 3570, 90
  - Right: 140, 3320, 240, 5600, 90
- Room Labels:**
  - BED 1 (Top Left)
  - BED 2 (Top Right)
  - BED 3 (Bottom Left)
  - BATHROOM (Bottom Right)
  - HALLWAY (Center)
  - LINEN (Top Center)
  - ROBE (Top Center, near stairs)
  - ROBE (Bottom Left, near BED 3)
  - LINEN (Bottom Right, near BED 3)
- Other Notes:**
  - Lintel over F17 240 x 45 ?

A hand-drawn architectural sketch of a building structure, likely a shed or small house, showing the roof, walls, and floor details. The sketch includes the following elements:

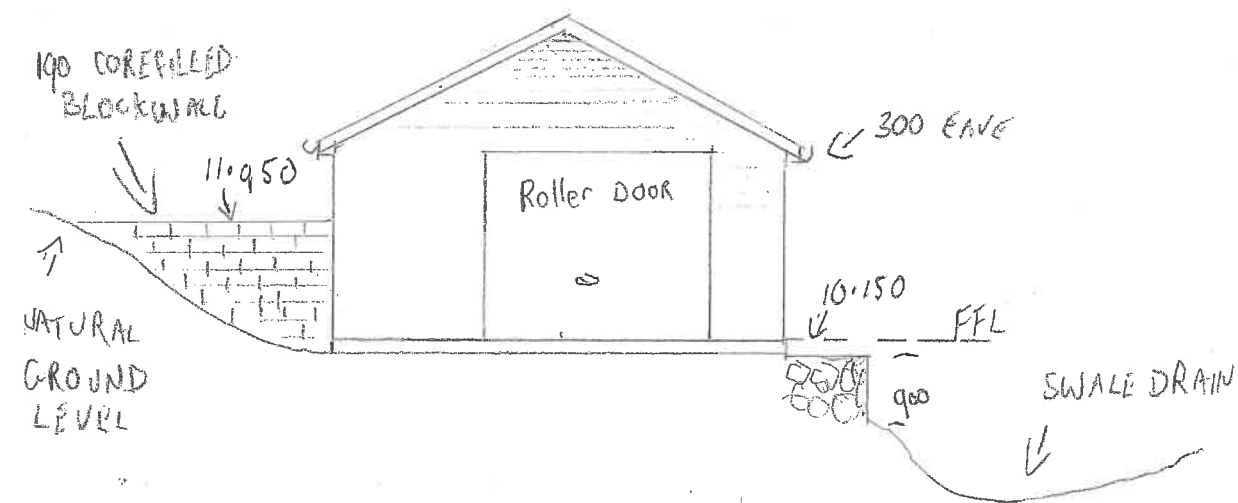
- Roof:** A gabled roof with a 26° pitch on the left side and a 5° pitch on the right side. The roof is labeled "CUSTOM ORB MONUMENT ROOF" and "65mm Builders BLANKET". The rafters are labeled "R.4 BATTIS" and "170x45 F17 JOISTS THROUGH OUT".
- Walls:** The walls are labeled "R.25 WALL BATTIS" and "140 BLOCK WALL". The left wall has a 1:100 fall and 55mm thickness. The right wall has a 140 block wall and 2800mm height.
- Floor:** The floor is labeled "170x45 F17 JOISTS THROUGH OUT" and "R.4 BATTIS BETWEEN FLOOR". The floor is 2700mm high from the FFL (Finished Floor Level) to the C.L. (Center Line).
- Dimensions and Levels:**
  - 2100mm height from the FFL to the top of the left wall.
  - 2700mm height from the FFL to the C.L.
  - 2800mm height from the FFL to the top of the right wall.
  - 400mm height from the FFL to the top of the right wall.
  - 150mm height from the FFL to the top of the left wall.
  - 100mm step from the FFL to the top of the left wall.
  - 100mm step from the FFL to the top of the right wall.
  - 100mm step from the FFL to the top of the left wall.
  - 100mm step from the FFL to the top of the right wall.
  - 100mm step from the FFL to the top of the left wall.
  - 100mm step from the FFL to the top of the right wall.
- Other Details:**
  - 100mm step from the FFL to the top of the left wall.
  - 100mm step from the FFL to the top of the right wall.
  - 100mm step from the FFL to the top of the left wall.
  - 100mm step from the FFL to the top of the right wall.
  - 100mm step from the FFL to the top of the left wall.
  - 100mm step from the FFL to the top of the right wall.

Agenda Attachments - Lot 2, 10 Schaw Street, Richmond Page 4 of 8

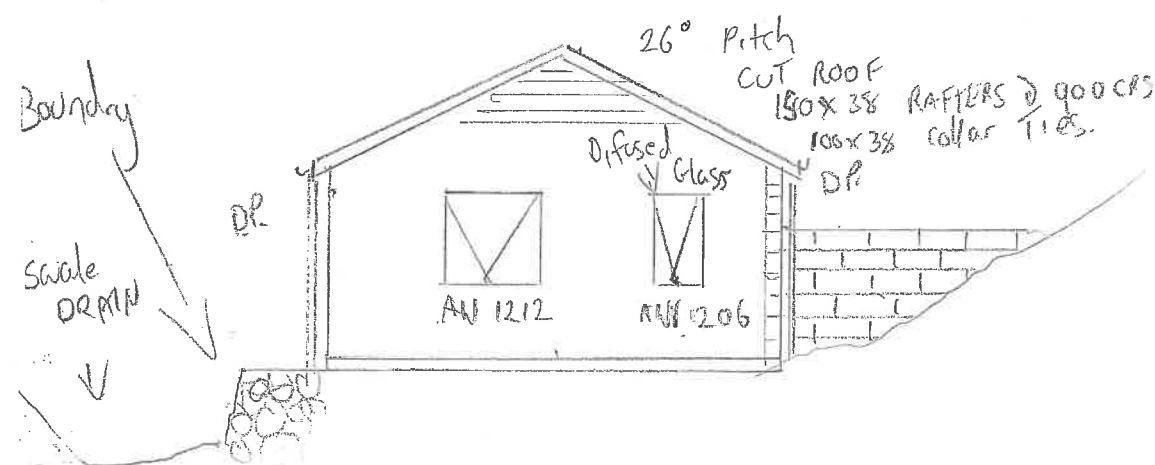
## WEST ELEVATION



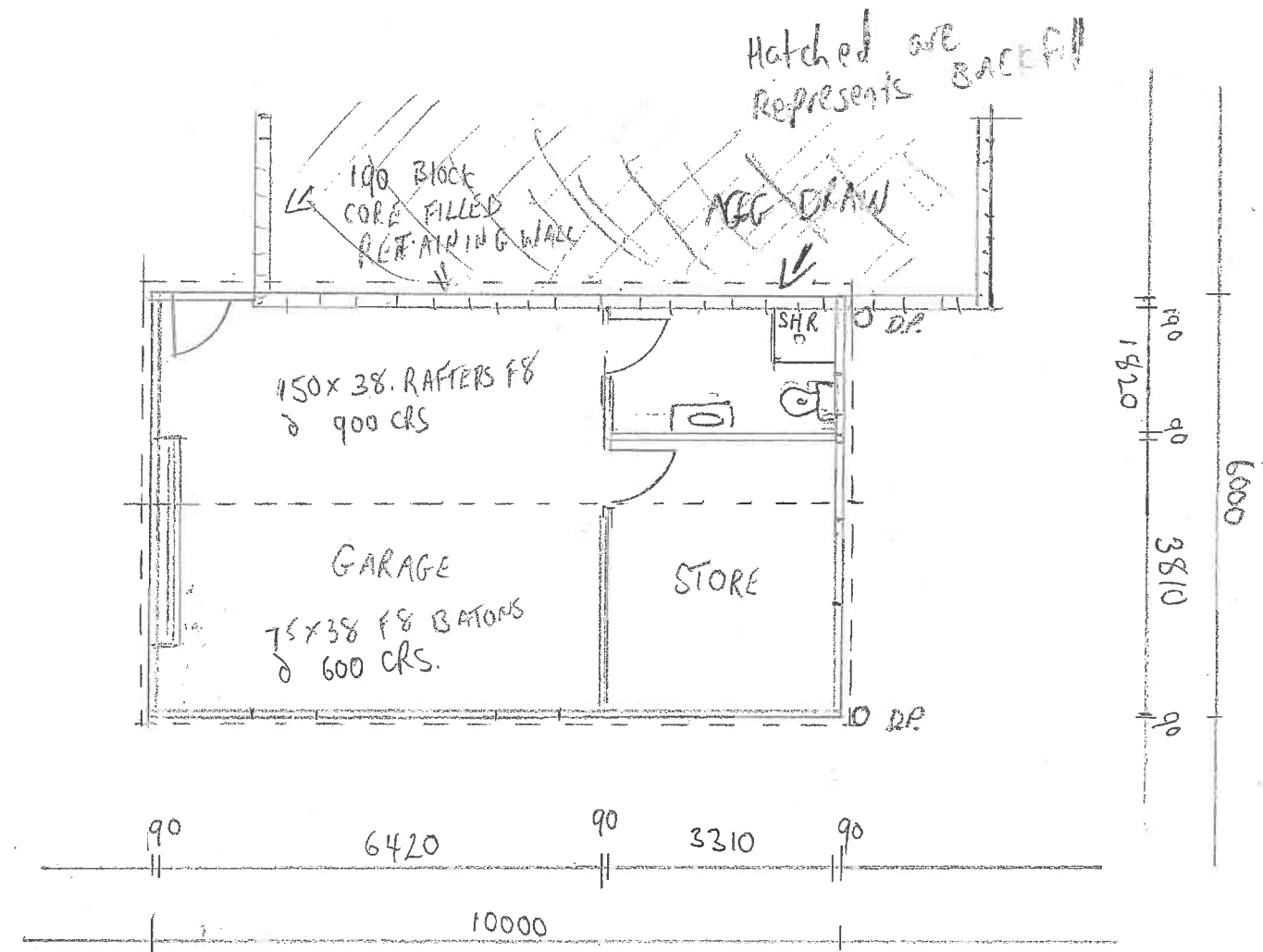
## NORTH ELEVATION



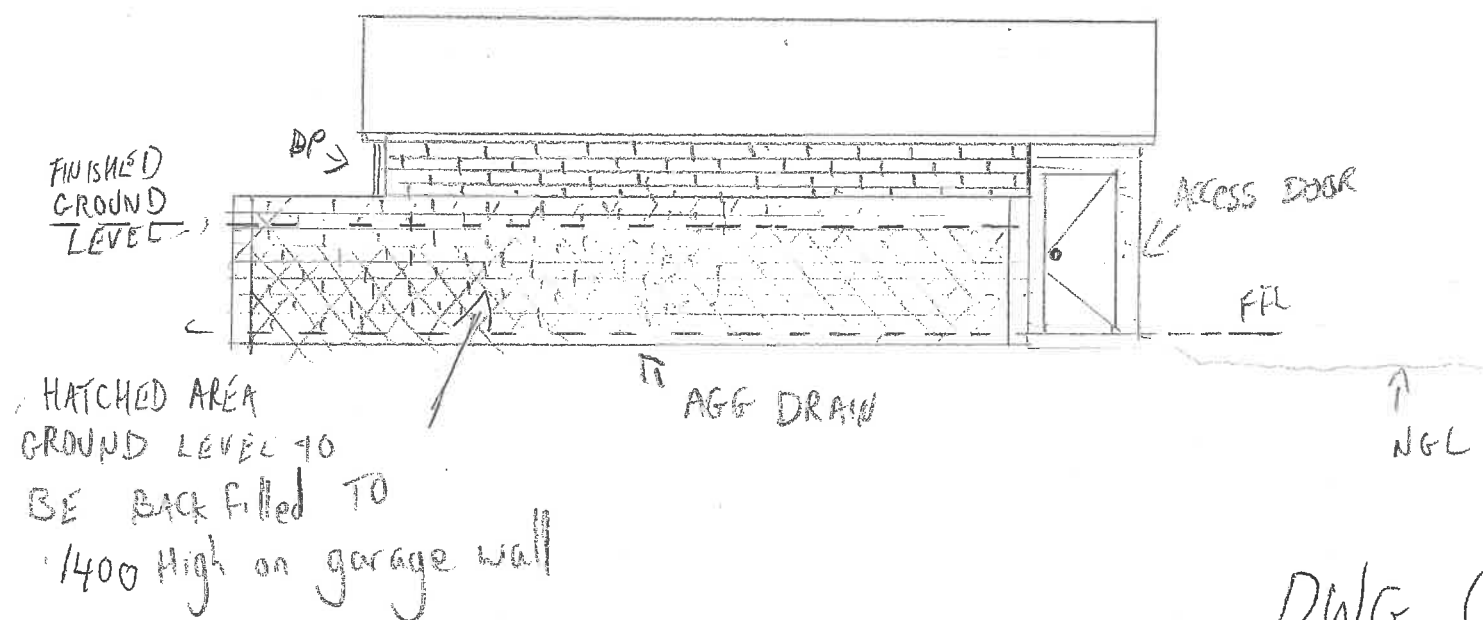
## SOUTH ELEVATION



## FLOOR PLAN



## EAST ELEVATION



DWG CM 4

# PROPOSED DWELLING

CRAIG & MONINNA HAZEN

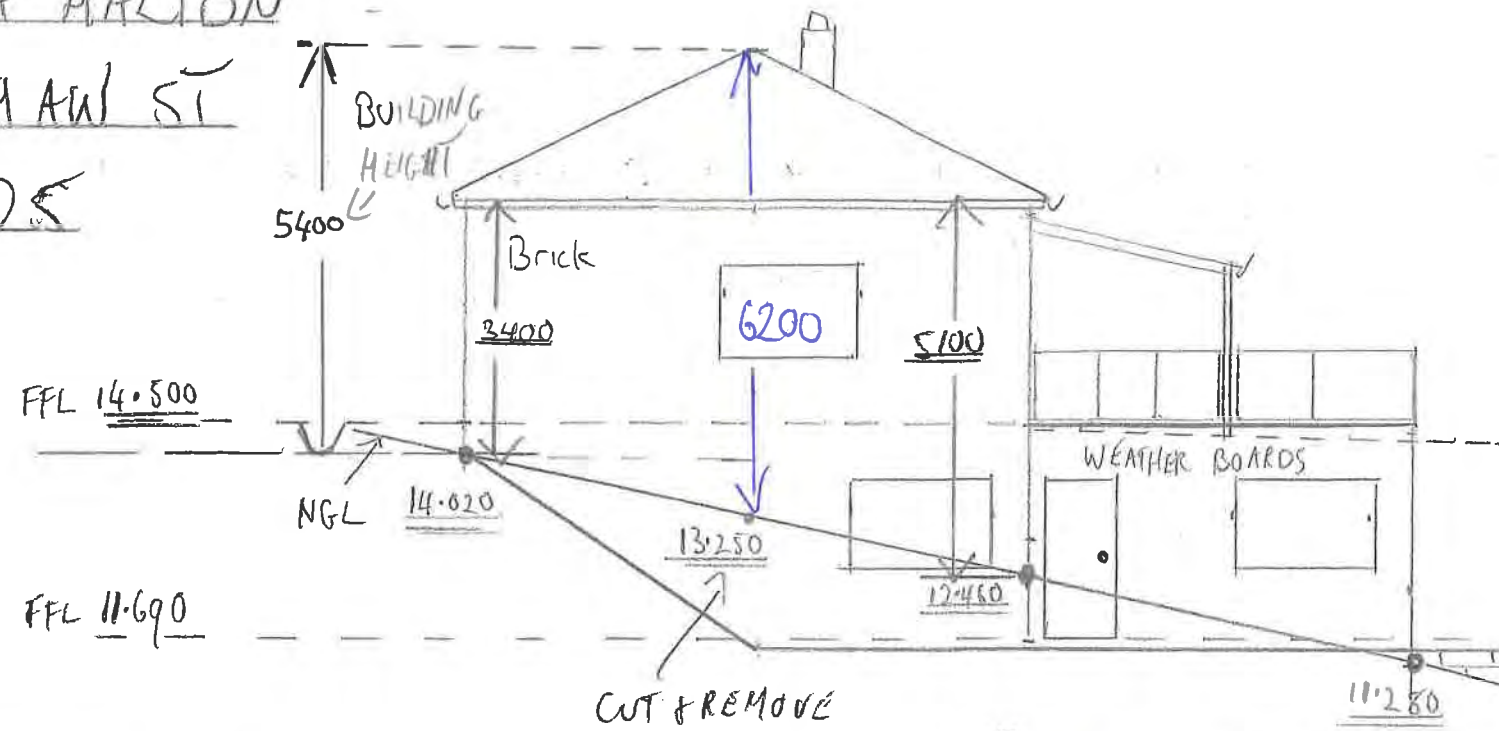
LOT 2, 10 SCHAW ST

RICHMOND 7025

D-2019/64.

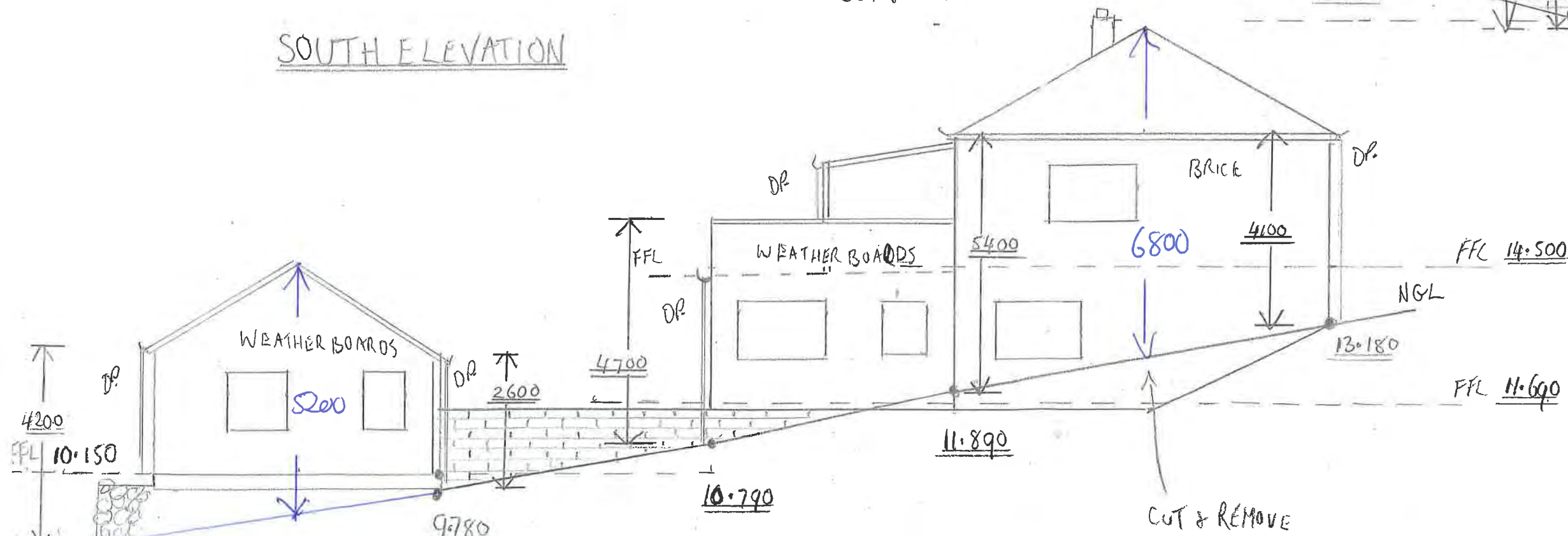
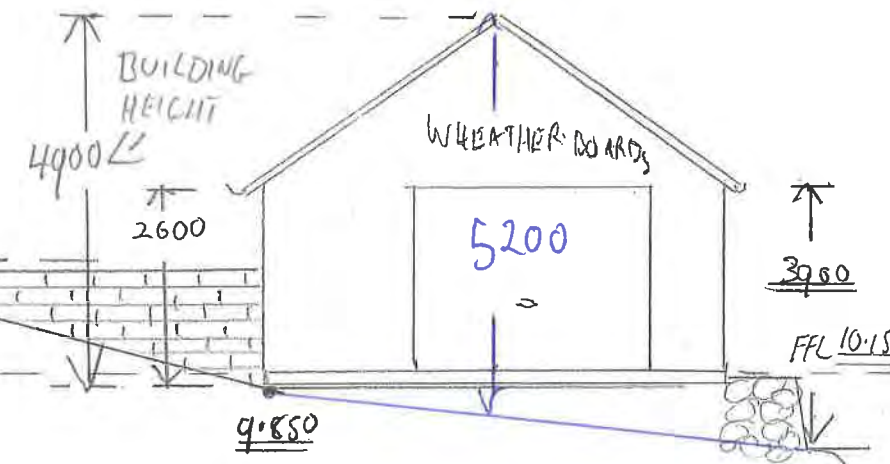
REVISED ELEVATION PLAN

SCALE 1:100



SOUTH ELEVATION

NORTH ELEVATION



DWG CM 1

REVISION

1



**Lot 2. 10 Schaw Street, Richmond**



***Photo 1:*** The terminating end of the Council maintained western end of Schaw Street. The car in the image represents the commencement of the driveway servicing the subject site.



***Photo 2:*** The site when viewed from the unconstructed section of Schaw Street.



**Photo 3:** *The sealed driveway currently servicing 13 Schaw Street. The driveway is proposed to be shared with the subject site and will require upgrading.*



**11.3.2 DEVELOPMENT APPLICATION D-2018/469 - 30A, 64, 64A, 64B, 64C, 74A AND 78 CAMBRIDGE ROAD, BELLERIVE, ADJACENT CROWN FORESHORE (INCLUDING PUBLIC BOARDWALK) WITH ACCESS OVER 78 CAMBRIDGE ROAD FROM KANGAROO BAY DRIVE - MARINA REDEVELOPMENT**

(File No D-2018/469)

**EXECUTIVE SUMMARY****PURPOSE**

The purpose of this report is to consider the application made for a marina redevelopment at 30A, 64, 64A, 64B, 64C, 74A and 78 Cambridge Road, Bellerive, adjacent Crown foreshore (including public boardwalk) with access over 78 Cambridge Road from Kangaroo Bay Drive.

**RELATION TO PLANNING PROVISIONS**

The land is zoned Particular Purpose Zone 4 – Kangaroo Bay and Open Space and is subject to the Potentially Contaminated Land Code, Road and Rail Assets Code, Parking and Access Code, Stormwater Management Code, Waterway and Coastal Protection Code, Inundation Prone Areas Code and Public Art Code 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 the 19 June 2019 as agreed with the applicant.

**CONSULTATION**

The proposal was advertised in accordance with statutory requirements and 10 representations were received raising the following issues:

- in support of application;
- safety of cyclists and pedestrians;
- impact of marina encroachment upon recreational users of Kangaroo Bay;
- alternative uses for foreshore land;
- access arrangements;
- landscaping of public boardwalk;
- validity of application;
- lack of public consultation;

- Crown consent;
- environmental impact;
- noise impacts;
- navigation impacts within Kangaroo Bay;
- public carpark lease and management arrangement;
- commercial vehicle movements; and
- use of dinghy storage shed.

**RECOMMENDATION:**

A. That the Development Application for a marina redevelopment at 30A, 64, 64A, 64B, 64C, 74A and 78 Cambridge Road, Bellerive, adjacent Crown foreshore (including public boardwalk) with access over 78 Cambridge Road from Kangaroo Bay Drive (CI Ref D-2018/469) be approved subject to the following conditions and advice.

1. GEN AP1 – ENDORSED PLANS.
2. An amended Staging Plan must be submitted to and approved by Council's Manager City Planning prior to the commencement of works. The plans must provide for the upgrade of the public carpark and public open space landscaping to be completed as part of Stage 2.
3. Construction works associated with Stage 4 of the marina redevelopment (the western outer end of the marina structure) must not occur until such time that the planning permit for the public pier (D-2016/439) has been substantially commenced.
4. Given Stage 4 of the marina redevelopment is dependent on the completion of the planning permit for the public pier (D-2016, 439), Stage 5 works may occur prior to or concurrently with Stage 4 works.
5. GEN S1 – SIGN CONSENT.
6. Noise monitoring by a suitably qualified person must be undertaken within 30 days of the commencement of the use of the dinghy storage building. The noise monitoring must be undertaken as far as possible to the nearest General Residential Zone boundary along Cambridge Road.

A report from the suitably qualified person verifying the noise levels for each stage must be submitted to Council within 14 days of undertaking the noise monitoring.

Measurements must be in accordance with the methods of the *Noise Measurements Procedures Manual* issued by the Director or Environmental Management and are to be averaged over a 15 minute time interval.

If the noise levels exceed the mean L<sub>max</sub> of 65 dB(A) and an L<sub>eq</sub> of 55dB(A) then noise attenuation measures to reduce emissions to achieve compliance with the above threshold are to be determined by a suitably qualified person and implemented to the satisfaction of Council's Senior Environmental Health Officer within a reasonable period of time, having regard to the nature of the proposed noise attenuation measures.

7. External lighting for the marina, dinghy storage shed, refuelling pontoon and public and private car parking areas must comply with all of the following:
  - (a) be turned off between 11.00pm and 6.00am, except for security lighting; and
  - (b) security lighting must be baffled to ensure it does not cause emission of light outside the site.
8. Commercial vehicle movements, (including load and unloading and garbage removal) to or from any area of the site within 50m of a residential zone must be within the hours of:
  - (a) 7.00am to 6.00pm Mondays to Fridays inclusive;
  - (b) 9.00am to 5.00pm Saturdays; and
  - (c) 10.00am to 12.00 noon Sundays and Public Holidays.
9. Unless otherwise provided for in writing by Council on a case by case basis, refuelling activities must be entirely contained within the area subject to the Bellerive Yacht Club Lease and must not impede the effective use of the adjoining Council carpark at 30 Cambridge Road.
10. All external surfaces for the marina redevelopment, dinghy storage shed and refuelling pontoon must be coloured using colours with a light reflectance value not greater than 40 percent. Details of the colour schedule must be submitted and approved prior to the commencement of the use of each stage.
11. Public art works valued at not less than \$20,000 must be provided in a form and location in accordance with Council's documented guidelines, procedure and criteria to the satisfaction of Council's Manager City Planning. The form and location must be agreed prior to the commencement of works associated with Stage 2 and installation of the art works must occur prior to the completion of Stage 2 works (marina upgrade and extension and public carpark upgrade).

Alternatively, a cash contribution of \$20,000 may be provided to Council to provide for, or contribute towards, public artworks in accordance with Council's Public Art Policy.

12. Prior to the installation of the sewerage pump out facility as shown on Drawing No.1141-DA13 Rev.G prepared by Burbury Consulting dated 29 January 2019, detailed engineering designs for the installation and operational procedures must be submitted to and approved by Council's Senior Environmental Health Officer.

The installation location and operational procedures must be consistent with best practices to minimise impact upon the environment and public areas with attention given to noise, odour and spill management.

13. The sewerage pump out facility shown on Drawing No.1141-DA13 Rev.G prepared by Burbury Consulting dated 29 January 2019 must be installed to the satisfaction of Council's Senior Environmental Health Officer prior to or in conjunction with the completion of Stage 1 works.
14. A protective structure must be installed between the fuel storage tank and existing slipway prior to the completion of Stage 1 works to prevent potential damage to the fuel storage tank as a result of slip yard activities. Engineering designs for this structure must be submitted to and approved by Council's Manger City Planning prior to the commencement of the use of Stage 1 works.
15. A plan for the management of construction must be submitted and approved by Council's Group Manager Engineering Services prior to the commencement of each stage. The plan must outline the proposed demolition and construction practices in relation to:
  - proposed hours of work (including volume and timing of heavy vehicles entering and leaving the site, and works undertaken on-site);
  - proposed hours of construction not exceeding the *Environmental Management and Pollution Control Act (Noise Regulations) 2016*;
  - 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;
  - construction parking and temporary displacement of public carparks;
  - alternative arrangements for pedestrian and cycling along the Boardwalk;
  - procedures to washdown vehicles, to prevent soil and debris being carried onto the street;
  - control of dust and emissions during working hours;
  - proposed screening of the site and vehicular access points during work; and
  - soil sampling procedures as per the recommendations made within the *Limited Scope Environmental Site Assessment* prepared by Geo-Environmental Solutions dated October 2018. If contaminants in the soil exceed IB105, disposal is to occur in accordance with the *Environmental Protection Authority Information Bulletin No. 105 – Classification and Management of Contaminated Soil for Disposal*.

16. In addition to the requirements of Condition 15, a Construction Environmental Management Plan in accordance with the recommendations of *Marine Solutions, Ecological Assessment at the Site of the Proposed Development of Bellerive Yacht Club Marina, Kangaroo Bay, Tasmania* dated March 2018 and the comments of the Policy and Conservation Advice Branch of DPIPWE is required to address the following points relevant to the marine environment:
- identification, storage and disposal measures for treated timber removed from within the existing marina infrastructure;
  - translocation of marine pests by machinery working on-site including thorough cleaning protocol for any marine equipment sourced from outside south-east Tasmania;
  - management of silt disturbance during construction;
  - methodology to prevent debris from entering the bay during construction;
  - installation and maintenance of silt fencing (land) on the shoreline prior to construction and earthworks to control sediment discharge into the adjacent river during earthworks and protection of the construction area;
  - minimisation of seabed sediments including cutting of piles at the seabed as opposed to extraction;
  - methodology to prevent debris from entering the bay during construction;
  - water quality monitoring to be undertaken during piling or other construction within the water beyond the area of the silt curtain directed to monitor any resuspension of sediments;
  - marine spill kit and methodology to employ it;
  - piling (if required), and appropriate cetacean/pinniped management;
  - seasonality of construction timing to minimise risk to spotted handfish breeding. Reclamation works, piling or other construction within the water must not occur between September to January inclusive;
  - construction must be confined to calm weather conditions to minimise sediment plume dispersion;
  - prior to each day of marine construction works, the immediate area should be scanned for the presence of cetaceans, pinnipeds, turtles, and/or penguins;
  - construction activities must not occur, or must cease, if any listed cetacean and pinniped/turtle/penguin species are known to be present within 500m of construction activities;
  - a soft start technique (a slow start ramping up to full capacity over a 30 minute period) should also be used at the beginning of each pile installation day to allow any cetaceans, pinnipeds, turtles and/or penguins that may be in the immediate area to avoid the area before impact piling reaches full capacity;

- the Wildlife Management Branch within DPIPWE is to be consulted immediately prior to construction activities, to determine whether there have been any recent marine mammal sightings in the proposed work area (24hr Whale Hotline on 0427 WHALES (0427 942 537);
- occurrences of cetaceans, pinnipeds, turtles, and/or penguins should be reported to DPIPWE within 90 days of collection. Reference data should include species name, location-GPS (grid reference GDA94), observer name, date, number of individuals and area;
- undertake excavation above tidal levels to reduce disturbance of sediments from plant movement;
- no placement of excavated material into the adjacent river during construction;
- locate footings on stable and sound material (to engineer recommendations) for formation of retaining wall structures and aboveground fuel storage tank;
- prefabrication of elements off-site and delivered to site to minimise site construction times and potential impacts of construction works occurring within the river;
- utilisation of building materials that will tolerate marine exposure including-
  - concrete – high strength, 70mm cover and corrosion inhibitors;
  - steel – protective coatings;
  - aluminium – marine grade and management of dissimilar metals; and
- control of stormwater discharge during construction and access to proposed new works for ongoing maintenance and future works (ie sediment and debris collection, one-way valve controls for future sea level rise, etc).

17. A landscape plan for the public carpark must be submitted to and approved by Council's Manager City Planning prior to the commencement of works in that stage. The plan must be to scale and show:

- a north point;
- location of existing/proposed paths, buildings, car parking, retaining walls and fencing;
- any proposed rearrangement of ground levels;
- the landscaping of the car parking and circulation areas to an amount of no less than 5% of the area of the car parking area;
- details of proposed plantings including botanical names, and the height and spread of canopy at maturity; and
- estimated cost of the landscaping works.

All landscaping works must be completed and verified as being completed by Council prior to the commencement of the use. All landscape works must be maintained:

- in perpetuity by the existing and future owners/occupiers of the property;
- in a healthy state; and
- in accordance with the approved landscape plan.

If any of the vegetation comprising the landscaping dies or is removed, it is to be replaced with vegetation of the same species and, to the greatest extent practicable, the same maturity, as the vegetation which died or which was removed.

18. A bond 1.5 times the estimated cost of the landscape works required by Condition 17 must be submitted with the landscape plan. The bond will be held as security to ensure both development and maintenance of the landscape work is undertaken in accordance with the approved plans.

The bond may be a cash deposit or a bank guarantee. The work is to be completed prior to the commencement of the use of the upgraded carpark. If the works are not completed prior to use, Council may have the landscape work undertaken and may recover those costs incurred from the bonded amount.

19. The marina structures must be designed and constructed in accordance with MAST requirements and maintained in accordance with the recommendations of the *Development and Engineering Assessment* prepared by Burbury Consulting Revision 2 dated 30 January 2019.
20. One hundred and fifty two car parking spaces and 4 motorcycle parking spaces must be provided on-site prior to the commencement of works associated with Stage 3. Each space, including disabled parking, must be clearly marked and used solely for parking purposes. Plans showing the layout of the car parking areas, designed with suitable manoeuvring areas in accordance with the Parking and Access Code of the *Clarence Interim Planning Scheme 2015*, must be submitted to and approved by Council's Manager City Planning prior to the commencement of Stage 2 works.
21. ENG A5 – SEALED CAR PARKING.
22. ENG M1 – DESIGNS DA [Access arrangements; carpark and driveways construction; service upgrades or relocations].
23. Special provisions are to be made for the cycleway/multi-user paths that travel around and through the site. The detailed designs must be submitted to and approved by Council's Group Manager Engineering Services prior to the commencement of works associated with Stage 2 and include:
- a public multi-user path with a clear width of 4m (unencumbered with street furniture) around the water side of the development with an appropriate surface and no sharp bends;

- a clearly defined cycle path/multi-user path adjacent to the access lane utilising appropriate smooth surface materials with contrasting colour to other pedestrian surface areas with the use of symbolic inlays within the pavement being encouraged;
  - special provisions within the access laneway/public thoroughfare are to be made which may include surface treatments and channelisation techniques to make provision for the interaction of cyclist, pedestrian and vehicle movements;
  - installation of bollards or other physical barriers between the 2.5m shared walkway and access laneway; and
  - the works must be completed prior to the commencement of any of the use of Stage 2.
24. Stormwater reticulation must be designed in accordance with the requirements of *Council's Local Highways Standard Requirements By-Law* and the *State Stormwater Strategy* to the satisfaction of Council's Group Manager Engineering Services. The design must identify and design overland flow paths and run-off handling systems for 1% AEP events. These systems shall ensure that no concentrated flow or overflow from street drainage and stormwater reticulation is directed across or through proposed lots (unless dedicated as an overland flow path with easements in favour of Council). Designs shall ensure that net discharge of stormwater does not exceed predevelopment levels and water quality characteristics of receiving waters are maintained or improved. The design must incorporate *Water Sensitive Urban Design principles* and be submitted for approval by Council's Group Manager Engineering Services prior to the commencement of Stage 2 works (public carpark upgrade).
25. ENG S1 – INFRASTRUCTURE REPAIR.
26. The development must meet all required Conditions of Approval specified by TasWater notice dated 16 May 2019 (TWDA 2018/01314-CCC).

**ADVICE**

- a. ADVICE 1 - PERMIT EXPIRY ADVICE.
- b. ADVICE 14 – BUILDING ADVICE.
- c. ADVICE 15 - ADVICE DDA ADVICE.
- d. MAST have advised that the Bellerive Yacht Club are responsible for either relocating or coming to a mutual agreement with the mooring permit holders to enable the moorings within Kangaroo Bay to be removed for the marina redevelopment to proceed. Any new mooring position must be to the satisfaction of the mooring owner and MAST. Any costs associated with mooring relocations is at the developer's expense.



- e. MAST have advised that the berths on the outside arms of the marina (20m berths) close to the clearway may be affected by wash from trailer boats from the Rosny Public Boat Ramp and from ferry wash should a ferry terminal be established in the future. Owners of vessels on these berths should be advised that they are berthed there at their own risk.
  - f. It is advised that Council understands that the Bellerive Yacht Club will be required by the Crown to upgrade the slip yard infrastructure. Please be advised that Council also reserves the right to issue an Environmental Protection Notice under the Environmental Management and Pollution Control Act 1994 to bring the slip yard in line with the EPA's *Environmental Guidelines for Boat Repair and Maintenance*.
  - g. It is advised that the storage of greater than 10,000 litres of diesel on site triggers the requirement for compliance with the *Work Health and Safety Regulations 2012* and associated documents.
- 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.

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## **ASSOCIATED REPORT**

### **1. BACKGROUND**

The Bellerive Yacht Club (BYC) and associated marina is located within Kangaroo Bay which is a significant location within the heart of the urban area of Clarence that has long been regarded by Council and the community as an undeveloped opportunity to provide a significant visitor and leisure destination and community focus for the City.

In 2004, the State Government and Council called for expressions of interest (EOI) in the development of land around the former ferry terminal. The EOI process was subsequently terminated as it did not produce a viable development proposal. Factors identified as contributing to the failure of the EOI process was the lack of an overall masterplan for the area and issues regarding access to the precinct.

In response, Council commissioned an extensive process of community and stakeholder consultation leading to the formal adoption of the *Kangaroo Bay Urban Design Strategy and Concept Plan* (Masterplan) in 2008.

The Masterplan has provided the framework upon which to move forward in a planned manner and to meet the community expectation for progress. Several components of the Masterplan were soon actioned, including the extension of the Bellerive boardwalk (incorporating a movable pedestrian bridge past the yacht club slipway) and construction of a section of foreshore promenade at the head of the bay.

Scheme amendments critical to implementing the Masterplan were approved by the Tasmanian Planning Commission in 2011, following further public consultation (statutory and non-statutory). The Kangaroo Bay Development Plan (DPO 11) established the zoning and planning provisions for the precinct, including an outline subdivision plan. The intent and provisions of DPO11 have been subsequently translated into the Kangaroo Bay Particular Purpose Zone 4 within the new format *Clarence Interim Planning Scheme 2015* (the Scheme).

The precinct subdivision required to implement the Kangaroo Bay Development Plan (SD-2013/32) - creating the areas of public domain, new access and road lots, and also the development parcels – was approved by Council in October 2013 following statutory public consultation.

The expansion of the BYC marina is partially dependent upon an approval granted for a public pier situated in proximity to the former Wharf located adjacent to the public carpark at the junction of Cambridge Road and Victoria Esplanade. At its Meeting of 11 May 2015, Council resolved:

*“That Council agrees to lodge a development application for the proposed breakwater/pier proposal for Kangaroo Bay noting the following:*

- that the development application be based on the technical reports prepared by the Bellerive Yacht Club (BYC);*
- that the development application is for the breakwater/pier only;*
- that the development application make provisions for the breakwater/pier to provide a high standard of public facility and access; and*
- that in lodging the development application Council is not committing to the funding of the infrastructure beyond the extent of funding already approved”.*

Previous to this decision, Council in Closed Meeting, resolved that as part of the Kangaroo Bay Crown Land transfer to Council, it is committed, subject to conditions, to make a financial contribution toward the construction of the proposed breakwater.

At its Meeting of 11 May 2015, Council resolved:

*“That Council agrees to lodge a development application for the proposed breakwater/pier proposal for Kangaroo Bay noting the following:*

- that the development application be based on the technical reports prepared by the Bellerive Yacht Club (BYC);*
- that the development application is for the breakwater/pier only;*
- that the development application make provisions for the breakwater/pier to provide a high standard of public facility and access; and*
- that in lodging the development application Council is not committing to the funding of the infrastructure beyond the extent of funding already approved”.*

A planning application D-2016/439 was approved by Council at its Meeting of 28 May 2018 for a public pier and breakwater to allow full public access for viewing and fishing at 14A Victoria Esplanade, Bellerive. The public pier has been designed to provide wave protection of the Kangaroo Bay area including public moorings, public boat ramp, Bellerive Yacht Club marina and the existing boardwalk infrastructure.

The proposal was similar to a previous proposal (D-2016/141) which was advertised but withdrawn prior to determination by a Council Meeting. It differed in that it was no longer a proposal for a ferry facility. A public ferry terminal has been identified by the State Government to be built by TasPorts at the Kangaroo Bay hotel site. As part of the assessment of the Bellerive Yacht Club marina redevelopment, MAST have advised that the marina expansion would not impact upon navigation for a future ferry route.

## **2. STATUTORY IMPLICATIONS**

**2.1.** The land is zoned Particular Purpose Zone 4 – Kangaroo Bay under the Scheme.

**2.2.** The proposal is discretionary because it does not meet the Acceptable Solutions under the Scheme relating to accretions, hours of operation, urban design, setbacks, reserved land, motorcycle parking, landscaping of parking areas, public art, land contamination, waterway and coastal protection area and inundation hazard.

**2.3.** The relevant parts of the Planning Scheme are:

- Section 8.10 – Determining Applications;
- Section 19.0 – Open Space Zone;
- Section 29.0 – Environmental Management Zone;
- Section 35 – Particular Purpose Zone 4 – Kangaroo Bay;
- Section E2.0 – Potentially Contaminated Land Code;
- Section E5.0 – Road and Rail Assets Code;
- Section E6.0 – Parking and Access Code;
- Section E7.0 – Stormwater Management Code;
- Section E11.0 – Waterway and Coastal Protection Code;
- Section E15.0 – Inundation Prone Areas Code; and
- Section E24.0 – Public Art Code.

**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 site is located on the south-eastern banks of Kangaroo Bay and includes marine and landslide infrastructure encompassing both private and public land associated with the BYC, public boardwalk and sealed and unsealed car parking areas.

The site includes Crown land parcels known as 30A, 64a, 64b, 64c, 74 and 74A Cambridge Road, Bellerive all of which are located on a terraced area located below Cambridge Road. The marine and land-based infrastructure are located on land owned by the Crown and leased to the BYC. The Council leases the boardwalk stretching from the boat ramp to Victoria Esplanade. TasWater and TasNetworks infrastructure is located below the alignment of Cambridge Road with lease areas formed to TasWater and TasNetworks. Other easements provide for infrastructure services.

The BYC forms one of the most prominent features of Kangaroo Bay and comprises marina facilities including a 176-berth marina consisting of both floating and fixed jetty structures, dinghy storage shed (recently removed for Kangaroo Bay Hotel development), boat ramp, slip yard haul out and yard, car parking and clubhouse.

Kangaroo Bay supports a variety of other boating and recreational infrastructure including public boat ramp at Rosny, swing moorings, public and private wharf and a public floating pontoon.

The site includes a pedestrian ramp access from Cambridge Road to the northern end of the sealed section of the BYC carpark. The Bellerive boardwalk and multi-user footway and cycle path separates the marina and the BYC carpark.

The site further extends past the high water mark into Kangaroo Bay which is also owned by the Crown from which consent to lodge the application has been received.

The existing Crown lease area for the BYC accommodating the marine based infrastructure will be required to be expanded with the land based lease area proposed to be retracted to cover the BYC sealed carpark area only. The proposed public carpark located to the north of the boat ramp will be leased to the Clarence City Council.

The site is accessed to the south of Kangaroo Bay Drive. An 8m right-of-way from Kangaroo Bay Drive to the BYC Crown lease area (Lot 9 on SP 173171) provides access to the site. Access is also currently provided to the BYC carpark from Cambridge Road.

### **3.2. The Proposal**

The proposal is for a redevelopment of the existing BYC marina, incorporating the replacement and reconfiguration of existing dilapidated jetty structures and expansion of the current marina berths and then sealing of the landside car parking with new dinghy storage.

A copy of the proposal is included in the attachments.

The proposed redevelopment would incorporate the following marine and landside based works:

#### **Marine Based Works**

- Demolition of up to 45% of the existing fixed jetty structures within the BYC marina (including removal of piles and relocation of entrance gate). The proposal will increase the capacity of the marina to 223 berths (an increase of 47 berths).
- Installation of two new landside access points to the north and south of the existing (including removal of the existing) for access to the floating marina pontoons and berths.
- Refurbishment and extension of two existing fixed jetty arms located on the north-western and south-western side of the marina,
- A new floating refuelling pontoon, including a dispensing facility and marine grade aluminium gangway with access from a new platform extension adjacent to the existing BYC marina slip (northern end) and public pontoon located at the northern commencement of the boardwalk.
- Relocation of 16 existing swing mooring to enable clear navigation into Kangaroo Bay and the proposed marina expansion footprint.

The design of the proposed marina layout has been developed in accordance with the recommendations of *Australian Standard 3962 Guidelines for design of marinas*. The proposed marina layout caters for a range of vessel sizes including sailing, power and multi-hulls. New navigational aids would be installed on the outer arms for port and starboard marks to the requirements of MAST. The proposed marina redevelopment will retain the northern and southern primary navigation access channels.

The southern section of the existing marina provides a wave screen. This is proposed to be removed and replaced with a new floating pontoon wing. The recently approved public pier and breakwater (D-2016/144) has been designed to include a partial depth wave screen on the southern façade that will provide wave protection of the Kangaroo Bay area including public moorings, public boat ramp, BYC marina, the existing boardwalk infrastructure.

#### **Landside Based Works**

- A new proprietary fully self-contained 30,000 litre (bundled and with firewall) above ground fuel storage tank located adjacent to the southern end of the BYC slips.
- Pavement sealing, drainage and new parking layout for the currently unsealed gravel parking area located to the north of the BYC boat ramp. Provision has been made for 6 boat trailer carparks immediately adjacent to the boat ramp.

The existing BYC carpark will be reconfigured to provide 95 (an increase of 23 spaces above the existing) and would be reserved for the exclusive use of BYC members.

- Closure of the existing vehicular access from Cambridge Road and replacement and reinstatement with new kerb and footpath and reconfiguration of currently sealed section of the BYC carpark.

- Construction of new 38 bay dinghy storage building to the east of the right-of-way access provided from Kangaroo Bay Drive and carpark upgrade proposed to the north of the boat ramp. The dinghy storage building comprises four levels of dinghy storage, the bottom two of which are accessed from the western side at lower ground level, and the top two from the eastern side via a ramp.
- Construction of a retaining wall upslope from the ramp to allow for future provision of an extension to the Cambridge Road footpath width.

The proposal incorporates the *Kangaroo Bay Urban Design Strategy and Concept Plan* by relocating all primary vehicle access and egress to and from the BYC from Kangaroo Bay Drive.

The proposal plans include an upgrade to the foreshore edge including promenade space to connect the existing Bellerive boardwalk and promenade extending around the future Kangaroo Bay Hotel development on the adjacent land to the north. The upgrade would include landscaping and provision of a 2.5m wide high intensity cycleway and pedestrian path. The layout of the public car park, promenade space and high intensity shared pathway is consistent with the preferred design option prepared by Playstreet Landscape Architecture commissioned by the Clarence City Council to further progress the *Kangaroo Bay Urban Design Strategy and Concept Plan*.

The applicant proposes the following staging arrangement:

- Stage 1: Construction of the dinghy storage shed and refuelling pontoon.
- Stage 2: Development of northern and western arms of the marina.
- Stage 2 - 4: Construction of the public carpark and promenade.
- Stage 3: Construction of central section of marina.
- Stage 4: Construction of southern arm of marina.
- Stage 5: Upgrade of the existing BYC carpark.



No change to the existing repair, servicing and maintenance area of the BYC slipway is proposed as the use of this facility would not intensify.

#### **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”.*

References to these principles are contained in the discussion below.

##### **4.2. Compliance with Zone and Codes**

The marina redevelopment and refuelling pontoon would extend beyond the Particular Purpose Zone 4 – Kangaroo Bay into Kangaroo Bay. This issue may be considered under Section 9.9.1 of the Scheme which deals with accretions. Clause 9.9.1 of the Scheme provides that use or development of an existing or proposed accretion of land from the sea, whether natural or unnatural, located either partially or wholly outside the planning scheme area and including structures and use and development of the type referred to in s.7 (c) and s.7 (d) of the Act may be approved at the discretion of the planning authority having regard to all of the following:

- “(a) The provisions of the Environmental Management Zone;*
- (b) The purpose and any relevant standards of all Codes;*
- (c) The compliance with the planning scheme standards of any related use or development wholly contained within the planning scheme area;*
- (d) The provisions of the Open Space Zone”.*

The below assessment addresses the above standards of the Scheme, including the Environmental Management Zone. An assessment against the Environmental Management Zone and relevant codes is provided as follows.

### **Environmental Management Zone**

<b>Clause</b>	<b>Standard</b>	<b>Acceptable Solution</b>	<b>Proposed</b>
29.3.1 A1	Use Standards for Reserved Land	Use is undertaken in accordance with a reserve management plan.	Does not comply – there is no reserve management plan applicable.

The proposed variation must be considered pursuant to the Performance Criteria (P1) of the Clause 29.3.1 as follows.

<b>Performance Criteria</b>	<b>Proposal</b>
<i>“P1 - Use must satisfy all of the following:</i>	See below assessment.
<i>(a) be complementary to the use of the reserved land;</i>	The proposed use is conducive to the passive recreation of the waterway.
<i>(b) be consistent with any applicable objectives for management of reserved land provided by the National Parks and Reserves Management Act 2002;</i>	not applicable
<i>(c) not have an unreasonable impact upon the amenity of the surrounding area through commercial vehicle movements, noise, lighting or other emissions that are unreasonable in their timing, duration or extent”.</i>	As considered earlier within this report, it is considered that there would be no detriment to the surrounding area.

<b>Clause</b>	<b>Standard</b>	<b>Acceptable Solution</b>	<b>Proposed</b>
29.4.2 A1	Setback	Building setback from frontage must comply with any of the following:	Does not comply – there is no reserve management plan and the setback would abut the foreshore.

The proposed variation must be considered pursuant to the Performance Criteria (P1) of the Clause 29.4.2 as follows.

<b>Performance Criteria</b>	<b>Proposal</b>
<i>“P1 – Building setback from frontage must satisfy all of the following:</i>	See below assessment.

(a) <i>be consistent with any Desired Future Character Statements provided for the area or, if no such statements are provided, have regard to the landscape;</i>	There are no desired future character statements for the Environmental Management Zone and the proposed development would be in keeping with the foreshore landscape of the area.
(b) <i>minimise adverse impact on the landscape as viewed from the road;</i>	The existing landscape is defined by the BYC marina and associated shore based infrastructure. The proposal will enhance the appearance of this landscape.
(c) <i>be consistent with the prevailing setbacks of existing buildings on nearby lots;</i>	The proposed dinghy storage shed and marina redevelopment would not impact upon the prevailing setbacks of buildings along Cambridge Road or Kangaroo Bay Drive.
(d) <i>minimise loss of native vegetation within the front setback where such vegetation makes a significant contribution to the landscape as viewed from the road”.</i>	The proposal would not impact upon native vegetation.

**Waterway and Coastal Protection Code**

<b>Clause</b>	<b>Standard</b>	<b>Acceptable Solution</b>	<b>Proposed</b>
E11.7.1 A1	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.	Does not comply – the site is connected to a piped sewerage and stormwater system therefore is exempt from the requirements of this Code. However, as the proposal involves an accretion, Council is able to have regard to any relevant Codes in its assessment.

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

<b>Performance Criteria</b>	<b>Comment</b>
<i>“P1 - Building and works within a Waterway and Coastal Protection Area must satisfy all of the following:</i>	See below.
(a) <i>avoid or mitigate impact on natural values;</i>	An Ecological Assessment has been submitted requiring the following mitigation measures to be implemented as part of the construction phase: <ul style="list-style-type: none"> <li>• install and maintain silt screens to control the dispersion of any sediment plume; and</li> </ul>

- although no spotted handfish were found, they are known to occur nearby, therefore any marine-based construction that directly impacts the seabed and/or causes impulse shock marine noise generation (eg hammering, piling) should be avoided in the handfish breeding season (September to January inclusive; NCH 2015).

The Coastal Vulnerability Report (CVR) makes additional recommendations for the engineering design and construction to ensure the potential for impacts are managed and minimised. Such measures include:

- undertaking excavation works above tidal level to reduce disturbance of sediments from plant movements.
- no placement of excavated material into the adjacent river during construction;
- locate footings on stable and sound material for formation of retaining wall structures and aboveground fuel storage tanks;
- prefabrication of elements off-site.
- utilisation of building materials designed for marine exposure.
- control stormwater discharge during construction and access to proposed new works for ongoing maintenance and future works;
- ensure a refuelling procedure is documented and implemented as part of the BYC operational management systems.

It is recommended that a condition be included requiring the recommendations made within the Environmental Assessment and CVR to be implemented.

	To avoid further impact on natural values during construction activities, a condition is recommended that would require works to be undertaken in accordance with the 'Wetlands and Waterways Works' and 'Tasmanian Coastal Work's manuals.
(b) <i>mitigate and manage adverse erosion, sedimentation and runoff impacts on natural values;</i>	A condition is recommended that would require a construction management plan detailing procedures to prevent soil and debris being carried onto the river in order to mitigate impacts on natural values.
(c) <i>avoid or mitigate impacts on riparian or littoral vegetation;</i>	As discussed, the proposal does not involve the removal of native vegetation and would otherwise not cause significant disturbance of vegetation.
(d) <i>maintain natural streambank and streambed condition, (where it exists);</i>	Not applicable – the subject waterway is tidal and does not contain a streambed.
(e) <i>maintain in-stream natural habitat, such as fallen logs, bank overhangs, rocks and trailing vegetation;</i>	not applicable
(f) <i>avoid significantly impeding natural flow and drainage;</i>	not applicable
(g) <i>maintain fish passage (where applicable);</i>	not applicable
(h) <i>avoid landfilling of wetlands;</i>	The proposal does not include landfilling.
(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>	As discussed, a condition is recommended that would require works to be undertaken in accordance with the manuals.

The proposal meets the Scheme's relevant Acceptable Solutions of the Particular Purpose Zone 4 – Kangaroo Bay, Open Space Zone, Environmental Management Code, Potentially Contaminated Land Code, Road and Rail Assets Code, Parking and Access Code, Stormwater Management Code, Waterway and Coastal Protection Code, Inundation Prone Areas Code and Public Art Code with the exception of the following.

**Particular Purpose Zone 4 – Kangaroo Bay**

Clause	Standard	Acceptable Solution	Proposed
35.3.1 A1	Hours of operation	Hours of operation of a use within 50m of a residential zone must be within: (a) 6.00am to 10.00pm Mondays to Saturdays inclusive; (b) 7.00am to 9.00pm Sundays and Public Holidays except for residential, office and administrative activities.	Does not comply – the carpark and dinghy storage building would be located within 50m of the General Residential zoned properties located on the eastern side of Cambridge Road.  The carpark and dinghy storage shed would be accessible to the public and BYC members 24 hours / 7 days a week.

The proposed variation must be considered pursuant to the Performance Criteria (P1) of the Clause 35.3.1 as follows.

Performance Criteria	Proposal
<i>“P1 - The operation of a use within 50m of a residential zone must not have an unreasonable impact upon the residential amenity of land in a residential zone through operating hours”.</i>	<p>The carpark upgrades will formalise an existing carpark servicing both the BYC and the general public. The carpark upgrades would therefore not cause any additional impact upon residential amenity by way of noise.</p> <p>The formalisation of the car parking areas will result in the installation of new external lighting. In the interests of ensuring the residential properties located on the eastern side of Cambridge Road are not impacted by light intrusion, it is considered necessary to include a condition on the granting of any planning permit that all external carpark lighting is to be baffled.</p> <p>The main amenity impact likely to arise from the use of the dinghy storage shed relates to potential noise. A Noise Report has been submitted with the application stating that the dominant noise would be during dinghy handling and trolley wheels rolling along the ramp.</p>

	<p>The report acknowledges that night time access to the dinghy shed would infrequent and that noise emitted from the use of the dinghy storage shed would be unlikely to be discernible from the nearby residential properties due to the background traffic noise associated with Cambridge Road and the presence of a sound attenuating retaining wall upslope from the building.</p> <p>The proposed operating hours would therefore have negligible impact upon residential amenity and therefore satisfies the performance criterion.</p>
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**Particular Purpose Zone 4 – Kangaroo Bay**

Clause	Standard	Acceptable Solution	Proposed
35.4.1 A1	Urban Design	The development is for minor additions and/or alterations to an existing building.	Does not comply – the proposal includes a new dinghy storage building.

The proposed variation must be considered pursuant to the Performance Criteria (P1) of the Clause 35.4.1 as follows.

Performance Criteria	Proposal
<p><i>“P1 - The urban design of the development satisfactorily responds to the context of the site through:</i></p> <p><i>(a) private spaces are to provide open and clear connection to public spaces;</i></p>	<p>The location of the dinghy storage shed will provide clear connections to the foreshore and would be located on the southern side of the internal access road so that public access to the foreshore is not impeded. Public access along the foreshore will be enhanced through the development of a 2.5m walkway and boardwalk extension.</p>
<p><i>(b) development forecourts are to be interconnected to provide for easy and legible movement between each other;</i></p>	<p>The development forecourts are a design feature of adjacent sites situated along Kangaroo Bay Drive (the Boulevard precinct) and therefore this requirement is not relevant.</p>

<i>(c) frontages to the street and pedestrian areas are to be active while entrances to buildings and spaces are to be legible in the wider streetscape”.</i>	The building would not be obvious from the Cambridge Road streetscape due to its position close to and below the roadside embankment. The building will form a prominent feature when viewed from the public foreshore space. The north-western elevation of the building facing the public foreshore space is proposed to include aluminium fins returning along the roof of the building. The architectural detailing draws influence from boat masts and is considered to adequately activate the Cambridge Road and foreshore frontages.
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**Particular Purpose Zone 4 – Kangaroo Bay**

<b>Clause</b>	<b>Standard</b>	<b>Acceptable Solution</b>	<b>Proposed</b>
35.4.3 A1	Setbacks	The development complies with a three-dimensional building envelope described within an approved plan of subdivision.	Does not comply – there are no such envelopes described in the plan of subdivision.

The proposed variation must be considered pursuant to the Performance Criteria (P1) of the Clause 35.4.3 as follows.

<b>Performance Criteria</b>	<b>Proposal</b>
<i>“P1 - (a) setbacks from frontages to the boardwalk and Kangaroo Bay Drive are to be sufficient to contain activities within development forecourts;</i>	<p>The dinghy storage shed would be located adjacent to Cambridge Road and would have a narrow, elongated footprint to not impact upon the right of way access through the site from Kangaroo Bay Drive.</p> <p>The location of the building would allow for the formalisation of a public carpark and construction of a boardwalk to connect with the existing promenade alongside the marina and recently approved hotel building.</p> <p>In addition to the boardwalk, an alternative commuter cycle route is proposed to connect with the right of way access to Kangaroo Bay Drive.</p>



	The boardwalk has also been designed to include seating and landscaped areas to encourage a range of passive and active recreating activities along the waterfront in a manner that provides continuity with the existing waterfront open spaces.
<i>(b) setbacks between buildings are sufficient to allow for view corridors through and beyond the area”.</i>	The location of the dinghy storage alongside Cambridge Road will not impact upon views from Cambridge Road or the boardwalk area as it would be located below the road embankment.

**Parking and Access Code**

<b>Clause</b>	<b>Standard</b>	<b>Acceptable Solution</b>	<b>Proposed</b>
E6.6.3 A1	Number of motorcycle parking spaces	The number of on-site motorcycle parking spaces provided must be at a rate of 1 space to each 20 car parking spaces after the first 19 car parking spaces except if bulky goods sales, (rounded to the nearest whole number). Where an existing use or development is extended or intensified, the additional number of motorcycle parking spaces provided must be calculated on the amount of extension or intensification, provided the existing number of motorcycle parking spaces is not reduced.	Does not comply – no motorcycle parking is proposed. Based on the number of on-site car parking spaces proposed, a minimum of 7.75 (8 when rounded to the nearest whole) is required.

The proposed variation must be considered pursuant to the Performance Criteria (P1) of the Clause E6.6.3 as follows.

<b>Performance Criteria</b>	<b>Proposal</b>
<i>“P1 - The number of on-site motorcycle parking spaces must be sufficient to meet the needs of likely users having regard to all of the following, as appropriate:</i> <i>(a) motorcycle parking demand;</i> <i>(b) the availability of on-street and public motorcycle parking in the locality;</i> <i>(c) the availability and likely use of other modes of transport;</i>	Council’s Development Engineer has advised that motorcycle parking within the public carpark is warranted given the recognised demand for parking for this type of vehicle. Demand for motorcycle parking is likely to be higher in this case given the carpark provides public parking for a variety of nearby recreational, sporting, entertainment, shopping and eating destinations.

<i>(d) the availability and suitability of alternative arrangements for motorcycle parking provision”.</i>	<p>In recognition of the likely users of the carpark and consideration of the available area within the carpark design to accommodate motorcycle parking, it is considered reasonable to reduce motorcycle parking provision from 8 to 4.</p> <p>It is recommended that a condition be applied to any permit requiring the 4 motorcycle spaces.</p>
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**Parking and Access Code**

Clause	Standard	Acceptable Solution	Proposed
E6.7.8 A1	Landscaping of parking areas	Landscaping of parking and circulation areas must be provided where more than 5 car parking spaces are proposed. This landscaping must be no less than 5 percent of the area of the carpark, except in the Central Business Zone where no landscaping is required.	<p>Does not comply – the public carpark proposed to be sealed would cover an area of 1,300m<sup>2</sup>. Landscaped wedges are proposed to be included alongside the walkway separating the carpark from the access road to Kangaroo Bay Drive. The landscaped areas would amount to 2% of the total area of the carpark.</p> <p>The existing BYC carpark is proposed to be modified to provide additional car parking with a total area of 2,335m<sup>2</sup>.</p> <p>Landscaped wedges totalling 46m<sup>2</sup> have been included within the carpark design. The landscaping amounts to 2% of the total area of the carpark.</p>

The proposed variation must be considered pursuant to the Performance Criteria (P1) of the Clause E6.6.1 as follows.

<b>Performance Criteria</b>	<b>Assessment</b>
<i>“P1 - Landscaping of parking and circulation areas accommodating more than 5 cars must satisfy all of the following:</i>	See below assessment.
<i>(a) relieve the visual impact on the streetscape of large expanses of hard surfaces;</i>	<p>The proposed landscaping arrangements for the car parking areas are consistent with the landscaping envisaged by the <i>Kangaroo Bay Urban Design Strategy and Concept Plan</i>. The landscaping of the public carpark would be contained along the eastern edge of the carpark which will relieve the visual impact of the hard surfaces from view of the internal access road to Kangaroo Bay Drive.</p> <p>The landscaped wedges proposed to be incorporated within the BYC car park would be evenly spaces and provided throughout the various rows of car parking to relieve the visual impact when viewed from Cambridge Road.</p> <p>The areas proposed to be landscaped have been shown with the detail of the plantings remaining conceptual at this stage. The effectiveness of the landscaping will be dependent upon the species type and height and maturity. It is therefore recommended that a landscape plan be submitted for approval prior to the commencement of works associated with the car parks which details the proposed plant species.</p>
<i>(b) soften the boundary of car parking areas to reduce the amenity impact on neighbouring properties and the streetscape;</i>	Both car parking areas include landscaping along the access road and boardwalk edge. The landscaping proposed along the access edge will soften the appearance of the carpark areas when viewed from the residential properties along Cambridge Road and commercial development to the south along the Bellerive boardwalk.

(c) <i>reduce opportunities for crime or anti-social behaviour by maintaining passive surveillance opportunities from nearby public spaces and buildings</i> ”.	The plant species have not yet been determined with the landscaping arrangements remaining conceptual at this stage. The planting of trees with narrow trunks and a taller canopy and low growing grasses and shrubs will allow for passive surveillance opportunity between the car park and adjoining public spaces. These matters will be considered as part of the assessment of the landscape plan required by way of permit condition.
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**Public Art Code**

Clause	Standard	Acceptable Solution	Proposed
E24.6 A1	Use or development standards for Public Art Code	Developments with development costs over \$1M must: (a) Provide a contribution to public art at a ratio of 1% of the cost of the development, up to a maximum of \$20,000. Such contribution must be made as a cash payment to the Clarence City Council Public Arts Fund to be allocated to public art on public land within the precinct containing the development site.	Does not comply – the applicant has indicated a desire to provide artwork(s) on the subject site. The applicant has indicated that the preferred type of art installation would be a new jetty gate sculpture, similar to the existing jetty gate entrance commissioned previously by Council.

The proposed variation must be considered pursuant to the Performance Criteria (P1) of the Clause E24.6 as follows.

Performance Criteria	Assessment
<p>“P1 - Developments with development costs over \$1M must:</p> <p>(a) <i>provide public art works valued at a ratio of at least 1% of the cost of the development, up to a maximum of \$20,000. Such contribution must be provided in a form and location agreed to by Council</i>”.</p>	The applicant has advised that this requirement should be conditioned as part of any approval, which in this instance is considered appropriate.

**Potentially Contaminated Land Code**

<b>Clause</b>	<b>Standard</b>	<b>Acceptable Solution</b>	<b>Proposed</b>
E2.5 A1	Use Standards	<p>The Director, or a person approved by the Director for the purpose of this Code:</p> <p>(a) certifies that the land is suitable for the intended use; or</p> <p>(b) approves a plan to manage contamination and associated risk to human health or the environment that will ensure the land is suitable for the intended use.</p>	Does not comply – the proposal would involve development on land which has been identified as potentially contaminated land.

The proposed variation must be considered pursuant to the Performance Criteria (P1) of the Clause E2.5 as follows.

<b>Performance Criteria</b>	<b>Assessment</b>
<i>“P1 - Land is suitable for the intended use, having regard to:</i>	See below assessment.
<i>(a) an environmental site assessment that demonstrates there is no evidence the land is contaminated; or</i>	<p>An Environmental Site Assessment (ESA) was submitted with the application and concludes that no hydrocarbons, heavy metals or asbestos were detected on the site.</p> <p>The investigations undertaken as part of the preparation of the ESA conclude no hydrocarbons were detected in the samples and of the metals identified, there were no metals identified above human health guideline limits. The ESA states that based on the current soil testing results, there is no evidence that the land is contaminated.</p>
<i>(b) an environmental site assessment that demonstrates that the level of contamination does not present a risk to human health or the environment; or</i>	Based on the above findings, the ESA concludes that the level of contamination is acceptable and does not present a risk to human health or the environment.

<p>(c) <i>a plan to manage contamination and associated risk to human health or the environment that includes:</i></p> <p>(i) <i>an environmental site assessment;</i></p> <p>(ii) <i>any specific remediation and protection measures required to be implemented before any use commences; and</i></p> <p>(iii) <i>a statement that the land is suitable for the intended use”.</i></p>	<p>A contamination management plan was not considered necessary under the ESA on the basis that there is no evidence that the site is contaminated. However, the ESA recommends as a precaution that all soil excavated at the site be sampled by a suitably qualified environmental consultant and be compared against the 1B105 guideline limit to determine the appropriate management of excavated material.</p>
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**Potentially Contaminated Land Code**

<b>Clause</b>	<b>Standard</b>	<b>Acceptable Solution</b>	<b>Proposed</b>
E2.6.2 A1	Excavation	No acceptable solution.	Does not comply – the carpark construction will involve minor excavation works.

The proposed variation must be considered pursuant to the Performance Criteria (P1) of the Clause E2.6.2 as follows.

<b>Performance Criteria</b>	<b>Assessment</b>
<i>“P1 - Excavation does not adversely impact on health and the environment, having regard to:</i>	See below assessment.
<i>(a) an environmental site assessment that demonstrates there is no evidence the land is contaminated; or</i>	The ESA concludes that there is no evidence that the land is contaminated.
<i>(b) a plan to manage contamination and associated risk to human health and the environment that includes:</i> <i>(i) an environmental site assessment;</i> <i>(ii) any specific remediation and protection measures required to be implemented before excavation commences; and</i> <i>(iii) a statement that the excavation does not adversely impact on human health or the environment”.</i>	Given the proposal satisfies (a) above, consideration under (b) is not required.

**Inundation Prone Areas Code**

<b>Clause</b>	<b>Standard</b>	<b>Acceptable Solution</b>	<b>Proposed</b>
E15.7.2 A3	Coastal Inundation Medium Hazard Areas	A non-habitable building, an outbuilding or a Class 10b building under the Building Code of Australia, must have a floor area no more than 40m <sup>2</sup> .	Does not comply – the proposed dinghy storage shed would be located partially within the Coastal Inundation Medium Hazard Area and has an area of 150m <sup>2</sup> .

The proposed variation must be considered pursuant to the Performance Criteria (P3) of the Clause E15.7.2 as follows.

<b>Performance Criteria</b>	<b>Assessment</b>
<i>“P3 - A non-habitable building, an outbuilding or a Class 10b building under the Building Code of Australia, must satisfy all of the following:</i>	See below assessment.
<i>(a).... (b)... (c)... (d)... (e)...</i>	not applicable
<i>except if it is development dependent on a coastal locationR1”.</i>	The proposed storage facility is dependent upon a coastal location.

**Inundation Prone Areas Code**

<b>Clause</b>	<b>Standard</b>	<b>Acceptable Solution (Extract)</b>	<b>Proposed</b>
E15.7.6 A1	Development dependent on a coastal location	An extension to an existing boat ramp, carpark, jetty, marina, marine farming shore facility or slipway must be no more than 20% of the size of the facility existing at the effective date.	Does not comply – the proposal is for new marina berths and a refuelling pontoon, car parking, pedestrian paths, stormwater infrastructure, dinghy storage shed and aboveground fuel storage tank. The existing marina would undergo a 27% expansion in capacity (47 additional berths).

The proposal must be considered pursuant to Performance Criteria (P1) of Clause E15.7.6 for the following reasons.

<b>Performance Criteria</b>	<b>Assessment</b>
<i>“P1 - Buildings and works must satisfy all of the following:</i>	See below assessment.
<i>(a) need for a coastal location is demonstrated;</i>	A marina development is dependent on its coastal location.
<i>(b) new facilities are grouped with existing facilities, where reasonably practical;</i>	<p>The new facilities include a refuelling pontoon, car parking, pedestrian paths, stormwater infrastructure, dinghy storage shed and aboveground fuel storage tank and landscaping works.</p> <p>The facilities are considered to be integrated with the existing marina and would be co-located where possible.</p>
<i>(c) building design responds to the particular size, shape, contours or slope of the land and minimises the extent of cut and fill;</i>	The new facilities have each been designed to respond to the size, shape, contours and slope of the land and would minimise the extent of cut and fill.
<i>(d) waste, including from cleaning and repairs of vessels and other maritime equipment and facilities, solid waste, is managed to ensure waste is safe from inundation events;</i>	Existing management procedures and systems are in place to manage waste generated on the site.
<i>(e) risk from inundation is acceptable, taking into account the nature of the development and its users”.</i>	The marina has been designed to move and adapt to the Derwent River sea movements and levels. Existing and proposed marine infrastructure will reduce the risk of exposure to inundation. The new aboveground fuel storage system is self-contained, bunded and is designed to be relocatable as required.

## **5. OTHER ISSUES**

### **5.1. Staging**

The proposed staging plan provides for the upgrade of the public carpark and construction of a new section of foreshore boardwalk as part of Stage 2-4 works. The marina extension proposed as part of Stages 2, 3 and 4 would rely on the car parking provided within the public carpark. It is therefore considered reasonable to require the public carpark to be upgraded and completed as part of Stage 2.



This minor modification to the proposed staging could be achieved through a suitable condition on the permit and will enable the BYC to replace aging infrastructure and to manage the relocation of vessels during the works while also managing the temporary closure and movement of pedestrians that access the boardwalk.

## **5.2. Construction Management**

An engineering assessment was submitted as part of the application stating that the marina construction will comprise a floating pontoon system designed and constructed to satisfy the relevant Australian Standard. Accordingly, impacts upon the seabed would be limited to the piling of the marina and fuel pontoon. The construction approach is consistent with similar structures in the area and will not impede water flow. The marina has been designed to eliminate the need for dredging during both installation and maintenance or future works.

An Ecological Assessment was prepared by Marine Solutions and is dated 2018. The study area covers the whole of Kangaroo Bay. It concludes that no protected species were found near the proposed development site and that it was highly impacted by anthropogenic sources of pollution including tyres, bottles, and general debris, as well as outfalls at various points around the Kangaroo Bay coastline. It notes that the development poses some risk of disturbance to fine sediments, which are known to be contaminate the Derwent Estuary.

Sedimentary disturbance could result in leaching of contaminants into the surrounding environment, sedimentation and / or depletion of dissolved oxygen, particularly in bottom waters. Mitigation measures during the construction phase are proposed to include:

- install and maintain silt screens to control the dispersion of any sediment plume; and
- although no spotted hand fish were found, they are known to occur nearby, therefore any marine-based construction that directly impacts the seabed and/or causes impulse shock marine noise generation (eg hammering, piling) should be avoided in the hand fish breeding season (September to January inclusive; NCH 2015).

These matters should be addressed by the inclusion of suitable conditions on the permit.

## **6. REPRESENTATION ISSUES**

The proposal was advertised in accordance with statutory requirements and 10 representations were received. The following issues were raised by the representors.

### **6.1. In support of Application**

Three of the representors have expressed their support for the proposal for reasons including benefits to other local businesses through an enhancement of the waterside location and maritime activities, environmental improvements to existing marina practices and overall improvement to the public car parking and foreshore space along the foreshore.

- **Comment**

Comments are noted.

### **6.2. Safety of Cyclists and Pedestrians**

Concern is raised in relation to the following in relation to the functionality of the proposed lack of a segregated cycleway incorporated into the proposal plans. Concern is also raised in relation to the design of the walkways in that they include sharp corners, lack of physical barriers from the shared access road, inadequate width to cater for shared use, boat trailer parking interference and access over a boat ramp. The representor has suggested design improvements including:

- increasing the width of the shared path to 4m;
- physical segregation from vehicular areas;
- omission of sharp corners;
- use of zebra crossing across the boat ramp so that path users have right-of-way;
- relocation of the trailer parking area away from the shared path,

- provision of safe alternative access for bike riders during the construction phase; and
- installation of signage to remind drivers of the presence of cyclists and pedestrians within the area.

- **Comment**

The proposal has embraced the provision of foreshore walking and cycling tracks; rather than causing a disconnect and will provide for formalised links along this section of the Kangaroo Bay foreshore. The multi-use path proposed along the foreshore will provide a missing link in Council's foreshore/boardwalk access path and, like other stretches of path, has pinch points and bottlenecks. The so called "pinch points" will require cyclists to proceed at a speed which is appropriate for conditions and the recreational multi use nature of the path. The recreational nature of the path is a slower speed environment also catering for pedestrians.

The alternative 2.5m shared path provided alongside the shared access road will service cyclists and pedestrians seeking a more direct route to Kangaroo Bay Drive from the existing Cambridge Road access ramp. The walkway has been designed to integrate with this access ramp and will require the installation of traffic and cyclist calming measures where the access ramp and walkway intersect with the shared access road. This will improve the current situation where there is no clear delineation of user priority within this area. The detailed design of the multi user paths will be finalised through the approval of engineering designs that will need to consider potential user conflicts.

### **6.3. Impact of Marina Encroachment upon Recreational users of Kangaroo Bay**

Concern is raised that the expansion of the marina will encroach upon an area of desirable sheltered water that is used for public recreational amenity and that the proposal will restrict the provision of public access to the marina facilities as there is currently no provision for public berthing on the Eastern Shore.

- **Comment**

The BYC do not currently provide public berthing opportunities as it is a private marina. This arrangement would remain unchanged. The application was referred to MAST who have advised that the marina redevelopment would not impact upon navigation channels within Kangaroo Bay nor access to the existing public jetty and Rosny boat ramp facilities.

#### **6.4. Alternative uses for Foreshore Land**

The representor has raised concern to the use of the foreshore area generally and specifically the adjoining hotel development site. It is suggested that the development of the foreshore be placed on hold until such time confirmation is provided on the future likelihood of the hotel development proceeding. This is so that the whole area could be released to be developed in accordance with community expectations. Concern is also raised as to the need for a dinghy storage shed and that this space would be better utilised as a bus pull off area to ease congestion along Cambridge Road.

- **Comment**

The master planning of the area has been undertaken for many years and forms the basis for the current Scheme development controls. The proposal is provided for under the Scheme and are considered appropriate uses and development in this area of Kangaroo Bay.

In terms of the need for a dinghy storage area, this building is in direct association with the marina use and is intended to replace the dinghy storage facilities demolished as part of the hotel development approval.

#### **6.5. Access Arrangements**

Concern is raised in relation to the closure of the existing BYC access from Kangaroo Bay Drive and provision of access to the BYC from Cambridge Road in terms of the impact of increased traffic along Kangaroo Bay Drive for existing Kangaroo Bay Drive residents.

Concern is also raised in relation to the design of existing 90-degree angled parking along Kangaroo Bay Drive as reversing vehicles present a danger to children and others using the unfenced play and recreation areas.

- **Comment**

The subdivision (SD-2013/32) of the area and associated works created new accesses to the development lots, a signalised junction at Cambridge Road/Alma Street and Kangaroo Bay Drive / Rosny Hill Road as well as the realignment of Kangaroo Bay Drive. It was designed to facilitate development of the type proposed. The closure of the Cambridge Road access is encouraged as this access raised traffic safety concerns due to its geometry and proximity to the Cambridge Road/Clarence Street traffic lights.

#### **6.6. Blackwater Disposal Arrangements**

The representor (Derwent Estuary Program) has queried the proposed blackwater management arrangements.

- **Comment**

The developer proposes to install a new sewerage pump out facility on the proposed re-fuelling pontoon.

#### **6.7. Stormwater Management**

The representor (Derwent Estuary Program) suggested that stormwater be treated to include water sensitive urban design principles and that a soil and water management plan be implemented as part of the construction phase.

- **Comment**

Conditions of approval would require the submission of approved detailed engineering designs for the construction of the public carpark and will require the installation of a stormwater treatment plan to minimise ongoing costs and maintenance which may or may not include provision of a Spel StormSack (gully pit with an insert).

Council's Development Engineer advises that the designs will need to achieve compliance with the requirements of the Stormwater Management Code and Waterway and Coastal Protection Code.

#### **6.8. Landscaping of Public Boardwalk and Carparks**

The representor has suggested the inclusion of shade trees into the carpark design and public boardwalk to enhance user experience.

- **Comment**

A condition has been included requiring a landscape plan to be produced dealing with landscaping of car parking areas to improve the visual amenity of the area and shade trees.

#### **6.9. Validity of Application**

The representor suggested the application should be withdrawn and resubmitted due to an outdated aerial image being referenced within the Environmental Site Assessment.

- **Comment**

This is not considered an issue of determining weight and does not impact the assessment of this proposal against the relevant standards.

#### **6.10. Lack of Public Consultation**

Concern is raised that greater public consultation ought to have occurred given the significant expansion to the existing marina.

- **Comment**

The application has been publicly exhibited in accordance with the statutory requirements. Even so, the applicant has advised they have undertaken significant consultation with the local community.

#### **6.11. Crown Consent**

Concern is raised that the Crown have not consented to the lodgement of the development application.

- **Comment**

The application was accompanied with Crown Land consent and forms part of the application.

#### **6.12. Environmental Impact**

Concern is raised that the expansion of the marina will increase pollution within Kangaroo Bay and will impact upon water movement within the bay. Concern is also raised in relation to the environmental compliance of the existing slip yard.

- **Comment**

An Ecological Assessment has been provided with the application demonstrating that no significant environmental impact would occur subject to the recommendations made within the report being adopted. Conditions of approval can implement the recommendations arising from this report along with advice provided from DPIPWE's Policy and Conservation Advice Branch. It is noted that the Crown lease for the marina expansion is expected to include requirements for the upgrade of environmental practices associated with the management and operation of the existing slip yard.

#### **6.13. Noise Impacts**

The concern relates to noise impact arising from boat rigging hitting masts which will be exacerbated by an expansion to the marina.

- **Comment**

The noise standards included within the Particular Purpose Zone 4 – Kangaroo Bay relate to an activity occurring within 50m of a residential zoned property. The marina expansion is not located within 50m of a residential zoned property therefore there is no scope to consider this impact under the Scheme. Even so, the majority of the new berths will be located further into the bay than the existing berths and unlikely to generate the additional noise beyond the current marina.

**6.14. Navigation Impacts within Kangaroo Bay**

Concern is raised that the proposal would impact upon the navigation channels within Kangaroo Bay and a future ferry terminal. Concern is also raised in relation to the disruption caused to several existing moorings required to be relocated.

- **Comment**

The application was referred to MAST who have advised that the proposed marina expansion would not impact upon navigational channels within the bay nor access to a future ferry terminal. MAST have also advised that they will be responsible for the approval of the relocated mooring sites and that this is to occur at the developers cost.

**6.15. Public Carpark Lease and Management Arrangement**

The representor has queried who will be responsible for the construction and management of the public carpark. Concern is raised that BYC members will have priority to use the public carpark.

- **Comment**

The public carpark will be incorporated within the existing Council lease as it will be constructed and managed by Council. The carpark is proposed to restrict all day parking with final restrictions to be determined by Council upon a survey of usage. BYC members will not have any priority over other members of the public.

**6.16. Commercial Vehicle Movements**

Concern is raised in relation to increased commercial vehicle movements and the impact of these movements upon nearby residential amenity.

- **Comment**

The Scheme regulates commercial vehicle movements occurring within 50m of a residential zoned property. The applicant has indicated that there would be no increase in commercial vehicle movements. However, a condition has been included dealing with commercial vehicle movements occurring within 50m of a residential zoned property.



**6.17. Use of Dinghy Storage Shed**

Concern is raised in relation to noise impacts arising from the use of the dinghy storage shed.

- **Comment**

This issue is discussed under the assessment relating to Clause 35.3.1 A1 and P1 earlier within this report along with associated noise monitoring requirements.

**7. EXTERNAL REFERRALS**

Referrals to the Department of State Growth (DSG), Policy and Conservation Assessment Branch (PCAB), Marine and Safety Tasmania (MAST), Environmental Protection Authority (EPA), Tas Ports and TasWater were undertaken as part of this application.

The application was referred to the EPA who have advised that they do not intend to call the application in as a “Level 2 Activity”. The EPA have also advised that they have no statutory function in regards to above ground storage of fuel unless contamination is suspected. In terms of current slip yard practices, the EPA have advised that Council may consider its powers to issue an Environmental Protection Notice (EPN).

MAST have advised that the developer will be responsible for the relocation of the existing moorings and that any new moorings will be required to be positioned to the satisfaction of the mooring permit holders and MAST. MAST have also advised that the berths located on the outside arms of the marina may be subject to wash and that the berthing of boats in this location would be at the BYC’s own risk. Advice is recommended to be included within the permit alerting the developer to these issues.

The application was referred to the Policy and Conservation Advice Branch (PCAB) of DPIPWE. PCAB supports the mitigation measures recommended by Marine Solutions, including the following:

- Although no handfish were found, they are known to occur nearby, therefore any marine-based construction that directly impacts the seabed and/or causes impulse shock marine noise generation (eg hammering, piling) should be avoided in the handfish breeding season (September to January inclusive; NCH 2015).
- Slow start up of construction should also occur if underwater noise is expected during construction, in order to allow any marine mammals within the vicinity to leave the area. Should any construction activities generate impulse shock marine noise, they should be ceased if any marine mammals are seen within 300m, until such a time that no marine mammals have been sighted for 30 minutes.
- Prior to each day of pile installation activities, the immediate area should be scanned for the presence of cetaceans, pinnipeds, turtles, and/or penguins.
- Construction activities must not occur, or must cease, if any listed cetacean and pinniped/turtle/penguin species are known to be present within 500m of construction activities
- It is also recommended that the Wildlife Management Branch within DPIPWE is consulted immediately prior to construction activities, to determine whether there has been any recent marine mammal sightings in the proposed work area [24hr Whale Hotline on 0427 WHALES (0427 942 537)].
- Occurrences of cetaceans, pinnipeds, turtles, and/or penguins should be reported to DPIPWE within 90 days of collection. Reference data should include species name, location-GPS (grid reference GDA94), observer name, date, number of individuals and area.

It is recommended that the dot points be included in the requirements of the Construction Environmental Management Plan.

TasWater has provided several conditions to be included on the planning permit if granted.

**8. STATE POLICIES AND ACT OBJECTIVES**

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

**8.2.** The marina redevelopment would be partially located outside of the current Clarence Municipal boundaries and, as such, the portions of the proposal outside of the municipal boundary requires assessment under the LUPA Act. An assessment under Part 1 - Objectives of the Resource Management and Planning System of Tasmania is as follows.

<b>Standard</b>	<b>Objectives</b>	<b>Proposed</b>
Objectives of the Resource Management and Planning System of Tasmania	<p>(a) to promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity; and</p> <p>(b) to provide for the fair, orderly and sustainable use and development of air, land and water; and</p> <p>(c) to encourage public involvement in resource management and planning; and</p> <p>(d) to facilitate economic development in accordance with the objectives set out in paragraphs (a), (b) and (c); and</p> <p>(e) to promote the sharing of responsibility for resource management and planning between the different spheres of Government, the community and industry in the State.</p>	<ul style="list-style-type: none"> <li>• The ecological assessment under the Scheme demonstrates that these principles of sustainable development have been considered.</li> <li>• The development is considered to provide for the fair, orderly and sustainable use and development of the water.</li> <li>• The application has been publicly advertised and open to public comment.</li> <li>• The proposal will contribute to the continuing economic development and urban regeneration of the bay.</li> <li>• The development and regeneration of the area is a process which has engaged the State, Council, stakeholders and the community.</li> </ul>

**9. COUNCIL STRATEGIC PLAN/POLICY IMPLICATIONS**

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

**10. CONCLUSION**

The proposal for a marina redevelopment at 30A, 64, 64A, 64B, 64C, 74A and 78 Cambridge Road, Bellerive and adjacent Crown foreshore (including public boardwalk) with access over 78 Cambridge Road from Kangaroo Bay Drive is recommended for approval subject to reasonable and relevant conditions.

Attachments: 1. Location Plan (1)  
2. Proposal Plan (22)  
3. Site Photo (2)

Dan Ford  
**ACTING MANAGER CITY PLANNING**



# Attachment 1



**Disclaimer:** This map is a representation of the information currently held by Clarence City Council. While every effort has been made to ensure the accuracy of the product, Clarence City Council accepts no responsibility for any errors or omissions. Any feedback on omissions or errors would be appreciated. Copying or reproduction, without written consent is prohibited. **Date:** Monday, 3 June 2019 **Scale:** 1:1,873 @A4





MARINA DETAILS	
BERTH SIZE	No.
8m	18
10m	52
12m	91
15m+	15
ITIN	0
TOTAL	176

EXISTING BERTH ARRANGEMENT  
1:2000 (A3)

FOR APPROVAL

REVISIONS	Rev No	Revision note	Date	Checked	Approved	REFERENCES	Drg No	Reference	 <b>BURBURYCONSULTING</b> <small>Engineering &amp; Project Management Over 100 years of experience</small>	ABN 75 146 719 959 345 DAVEY STREET, SOUTH HOBART, TAS 7004 P: (03) 6223 8007 F: (03) 6223 1143 E: admin@burburyconsulting.com.au	COPYRIGHT © "This document is and shall remain the property of Burbury Consulting Pty Ltd. The document may only be used for the purpose for which it was commissioned and in accordance with the terms of engagement for the commission. Unauthorised use of this document it any way is prohibited"	Drawn By:	Date	Client
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	F	REVISED FOR DA APPROVAL	07/11/18	NP	JB							Designed By:	26/07/12	BELLERIVE YACHT CLUB REDEVELOPMENT
	G	REVISED FOR DA APPROVAL	29/01/19	NP	JB							Checked By:	10/09/12	EXTISING ARRANGEMENT
												Approved By:	Date	
		Scale 1:2000		A1	Drawing No. 1141 - DA02		Rev		G					





WIND/WAVE EXPOSURE PLAN  
NTS



PROPOSED MARINA DEVELOPMENT - KANGAROO BAY AERIAL  
1:4000

FOR APPROVAL

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	F	REVISED FOR DA APPROVAL	07/11/18	NP	JB							J.BURBURY	26/07/12					
	G	REVISED FOR DA APPROVAL	29/01/19	NP	JB													



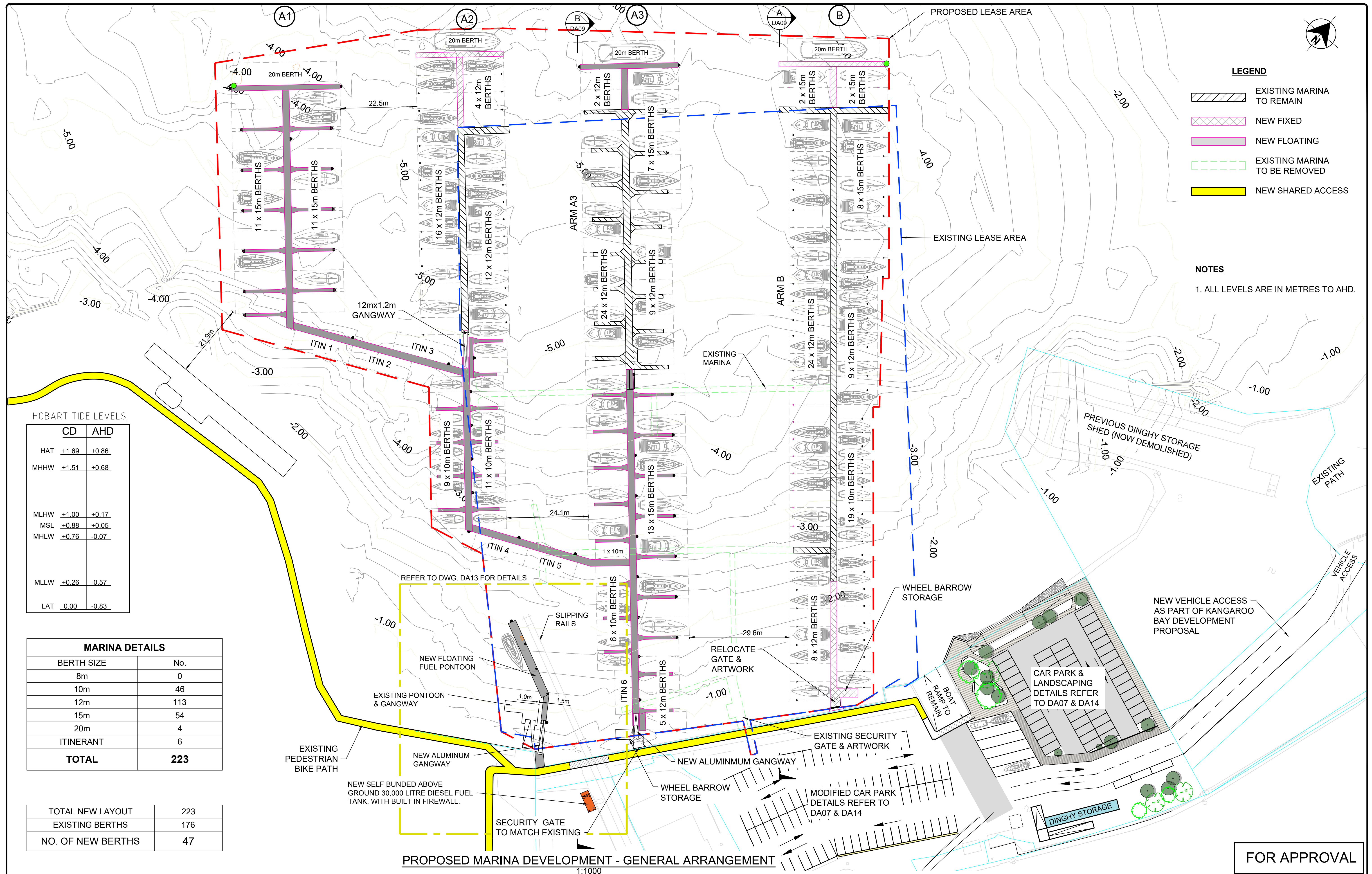


OVERALL GENERAL ARRANGEMENT PLAN  
1:2000

FOR APPROVAL

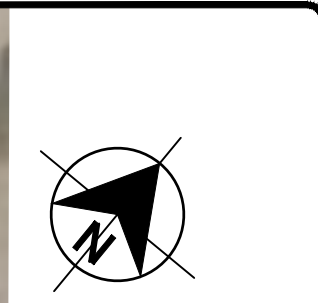
REVISIONS	Rev No	Revision note	Date	Checked	Approved	REFERENCES	Dwg No	Reference	<div> BURBURYCONSULTING <small>Engineering &amp; Project Management Civil   Structural   Marine</small></div> <div>ABN 75 146 719 959 345 DAVEY STREET, SOUTH HOBART, TAS 7004 P: (03) 6223 8007 F: (03) 6223 1143 E: admin@burburyconsulting.com.au</div> <div>COPYRIGHT © "This document is and shall remain the property of Burbury Consulting Pty Ltd. The document may only be used for the purpose for which it was commissioned and in accordance with the terms of engagement for the commission. Unauthorised use of this document it any way is prohibited"</div>	Drawn By: R.PARKER	Date 11/04/13	Client BELLERIVE YACHT CLUB
	E	FOR DA APPROVAL	07/08/18	JB	JB					Designed By: J.BURBURY	Date 11/04/13	Project BELLERIVE YACHT CLUB REDEVELOPMENT
	F	REVISED FOR DA APPROVAL	07/11/18	NP	JB					Checked By:	Date	Title OVERALL GENERAL ARRANGEMENT PLAN
	G	REVISED FOR DA APPROVAL	29/01/19	NP	JB					Approved By:	Date	Scale 1:2000





REVISIONS	Rev No	Revision note	Date	Checked	Approved	REFERENCES	Dwg No	Reference	<div><div>BURBURY CONSULTING Engineering &amp; Project Management Civil   Structural   Marine</div></div> <div>ABN 75 146 719 959 345 DAVEY STREET, SOUTH HOBART, TAS 7004 P: (03) 6223 8007 F: (03) 6223 1143 E: admin@burburyconsulting.com.au</div> <div>COPYRIGHT © "This document is and shall remain the property of Burbury Consulting Pty Ltd. The document may only be used for the purpose for which it was commissioned and in accordance with the terms of engagement for the commission. Unauthorised use of this document in any way is prohibited"</div>	Drawn By: R.PARKER	Date 26/07/12	Client BELLERIVE YACHT CLUB
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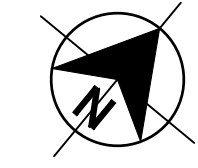
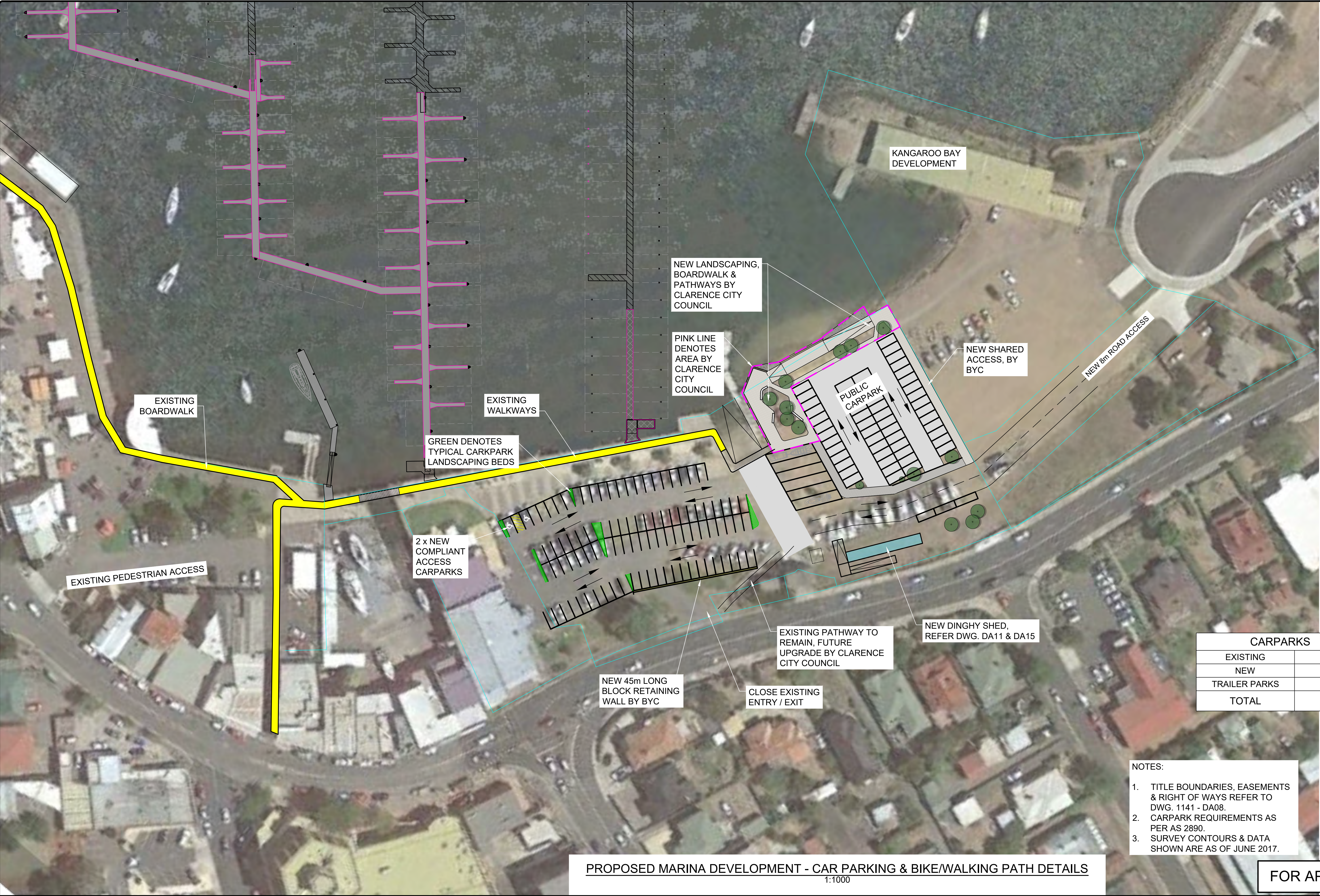
PROPOSED MARINA DEVELOPMENT - EXISTING CAR PARKING & BIKE/WALKING PATH DETAILS

1:1000

FOR APPROVAL

REVISIONS	Rev No	Revision note	Date	Checked	Approved	REFERENCES	Drg No	Reference	<div><div>BURBURYCONSULTING</div><div>Engineering &amp; Project Management Over 100 years of experience</div></div> <div>ABN 75 146 719 959 345 DAVEY STREET, SOUTH HOBART, TAS 7004 P: (03) 6223 8007 F: (03) 6223 1143 E: admin@burburyconsulting.com.au</div> <div>COPYRIGHT © "This document is and shall remain the property of Burbury Consulting Pty Ltd. The document may only be used for the purpose for which it was commissioned and in accordance with the terms of engagement for the commission. Unauthorised use of this document in any way is prohibited"</div>	Drawn By: R.PARKER	Date 20/12/12	Client BELLERIVE YACHT CLUB
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	F	REVISED FOR DA APPROVAL	07/11/18	NP	JB					Checked By:	Date	Title EXISTING CAR PARKING & BIKE/WALKING PATH DETAILS
	G	REVISED FOR DA APPROVAL	29/01/19	NP	JB					Approved By:	Date	Scale 1:1000
												A1





CARPARKS	
EXISTING	72
NEW	80
TRAILER PARKS	6
TOTAL	158

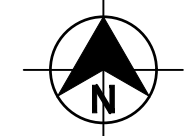
- NOTES:
1. TITLE BOUNDARIES, EASEMENTS & RIGHT OF WAYS REFER TO DWG. 1141 - DA08.
  2. CARPARK REQUIREMENTS AS PER AS 2890.
  3. SURVEY CONTOURS & DATA SHOWN ARE AS OF JUNE 2017.

PROPOSED MARINA DEVELOPMENT - CAR PARKING & BIKE/WALKING PATH DETAILS  
1:1000

FOR APPROVAL

REVISONS	Rev No	Revision note	Date	Checked	Approved	REFERENCES	Drg No	Reference	 BURBURYCONSULTING Engineering & Project Management Over 100 years of experience	ABN 75 146 719 959 345 DAVEY STREET, SOUTH HOBART, TAS 7004 P: (03) 6223 8007 F: (03) 6223 1143 E: admin@burburyconsulting.com.au	COPYRIGHT © "This document is and shall remain the property of Burbury Consulting Pty Ltd. The document may only be used for the purpose for which it was commissioned and in accordance with the terms of engagement for the commission. Unauthorised use of this document in any way is prohibited"	Drawn By:	Date	Client
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	F	REVISED FOR DA APPROVAL	07/11/18	NP	JB							Designed By:	Date	Project
	G	REVISED FOR DA APPROVAL	29/01/19	NP	JB							J.BURBURY	20/12/12	BELLERIVE YACHT CLUB REDEVELOPMENT
												Checked By:	Date	Title
												Approved By:	Date	Scale 1:1000
														A1 Drawing No. 1141 - DA07
														Rev G





KANGAROO BAY

PREVIOUS DINGHY  
STORAGE SHED  
(NOW DEMOLISHED)

EXISTING NAVIGATION BEACON

TYPICAL TITLE  
BOUNDARIES

C.T. 173171/8

P.I. 0  
Road (type unknown)

P.I. 3531800  
C.T. 173171/7

P.I. 3531800  
C.T. 173171/11

C.T. 173212/1  
(Local Government Authority)

P.I. 5076186  
C.T. 227538/1  
(Tasnetworks)

C.T. 173171/102  
(LGA Subdivision Road)

P.I. 2720394  
C.T. 142668/64  
(Owner Bellerive Yacht Club)

BELLERIVE  
YACHT CLUB

EXISTING  
LEASE AREA

KEY

RIGHT OF WAY

SERVICE  
EASEMENT

NOTES:

1. TITLE BOUNDARIES, EASEMENTS & RIGHT OF WAYS ARE PER ROGERSON & BIRCH SURVEYORS, 2 JUNE 2017.

TITLE, RIGHT OF WAY & EASEMENT CONFIGURATIONS

1:2000

FOR APPROVAL

REVISIONS

Rev No	Revision note	Date	Checked	Approved
E	FOR DA APPROVAL	07/08/18	JB	JB
F	REVISED FOR DA APPROVAL	07/11/18	NP	JB
G	REVISED FOR DA APPROVAL	29/01/19	NP	JB

REFERENCES

Drg No	Reference



ABN 75 146 719 959  
345 DAVEY STREET,  
SOUTH HOBART, TAS 7004  
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F: (03) 6223 1143  
E: admin@burburyconsulting.com.au

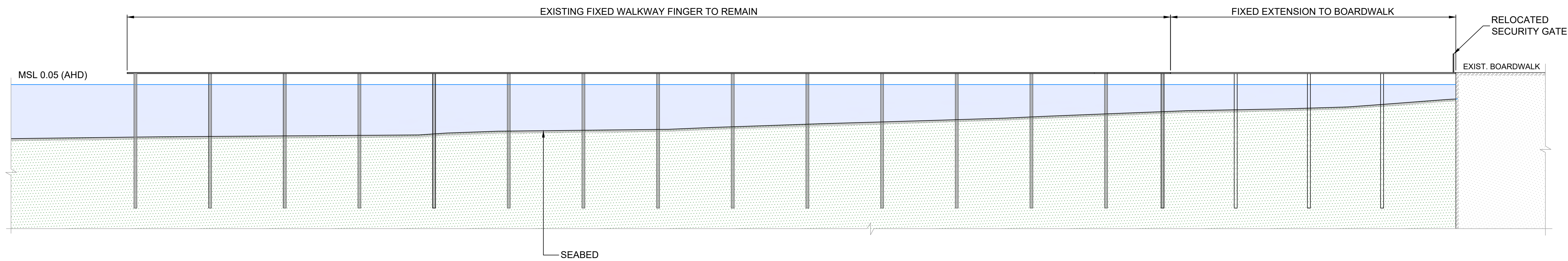
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Designed By: J.BURBURY	Date: 12/04/13
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Approved By:	Date:

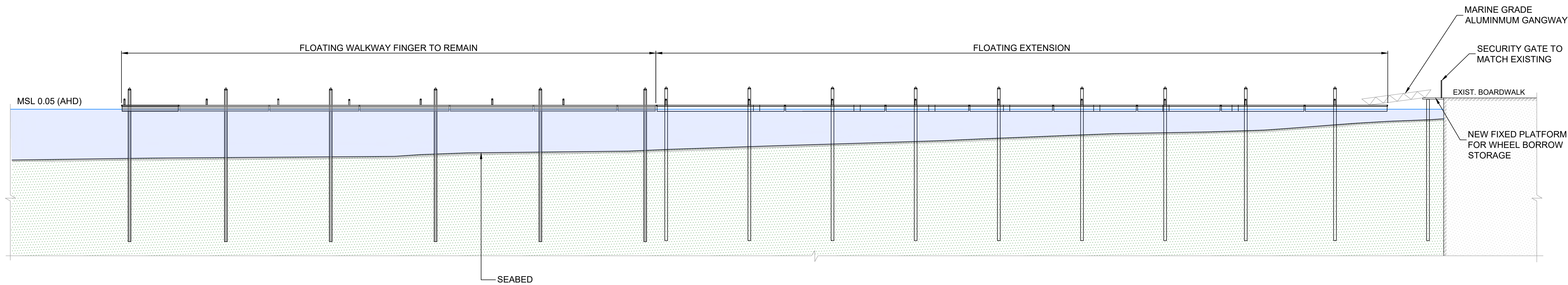
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Project: BELLERIVE YACHT CLUB REDEVELOPMENT
Title: TITLE, RIGHT OF WAY & EASEMENT CONFIGURATIONS

Scale: 1:2000	A1	Drawing No: 1141 - DA08	Rev: G
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ELEVATION A  
1:300  
DA05

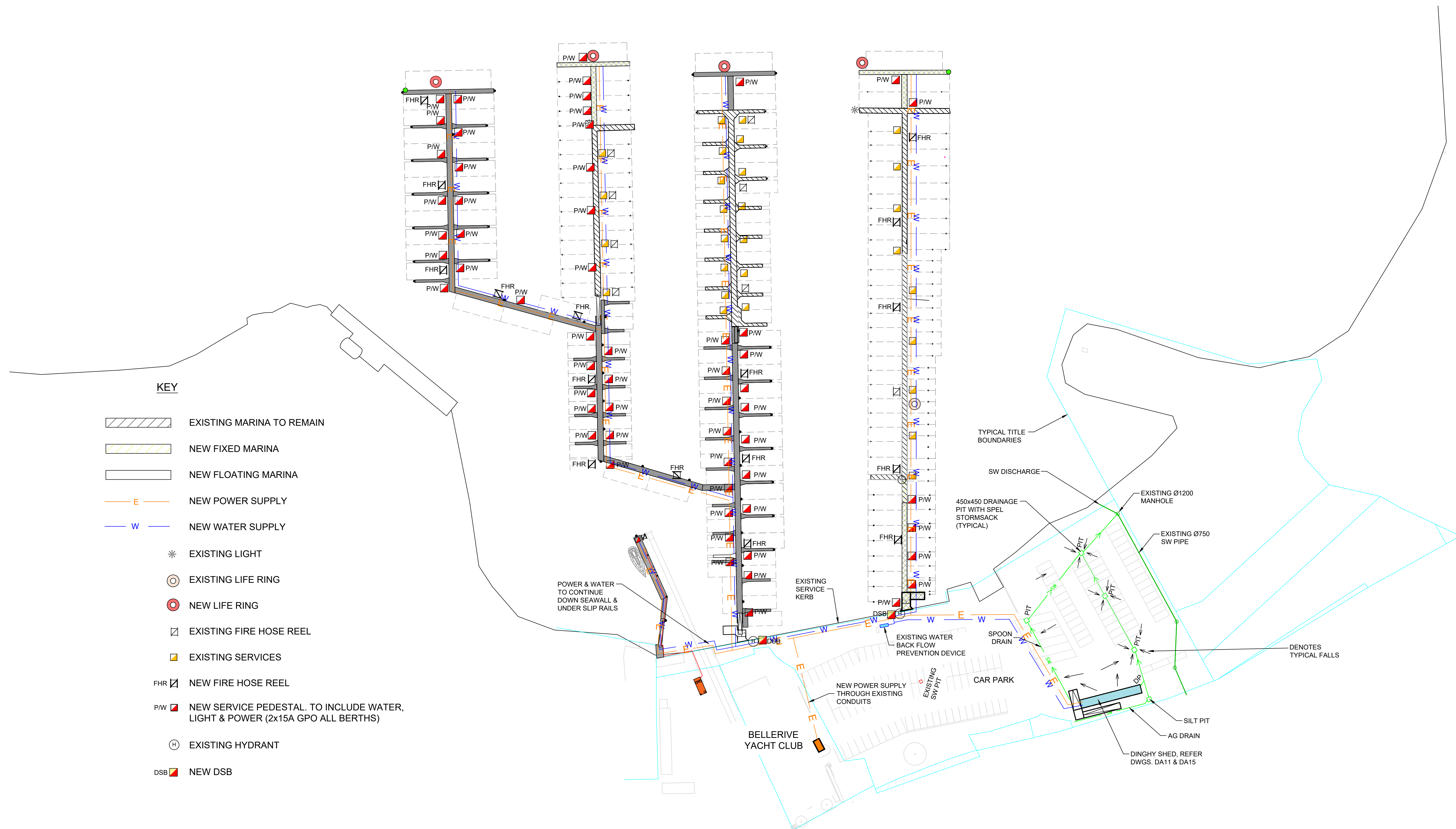
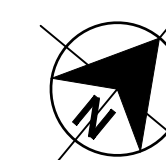


ELEVATION B  
1:300  
DA05

FOR APPROVAL

REVIEWS	Rev No	Revision note	Date	Checked	Approved	REFERENCES	Dwg No	Reference	 BURBURYCONSULTING <small>Engineering &amp; Project Management Over 15 years of experience</small>	ABN 75 146 719 959 345 DAVEY STREET, SOUTH HOBART, TAS 7004 P: (03) 6223 8007 F: (03) 6223 1143 E: admin@burburyconsulting.com.au	COPYRIGHT © "This document is and shall remain the property of Burbury Consulting Pty Ltd. The document may only be used for the purpose for which it was commissioned and in accordance with the terms of engagement for the commission. Unauthorised use of this document it any way is prohibited"	Drawn By:	Date	Client					
	E	FOR DA APPROVAL	07/08/18	JB	JB							R.PARKER	26/07/12	BELLERIVE YACHT CLUB					
	F	REVISED FOR DA APPROVAL	07/11/18	NP	JB							Designed By:	Date	Project					
	G	REVISED FOR DA APPROVAL	29/01/19	NP	JB							J.BURBURY	26/07/12	BELLERIVE YACHT CLUB REDEVELOPMENT					
												Checked By:	Date	Title					
												Approved By:	Date	ELEVATIONS					
													Scale	1:1000	A1	Drawing No:	1141 - DA09	Rev	G



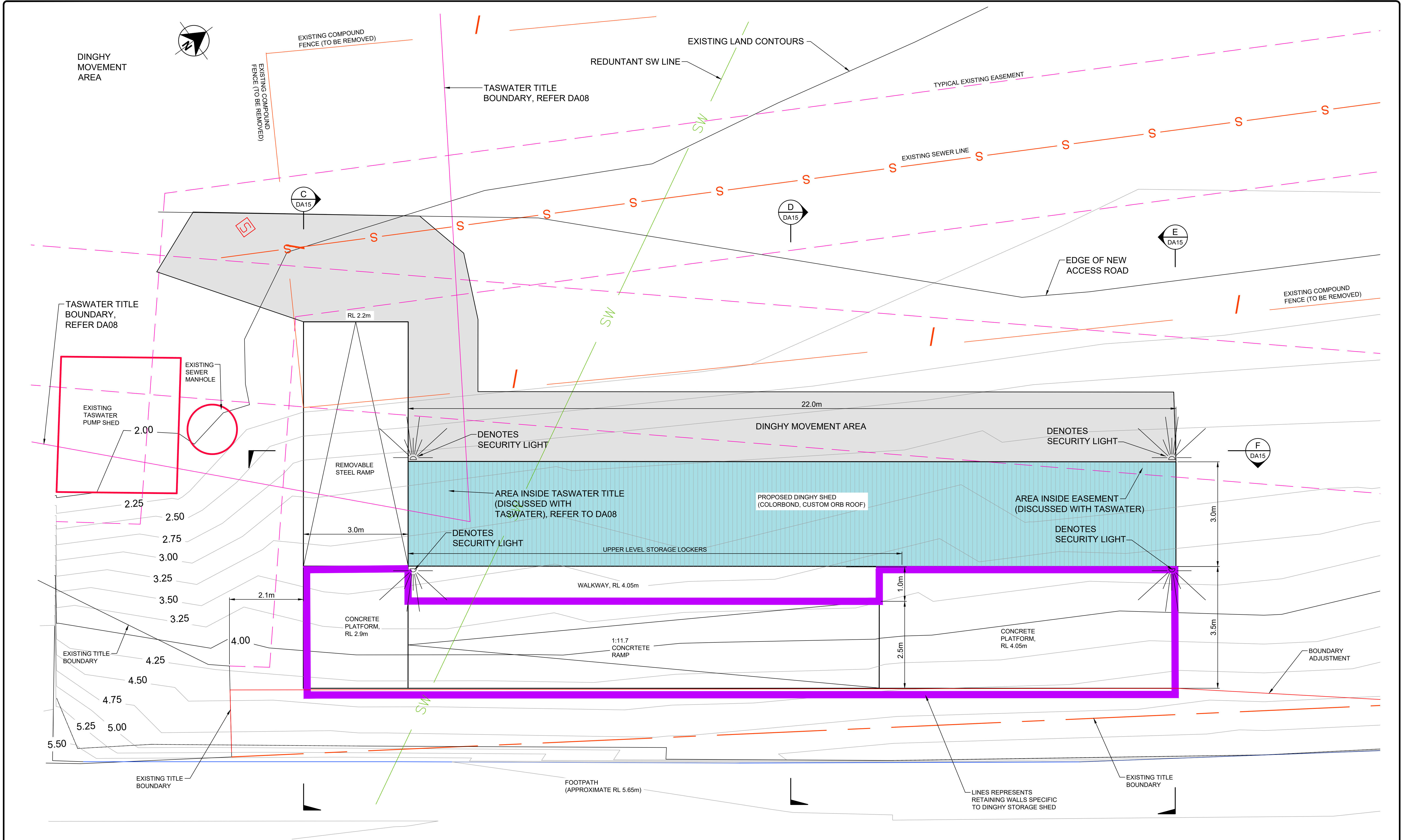


PROPOSED MARINA DEVELOPMENT - SERVICES PLAN  
1:1500

FOR APPROVAL

REVISED	Rev No	Revision note	Date	Checked	Approved	REFERENCES	Drg No	Reference	 BURBURY CONSULTING <small>Engineering &amp; Project Management Civil &amp; Structural &amp; Marine</small>	ABN 75 146 719 959 345 DAVEY STREET, SOUTH HOBART, TAS 7004 P: (03) 6223 8007 F: (03) 6223 1143 E: admin@burburyconsulting.com.au	COPYRIGHT © "This document is and shall remain the property of Burbury Consulting Pty Ltd. The document may only be used for the purpose for which it was commissioned and in accordance with the terms of engagement for the commission. Unauthorised use of this document in any way is prohibited"	Drawn By:	Date	Client
	E	FOR DA APPROVAL	07/08/18	JB	JB							R.PARKER	12/03/13	BELLERIVE YACHT CLUB
	F	REVISED FOR DA APPROVAL	07/11/18	NP	JB							Designed By:	12/03/13	BELLERIVE YACHT CLUB REDEVELOPMENT
	G	REVISED FOR DA APPROVAL	29/01/19	NP	JB							Checked By:		PROPOSED MARINA DEVELOPMENT SERVICE DETAILS
												Approved By:		Scale 1:1500
														A1 Drawing No. 1141 - DA10
														Rev G





PROPOSED MARINA DEVELOPMENT - DINGHY SHED DETAILS  
1:50

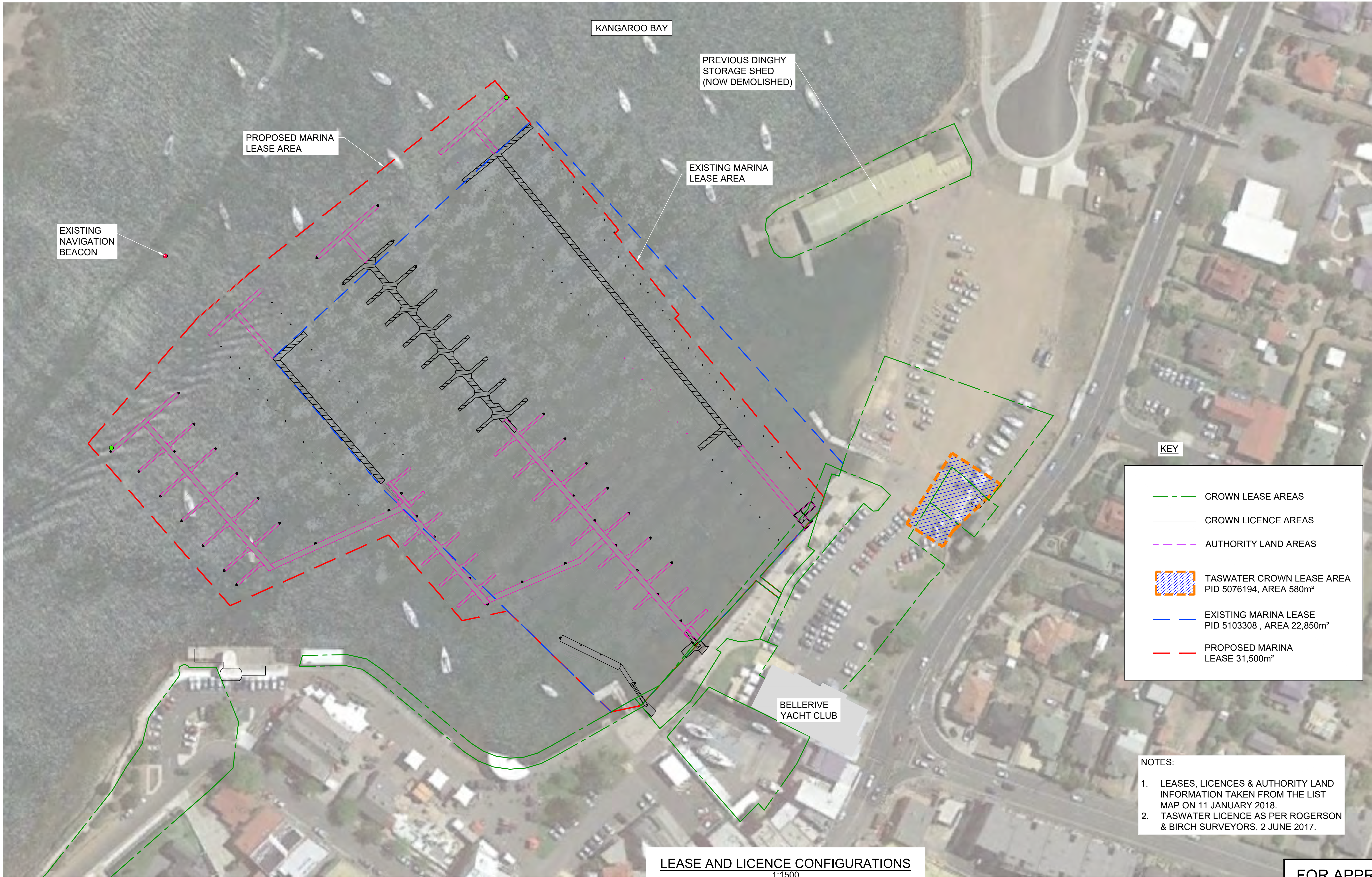
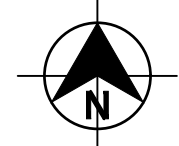
NOTES:

REFER TO ARCHITECTS DRAWINGS  
A00-10, A02-00 & A04-00 FOR  
ARCHITECTURAL DETAILS.

FOR APPROVAL

REVISONS	Rev No	Revision note	Date	Checked	Approved	REFERENCES	Drg No	Reference	 BURBURYCONSULTING Engineering & Project Management Over 1 Decades of Service	ABN 75 146 719 959 345 DAVEY STREET, SOUTH HOBART, TAS 7004 P: (03) 6223 8007 F: (03) 6223 1143 E: admin@burburyconsulting.com.au	COPYRIGHT © "This document is and shall remain the property of Burbury Consulting Pty Ltd. The document may only be used for the purpose for which it was commissioned and in accordance with the terms of engagement for the commission. Unauthorised use of this document in any way is prohibited"	Drawn By:	Date	Client
	E	FOR DA APPROVAL	07/08/18	JB	JB							R.PARKER	20/12/12	BELLERIVE YACHT CLUB
	F	REVISED FOR DA APPROVAL	07/11/18	NP	JB							Designed By:	Date	Project
	G	REVISED FOR DA APPROVAL	29/01/19	NP	JB							J.BURBURY	20/12/12	BELLERIVE YACHT CLUB REDEVELOPMENT
												Checked By:	Date	Title
												Approved By:	Date	Scale 1:1000
														A1
														Drawing No. 1141 - DA11
														Rev G



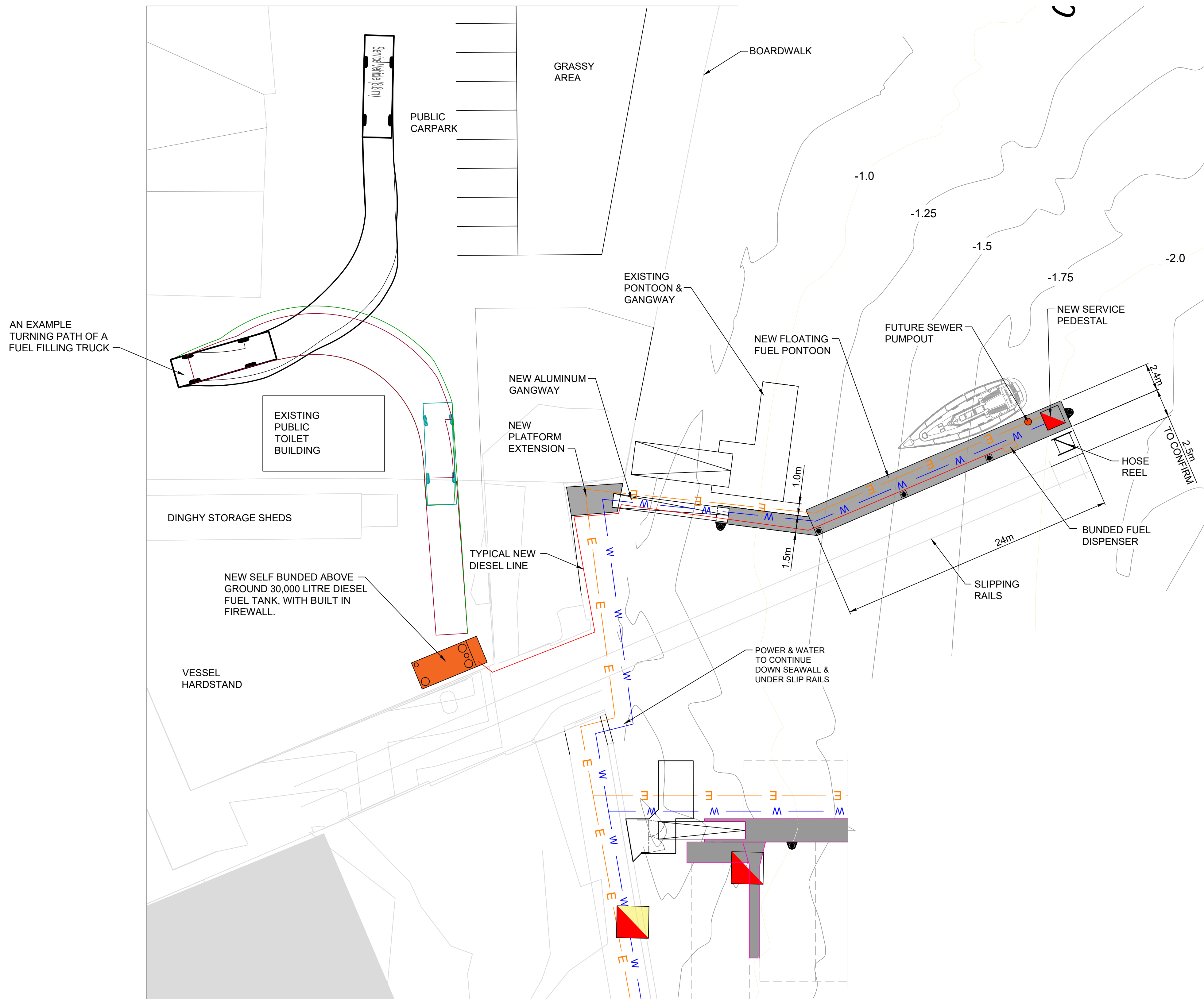
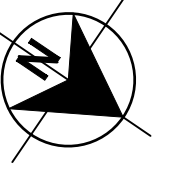


LEASE AND LICENCE CONFIGURATIONS  
1:1500

FOR APPROVAL

REVIEWS	Rev No	Revision note	Date	Checked	Approved	REFERENCES	Dwg No	Reference	 <b>BURBURYCONSULTING</b> <small>Engineering &amp; Project Management Dedicated   Skilled   Passionate</small>	ABN 75 146 719 959 345 DAVEY STREET, SOUTH HOBART, TAS 7004 P: (03) 6223 8007 F: (03) 6223 1143 E: admin@burburyconsulting.com.au	COPYRIGHT © "This document is and shall remain the property of Burbury Consulting Pty Ltd. The document may only be used for the purpose for which it was commissioned and in accordance with the terms of engagement for the commission. Unauthorised use of this document it any way is prohibited"	Drawn By:	Date	Client	
	E	FOR DA APPROVAL	07/08/18	JB	JB							R.PARKER	12/04/13	BELLERIVE YACHT CLUB	
	F	REVISED FOR DA APPROVAL	07/11/18	NP	JB							Designed By:	12/04/13	BELLERIVE YACHT CLUB REDEVELOPMENT	
	G	REVISED FOR DA APPROVAL	29/01/19	NP	JB							Checked By:		LEASE AND LICENCE CONFIGURATIONS	
												Approved By:			
									Scale 1:2000			A1	Drawing No. 1141 - DA12		Rev G





FUEL WHARF & FUEL TANK  
1:200

- NOTES**
- 1. ALL LEVELS ARE IN METRES TO CD.
  - 2. FUEL TANK INSTALLATION TO BE IN ACCORDANCE WITH AS1940.
  - 3. PONTOONS TO HAVE PROVISIONS FOR A FUTURE SEWER PUMPOUT FACILITY.

FOR APPROVAL

REVISIONS	Rev No	Revision note	Date	Checked	Approved	REFERENCES	Drg No	Reference	 BURBURYCONSULTING <small>Engineering &amp; Project Management Over 15 years of experience</small>	ABN 75 146 719 959 345 DAVEY STREET, SOUTH HOBART, TAS 7004 P: (03) 6223 8007 F: (03) 6223 1143 E: admin@burburyconsulting.com.au	COPYRIGHT © "This document is and shall remain the property of Burbury Consulting Pty Ltd. The document may only be used for the purpose for which it was commissioned and in accordance with the terms of engagement for the commission. Unauthorised use of this document in any way is prohibited"	Drawn By:	Date	Client
	E	FOR DA APPROVAL	07/08/18	JB	JB							R.PARKER	26/07/12	BELLERIVE YACHT CLUB
	F	REVISED FOR DA APPROVAL	07/11/18	NP	JB							Designed By:	Date	Project
	G	REVISED FOR DA APPROVAL	29/01/19	NP	JB							J.BURBURY	26/07/12	BELLERIVE YACHT CLUB REDEVELOPMENT
												Checked By:	Date	Title
												Approved By:	Date	Scale
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														A1
														Drawing No.
														1141 - DA13
														Rev
														G

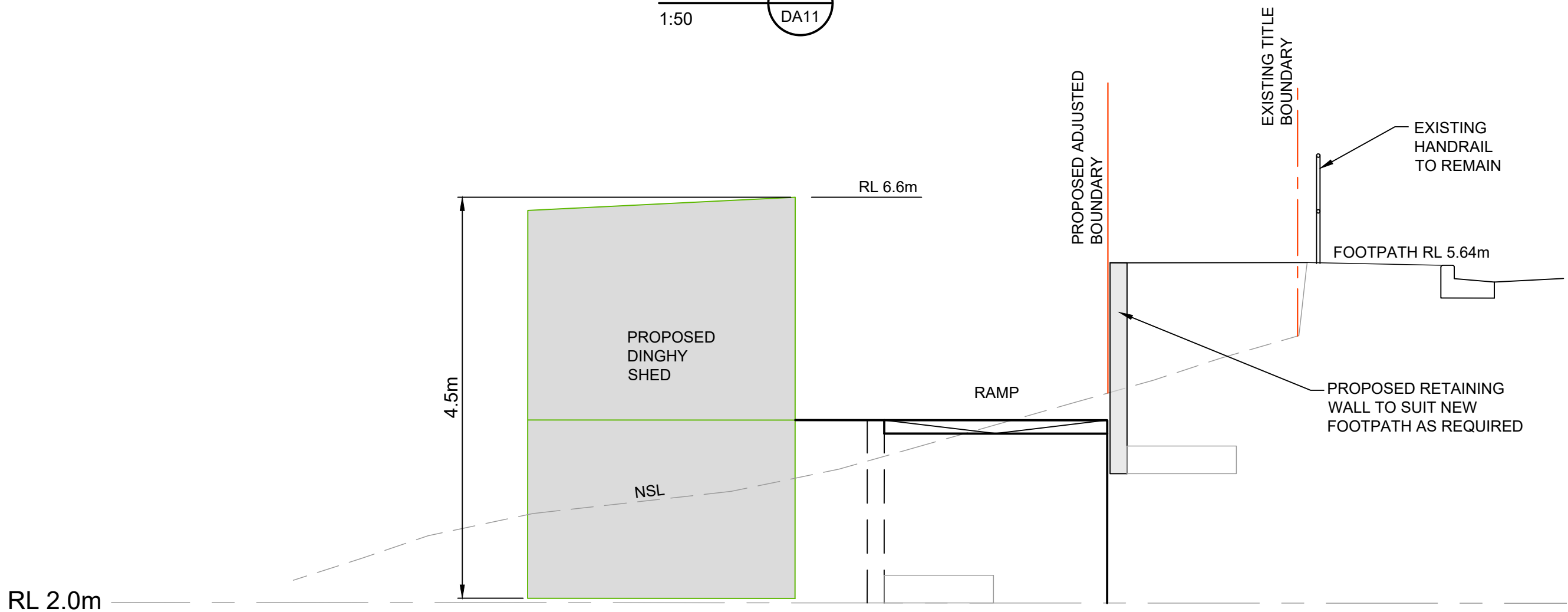






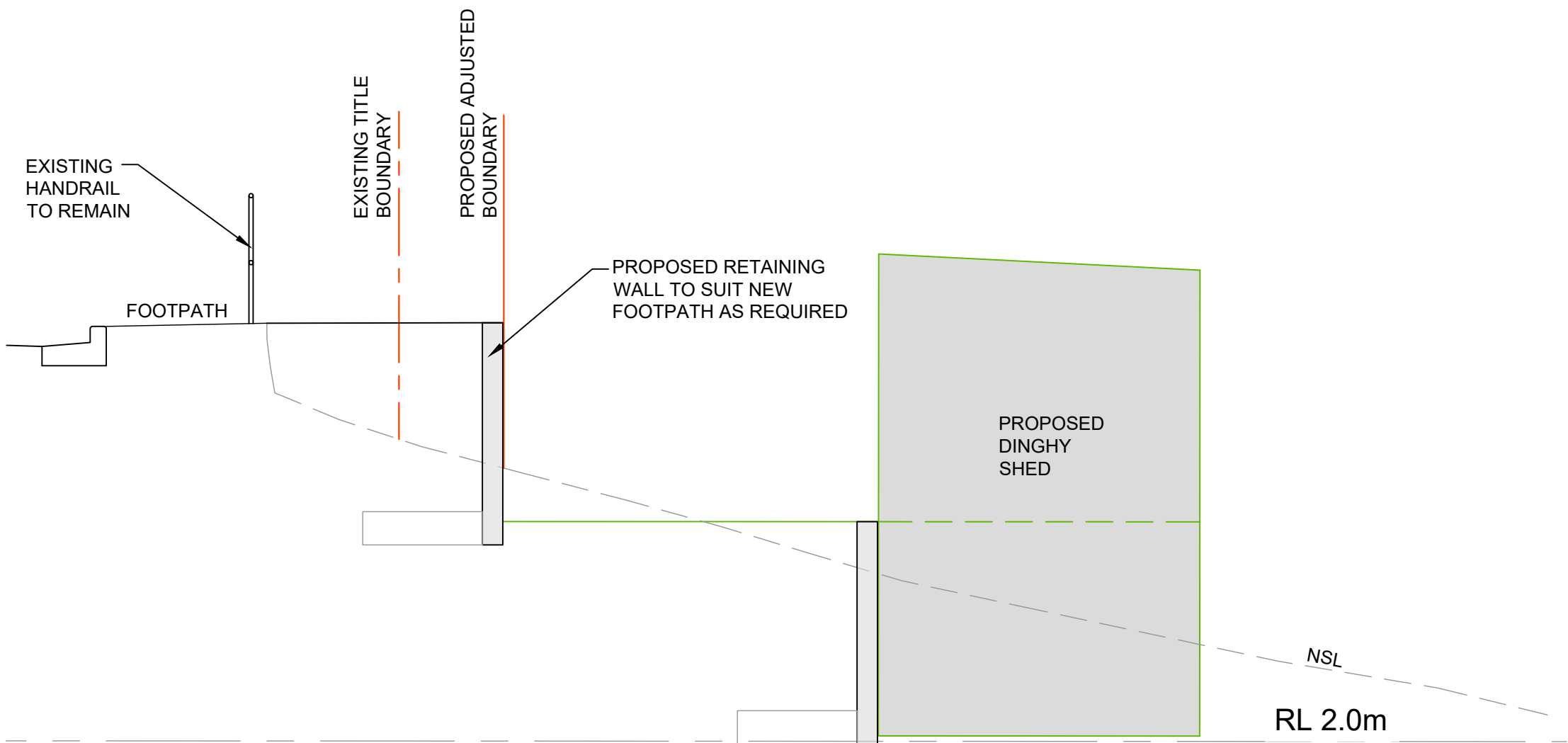


SECTION C  
1:50 DA11

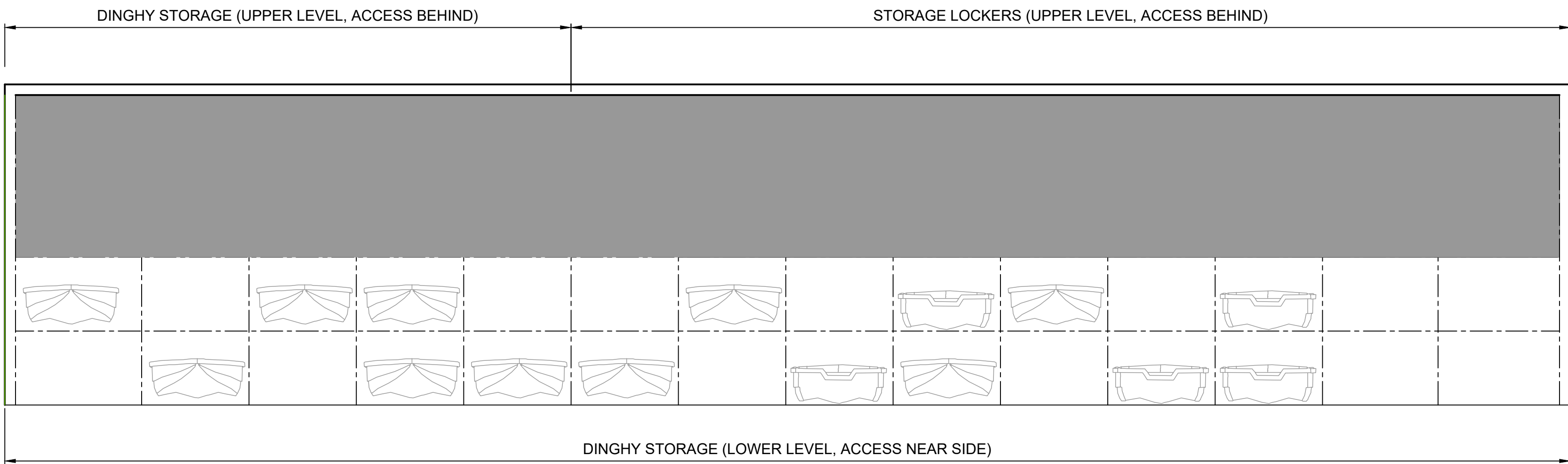


SECTION D  
1:50 DA11

NOTES:  
REFER TO ARCHITECTS DRAWINGS  
A00-10, A02-00 & A04-00 FOR  
ARCHITECTURAL DETAILS.



SECTION E  
1:50 DA11

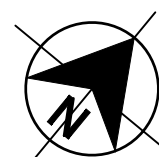


ELEVATION F  
1:300 DA11

FOR APPROVAL

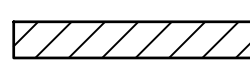
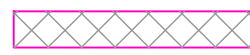



REVISIONS	Rev No	Revision note	Date	Checked	Approved	REFERENCES	Dwg No	Reference	 BURBURY CONSULTING Engineering & Project Management Over 15 years of experience	ABN 75 146 719 959 345 DAVEY STREET, SOUTH HOBART, TAS 7004 P: (03) 6223 8007 F: (03) 6223 1143 E: admin@burburyconsulting.com.au	COPYRIGHT © "This document is and shall remain the property of Burbury Consulting Pty Ltd. The document may only be used for the purpose for which it was commissioned and in accordance with the terms of engagement for the commission. Unauthorised use of this document it any way is prohibited"	Drawn By:	Date	Client
	E	FOR DA APPROVAL	07/08/18	JB	JB							R.PARKER	20/12/12	BELLERIVE YACHT CLUB
	F	REVISED FOR DA APPROVAL	07/11/18	NP	JB							Designed By:	Date	Project
	G	REVISED FOR DA APPROVAL	29/01/19	NP	JB							J.BURBURY	20/12/12	BELLERIVE YACHT CLUB REDEVELOPMENT
												Checked By:	Date	Title
												Approved By:	Date	Scale 1:1000
														A1
														Drawing No. 1141 - DA15
														Rev G





SEQUENCE DETAILS		
SEQUENCE	SCOPE	PUBLIC OPEN SPACE IMPACTS
1	DINGHY SHED, FUEL TANK & FUEL PONTOON.	PILING IN WATERWAY. GANGWAY ABUTMENT AT BOARDWALK. TEMPORARY CLOSURE OF PUBLIC PONTOON
2	NEW ACCESS TO ARM B, OUTER ARMS A2, A3 & B PLUS SERVICES THRU CARPARK.	PILING IN WATERWAY. TEMPORARY RELOCATION OF WALKWAY/CYCLEWAY AROUND BOARDWALK FOR NEW JETTY ACCESS & SERVICE TRENCHING.
3	CONTINUATION OF FLOATING ARM A3 TO BOARDWALK. NEW CRANKED FLOATING ARM TO CONNECT WITH EXISTING ARM A2.	PILING IN WATERWAY. TEMPORARY RELOCATION OF WALKWAY/CYCLEWAY AROUND BOARDWALK FOR NEW JETTY ACCESS.
4	NEW A1 FLOATING ARM & NEW CRANKED FLOATING ARM TO CONNECT WITH EXISTING ARM A2.	PILING IN WATERWAY.
2-4	NEW CARPARK, ACCESS ROAD & LANDSCAPING WORKS.	STAGED TEMPORARY RELOCATION OF WALKWAY/ CYCLEWAY AROUND WORKS & SERVICE TRENCHING.
5	NEW 1m HIGH RETAINING WALL, INFILL OF EXISTING ENTRY CARPARK & NEW LOCALISED CARPARK SEAL.	TEMPORARY CLOSURE OF REQUIRED PARKING SPACES.

LEGEND

-  EXISTING MARINA TO REMAIN
-  NEW FIXED
-  NEW FLOATING
-  EXISTING MARINA TO BE REMOVED
-  NEW SHARED ACCESS

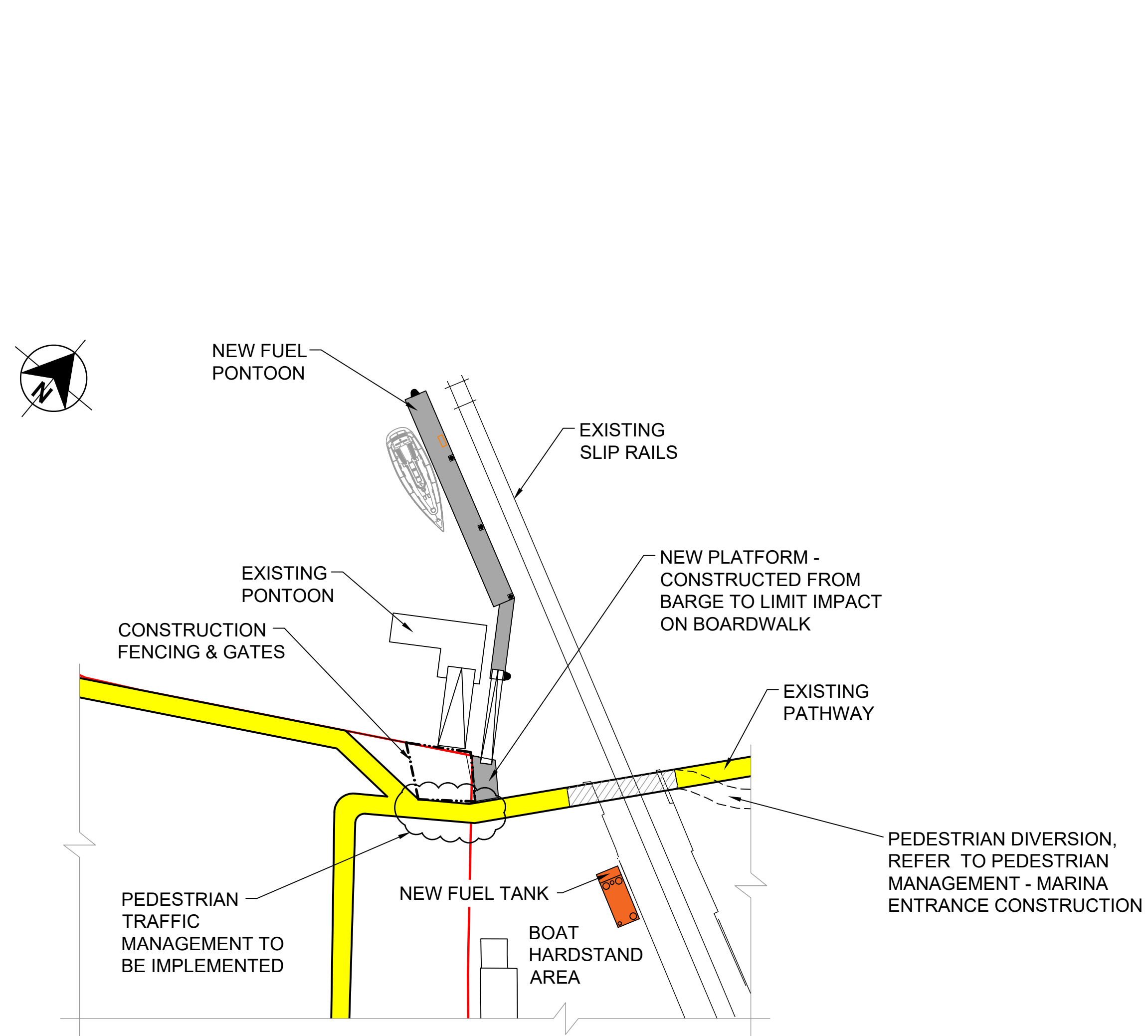


PROPOSED MARINA DEVELOPMENT - OVERALL SEQUENCE PLAN  
NTS

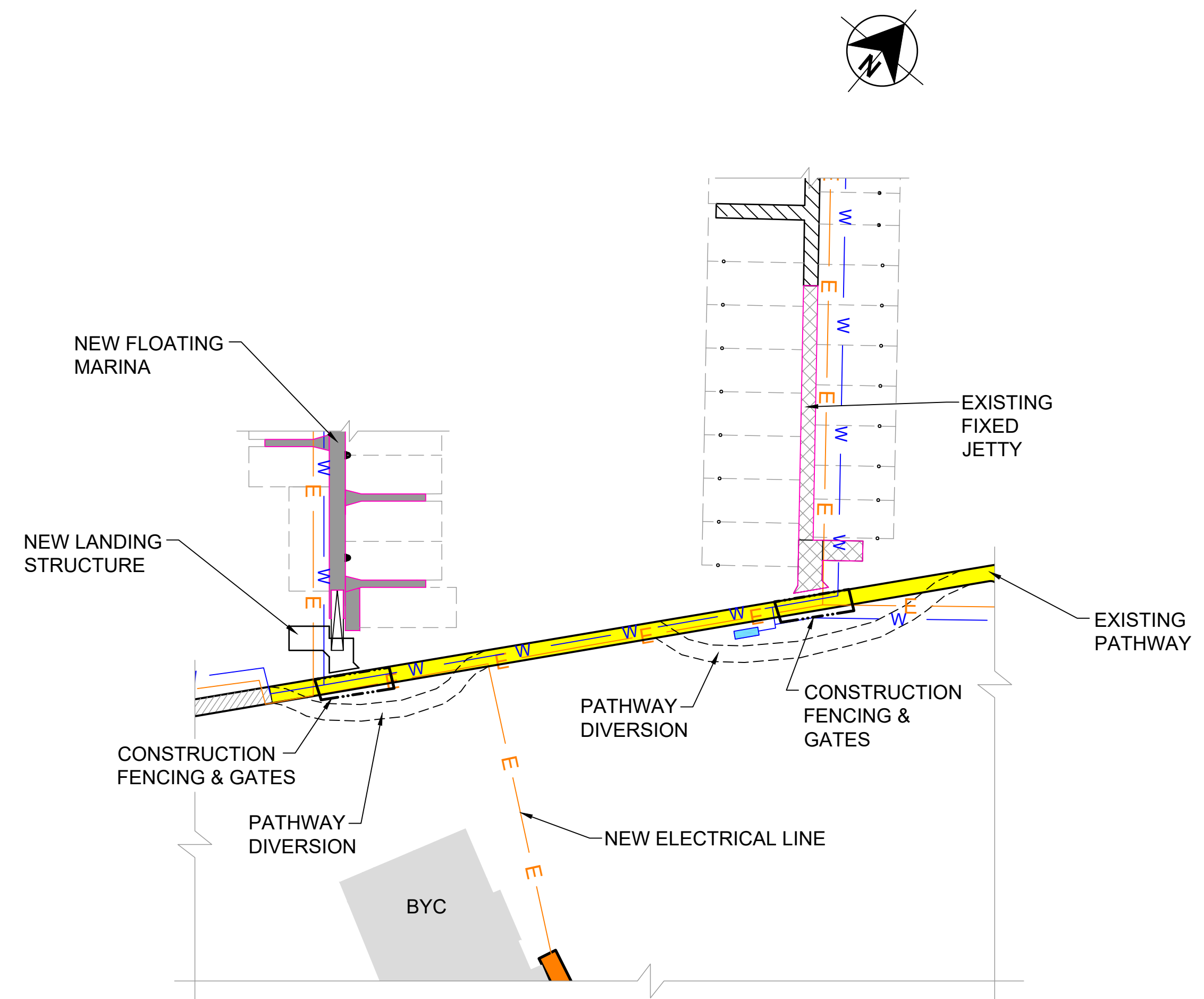
FOR APPROVAL

REVISED	Rev No	Revision note	Date	Checked	Approved	REFERENCES	Dwg No	Reference	 BURBURYCONSULTING Engineering & Project Management Over 15 years of experience	ABN 81 107 858 168 345 DAVEY STREET, SOUTH HOBART, TAS 7004 P: (03) 6223 8007 F: (03) 6223 1143 E: admin@burburyconsulting.com.au	ABN 75 146 719 959 "This document is and shall remain the property of Burbury Consulting Pty Ltd. The document may only be used for the purpose for which it was commissioned and in accordance with the terms of engagement for the commission. Unauthorised use of this document in any way is prohibited"	Drawn By:	Date	Client
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	F	REVISED FOR DA APPROVAL	07/11/18	NP	JB							Designed By: J.BURBURY	26/07/12	Project BELLERIVE YACHT CLUB REDEVELOPMENT
	G	REVISED FOR DA APPROVAL	29/01/19	NP	JB							Checked By:		Title PROPOSED MARINA DEVELOPMENT - SEQUENCE PLAN
												Approved By:		Scale 1:1000
														A1 Drawing No. 1141- DA16
														Rev G





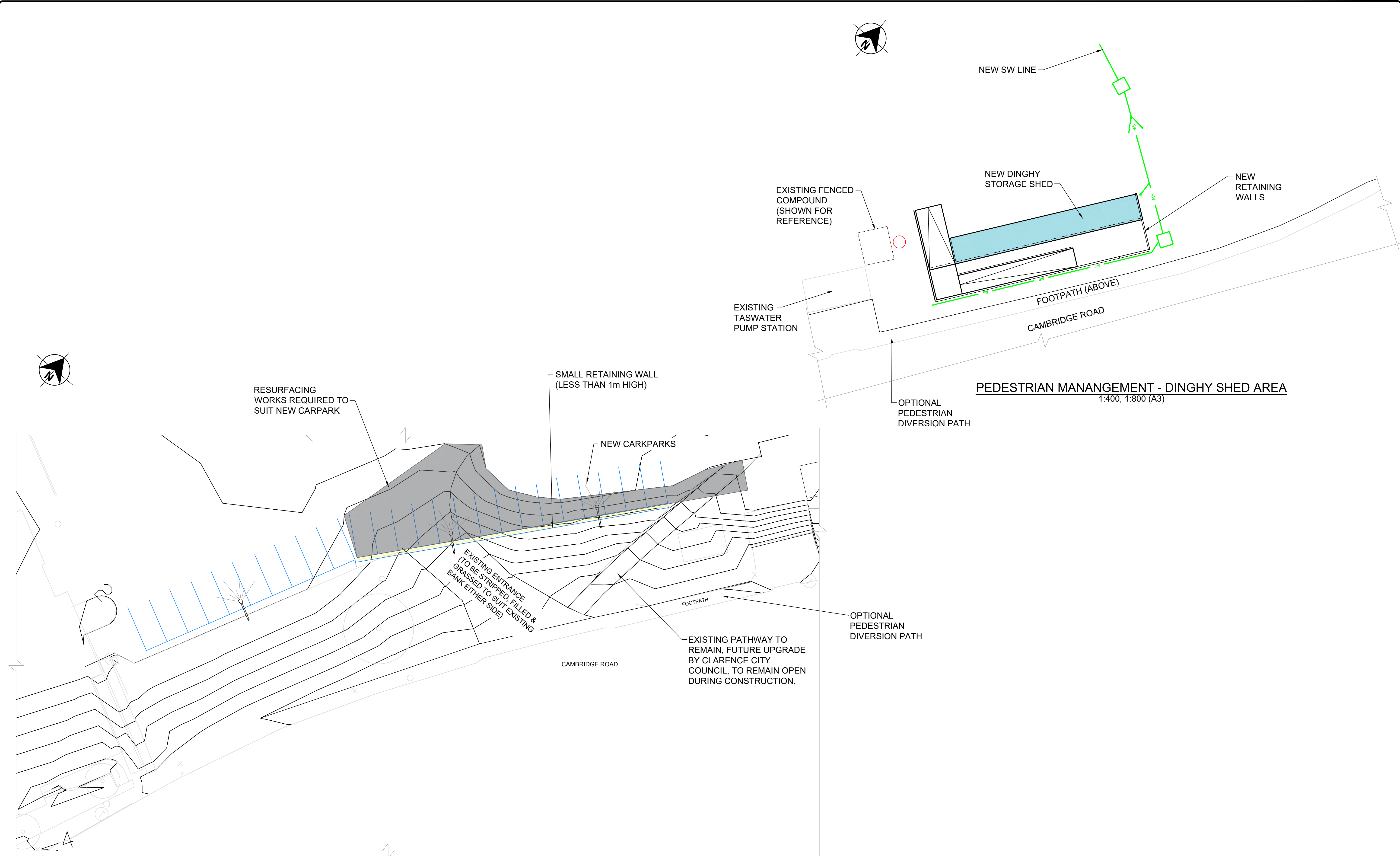
PEDESTRIAN MANAMAGEMENT - FUEL PONTOON  
1:400, 1:800 (A3)



PEDESTRIAN MANAGEMENT - MARINA ENTRANCE CONSTRUCTION  
1:200, 1:400 (A3)

FOR APPROVAL

REVISONS	Rev No	Revision note	Date	Checked	Approved	REFERENCES	Drg No	Reference	 BURBURYCONSULTING Engineering & Project Management Shel 1, Jerrard J, Warren	ABN 75 146 719 959 345 DAVEY STREET, SOUTH HOBART, TAS 7004 P: (03) 6223 8007 F: (03) 6223 1143 E: admin@burburyconsulting.com.au	COPYRIGHT © "This document is and shall remain the property of Burbury Consulting Pty Ltd. The document may only be used for the purpose for which it was commissioned and in accordance with the terms of engagement for the commission. Unauthorised use of this document it any way is prohibited"	Drawn By:	Date	Client
	E	FOR DA APPROVAL	07/08/18	JB	JB							R.PARKER	26/07/12	BELLERIVE YACHT CLUB
	F	REVISED FOR DA APPROVAL	07/11/18	NP	JB							Designed By:	Date	Project
	G	REVISED FOR DA APPROVAL	29/01/19	NP	JB							J.BURBURY	26/07/12	BELLERIVE YACHT CLUB REDEVELOPMENT
												Checked By:	Date	Title
												Approved By:	Date	Scale
														1:1000
														A1
														Drawing No.
														1141 - DA17
														Rev
														G



PEDESTRIAN MANAGEMENT - RETAINING WALL CONSTRUCTION  
1:500, 1:1000 (A3)

PEDESTRIAN MANAGEMENT - DINGHY SHED AREA  
1:400, 1:800 (A3)

FOR APPROVAL

REVISIONS	Rev No	Revision note	Date	Checked	Approved	REFERENCES	Dwg No	Reference	 BURBURYCONSULTING Engineering & Project Management Shane J. Burbury J. Mervin	ABN 75 146 719 959 345 DAVEY STREET, SOUTH HOBART, TAS 7004 P: (03) 6223 8007 F: (03) 6223 1143 E: admin@burburyconsulting.com.au	COPYRIGHT © "This document is and shall remain the property of Burbury Consulting Pty Ltd. The document may only be used for the purpose for which it was commissioned and in accordance with the terms of engagement for the commission. Unauthorised use of this document in any way is prohibited"	Drawn By:	Date	Client
	E	FOR DA APPROVAL	07/08/18	JB	JB							R.PARKER	26/07/12	BELLERIVE YACHT CLUB
	F	REVISED FOR DA APPROVAL	07/11/18	NP	JB							Designed By:	Date	Project
	G	REVISED FOR DA APPROVAL	29/01/19	NP	JB							J.BURBURY	26/07/12	BELLERIVE YACHT CLUB REDEVELOPMENT
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														Drawing No.
														1141 - DA18
														Rev
														G





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**T 61 3 9827 8902**  
**info@prestonlane.com.au**  
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The Builder/Contractor shall verify job dimensions prior to any work commencing. Figured dimensions shall take precedence over scaled work.

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Proprietor  
BURBURY

Project  
BELLERIVE YACHT CLUB  
DINGHY SHED

Drawing  
SITE PLAN

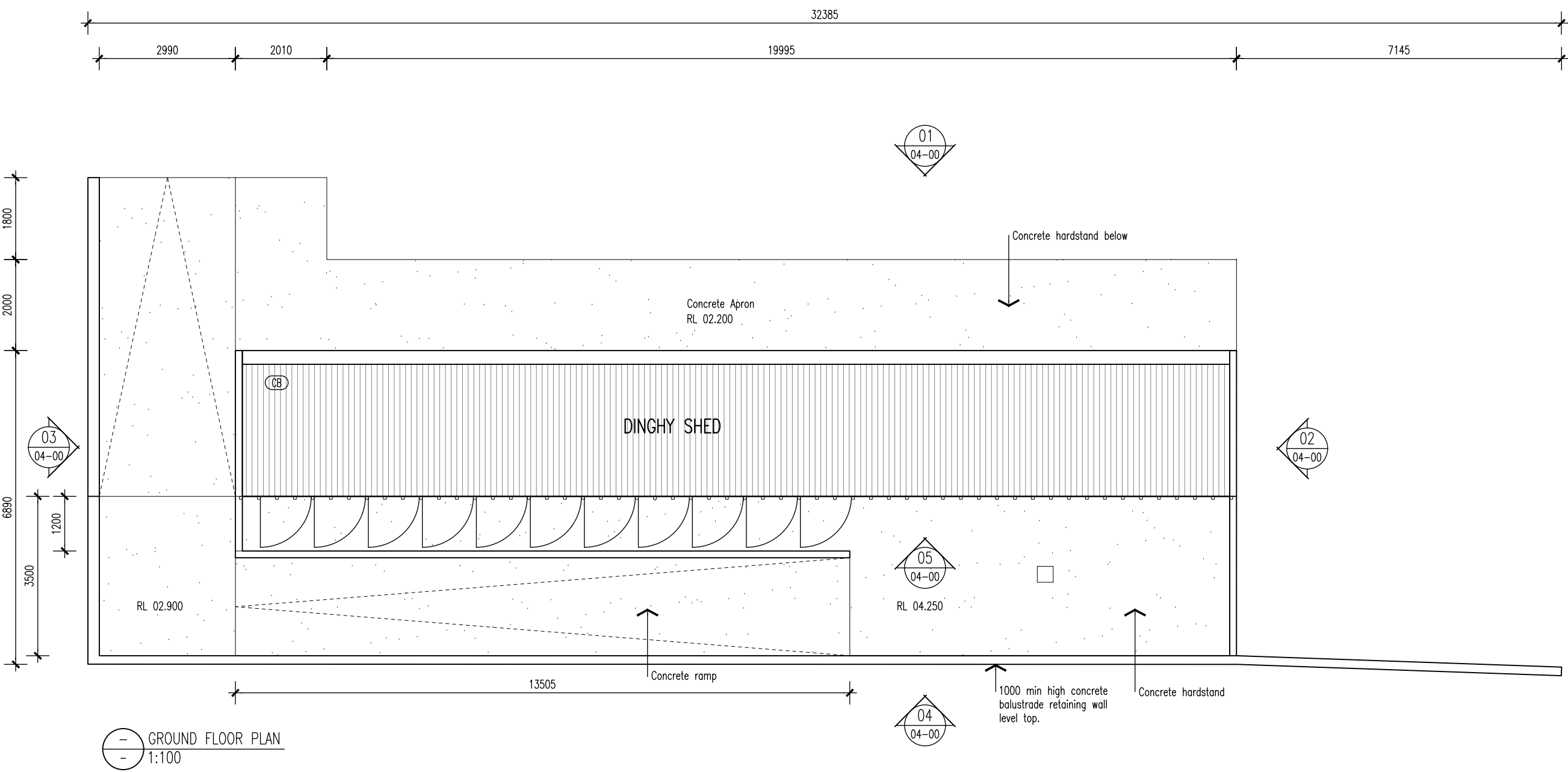
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B	30/1/19	DA Application	IS DL

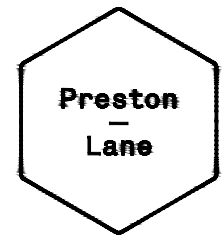
Project No  
18136

Drawing Number  
A00-10

— SITE PLAN  
— 1:1000



- EXTERNAL FINISHES
- CO Precast concrete
  - CB1 Colorbond roof cladding, colour and profile to future detail.
  - CS Cement sheet cladding.
  - CS1 Cement sheet cladding. Paint finish 6-8 nominal shades of white.
  - P2 Dulux paint finish. Dark in colour.
  - AL Powdercoated aluminium. White in colour.
  - dp Downpipe

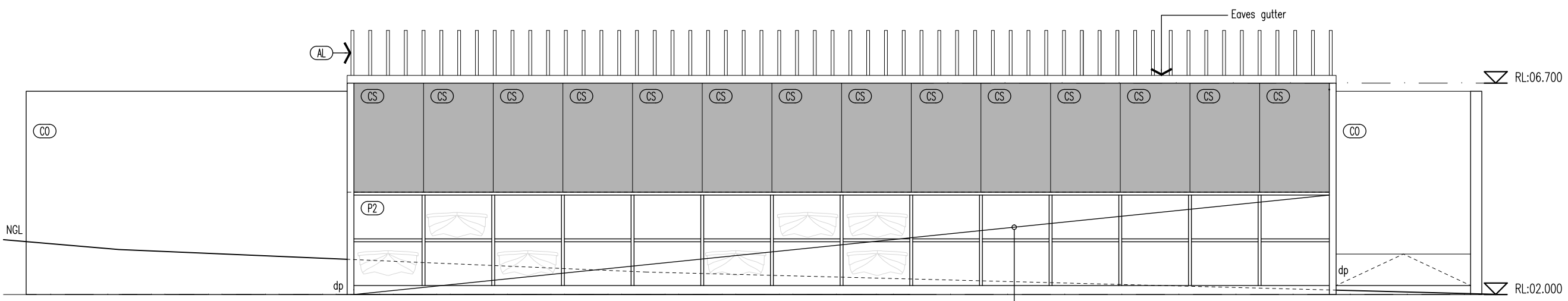


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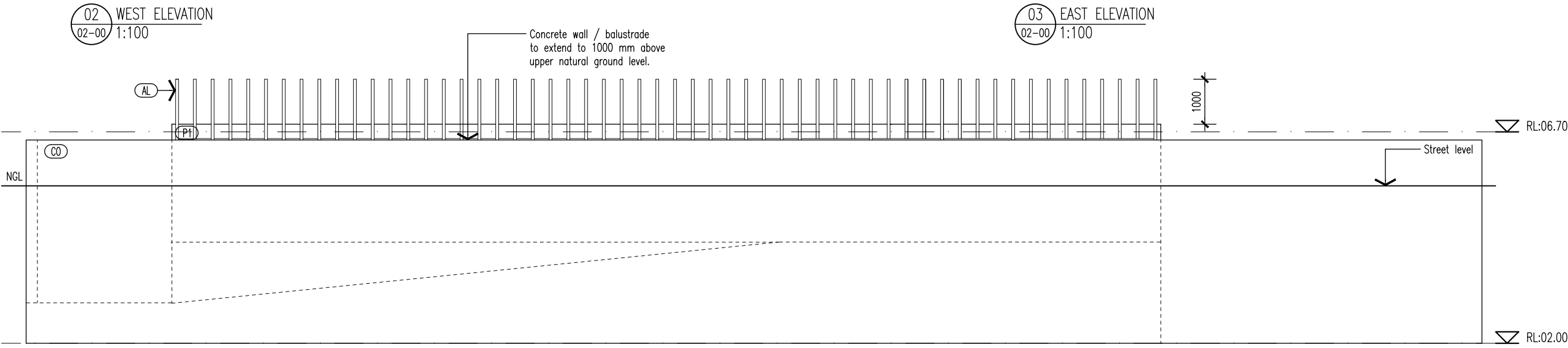
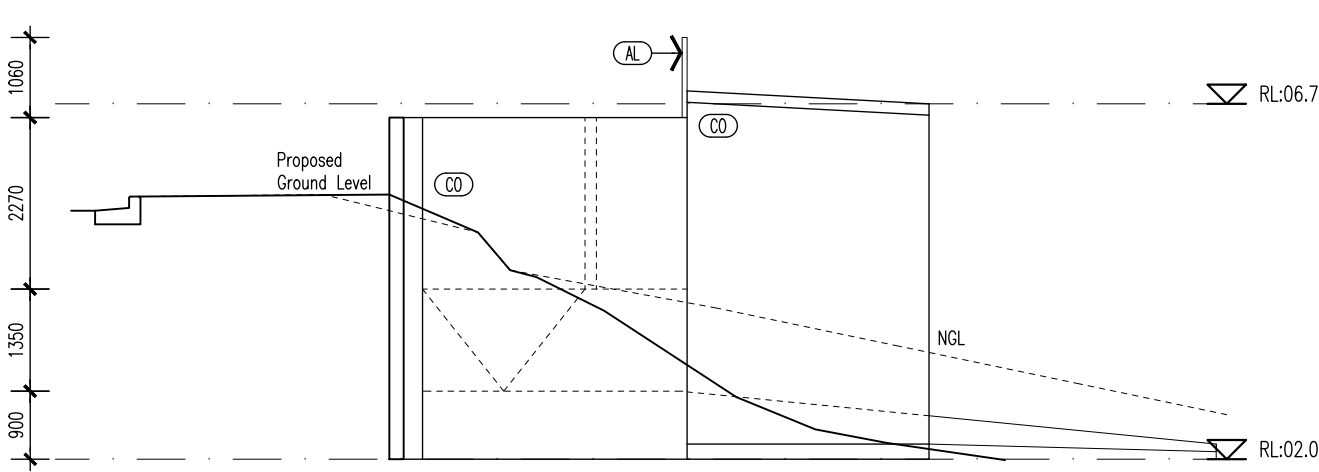
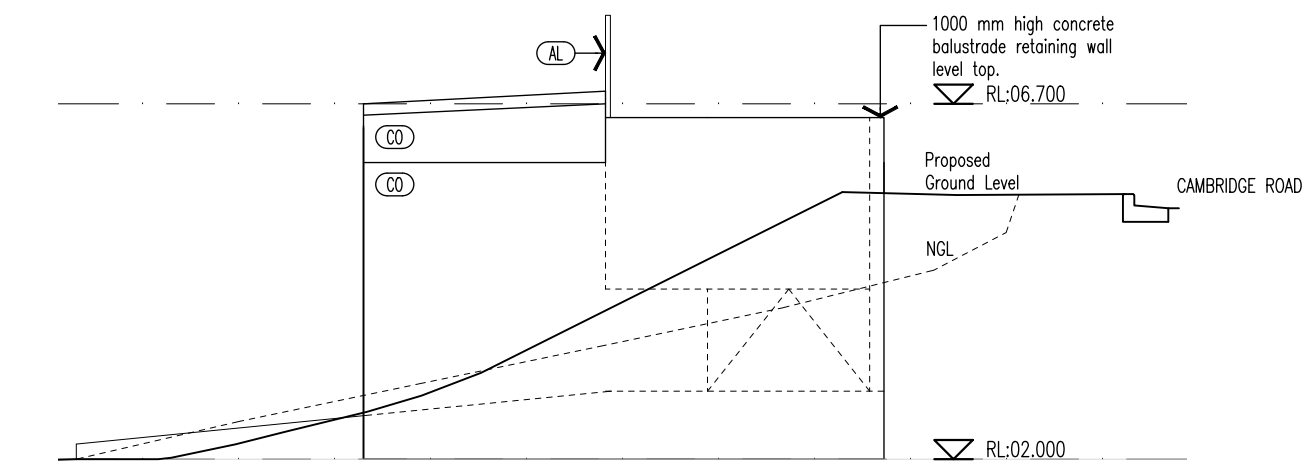
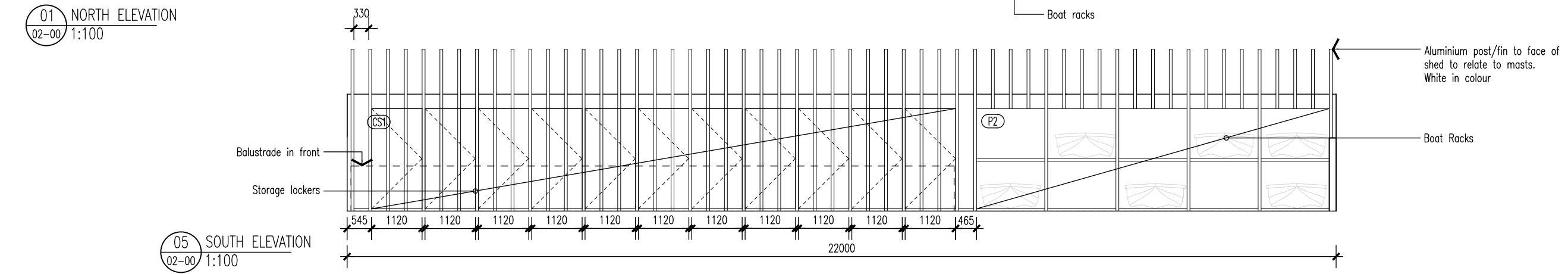
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Proprietor	BURBURY			
Project	BELLERIVE YACHT CLUB DINGHY SHED			
Drawing	FLOOR PLAN			
Scale	1:100 @ A3			
Revision				
A	13/12/18	Client Update	IS	DL
B	30/1/19	DA Application	IS	DL
Project No	18136			
Drawing Number	A02-00			





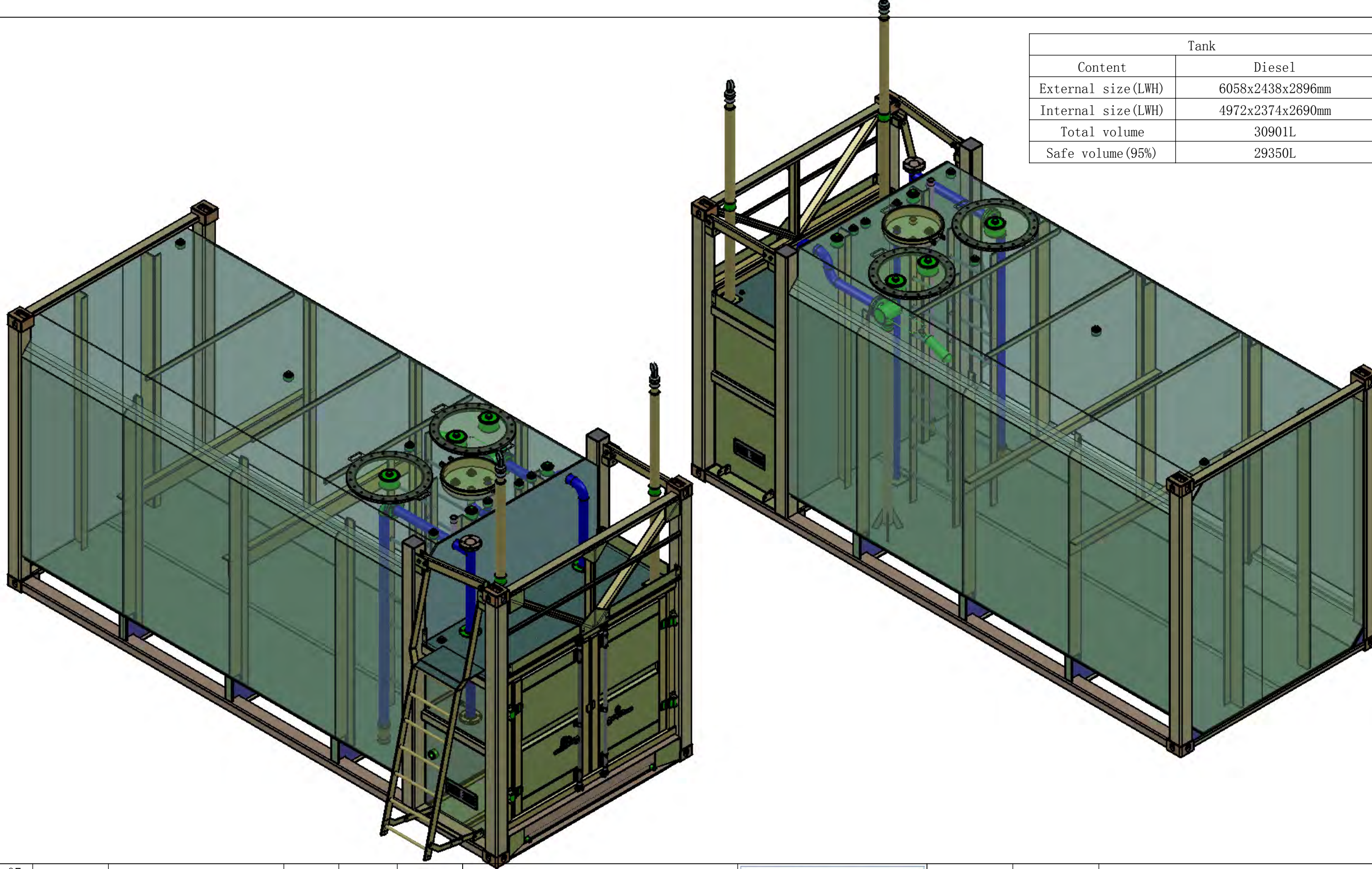
- EXTERNAL FINISHES
- (CO) Precast concrete
  - (CB1) Colorbond roof cladding, colour and profile to future detail.
  - (CS) Cement sheet cladding.
  - (CS1) Cement sheet cladding. Paint finish 6-8 nominal shades of white.
  - (P2) Dulux paint finish. Dark in colour.
  - (AL) Powdercoated aluminium. White in colour.
  - dp Downpipe



The Builder/Contractor shall verify job dimensions prior to any work commencing. Figured dimensions shall take precedence over scaled work.

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Proprietor	BURBURY			
Project	BELLERIVE YACHT CLUB DINGHY SHED			
Drawing	FLOOR PLAN			
Scale	1:100 @ A3			
Revision				
A	13/12/18	Client Update	IS	DL
B	30/1/19	DA Application	IS	DL
Project No	18136			
Drawing Number	A04-00			




Tank	
Content	Diesel
External size (LWH)	6058x2438x2896mm
Internal size (LWH)	4972x2374x2690mm
Total volume	30901L
Safe volume (95%)	29350L

07					
06					
05					
04					
03					
02					
01					
REV:	DATE:	REVISION:	DRAWN:	CHECKED:	APPROVED:

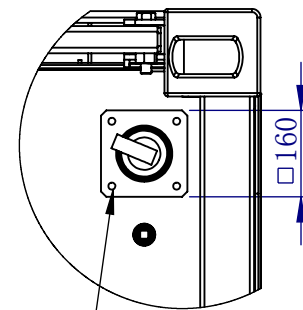
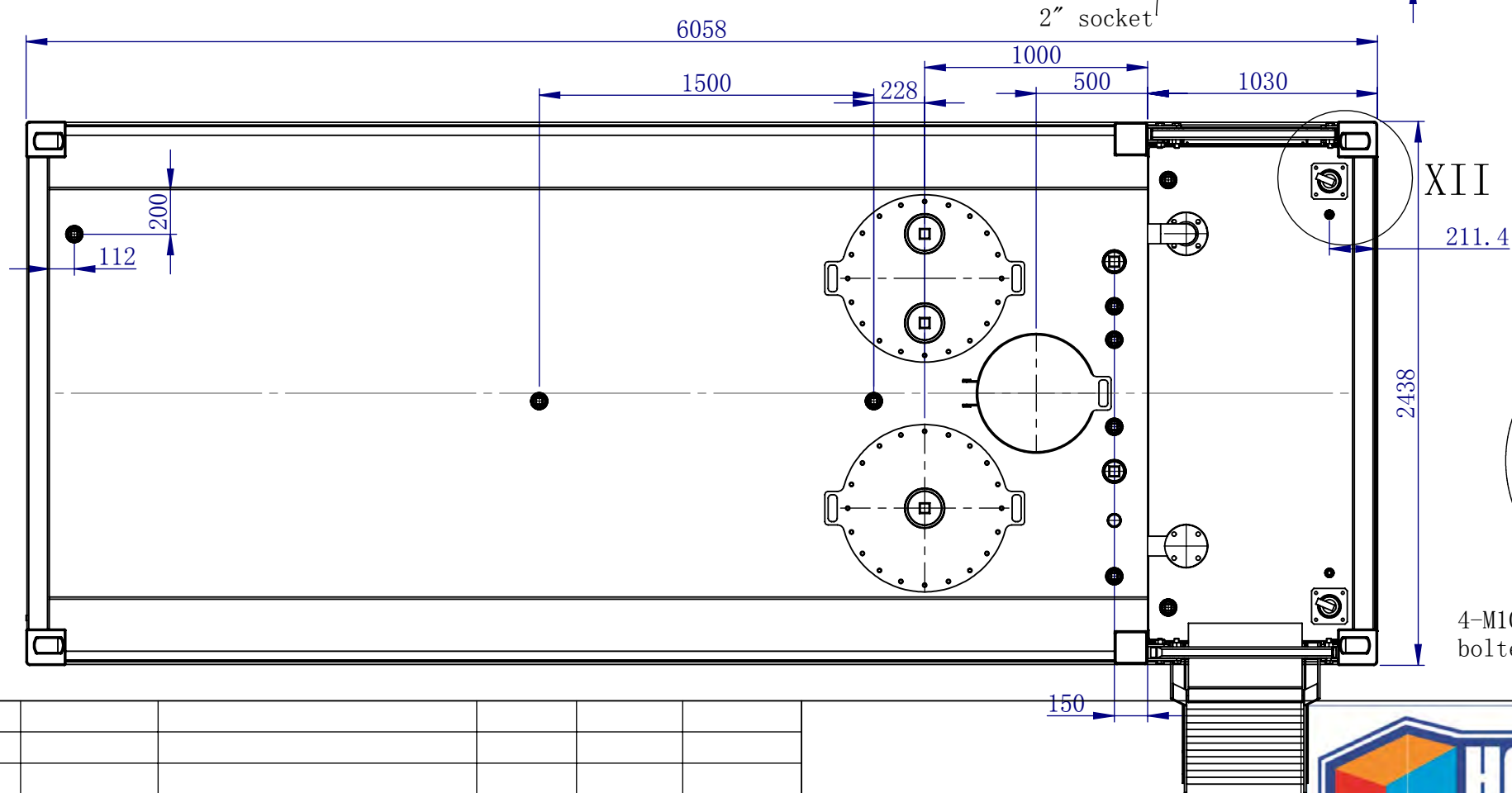
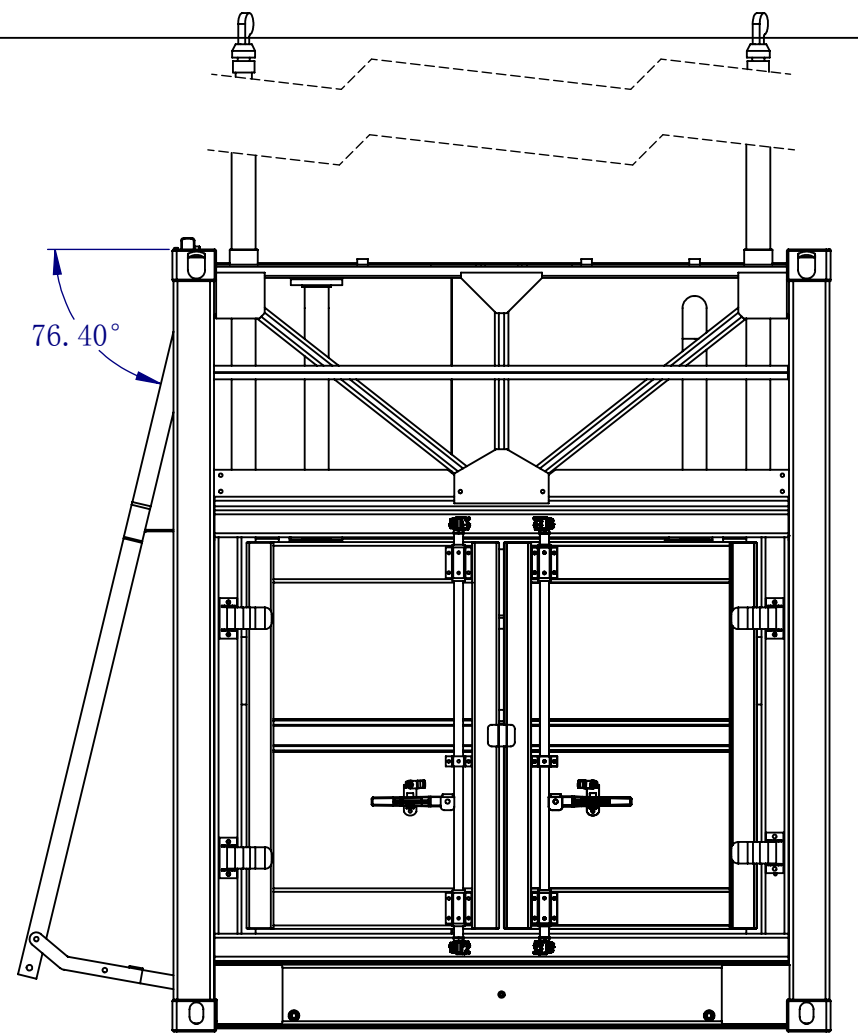
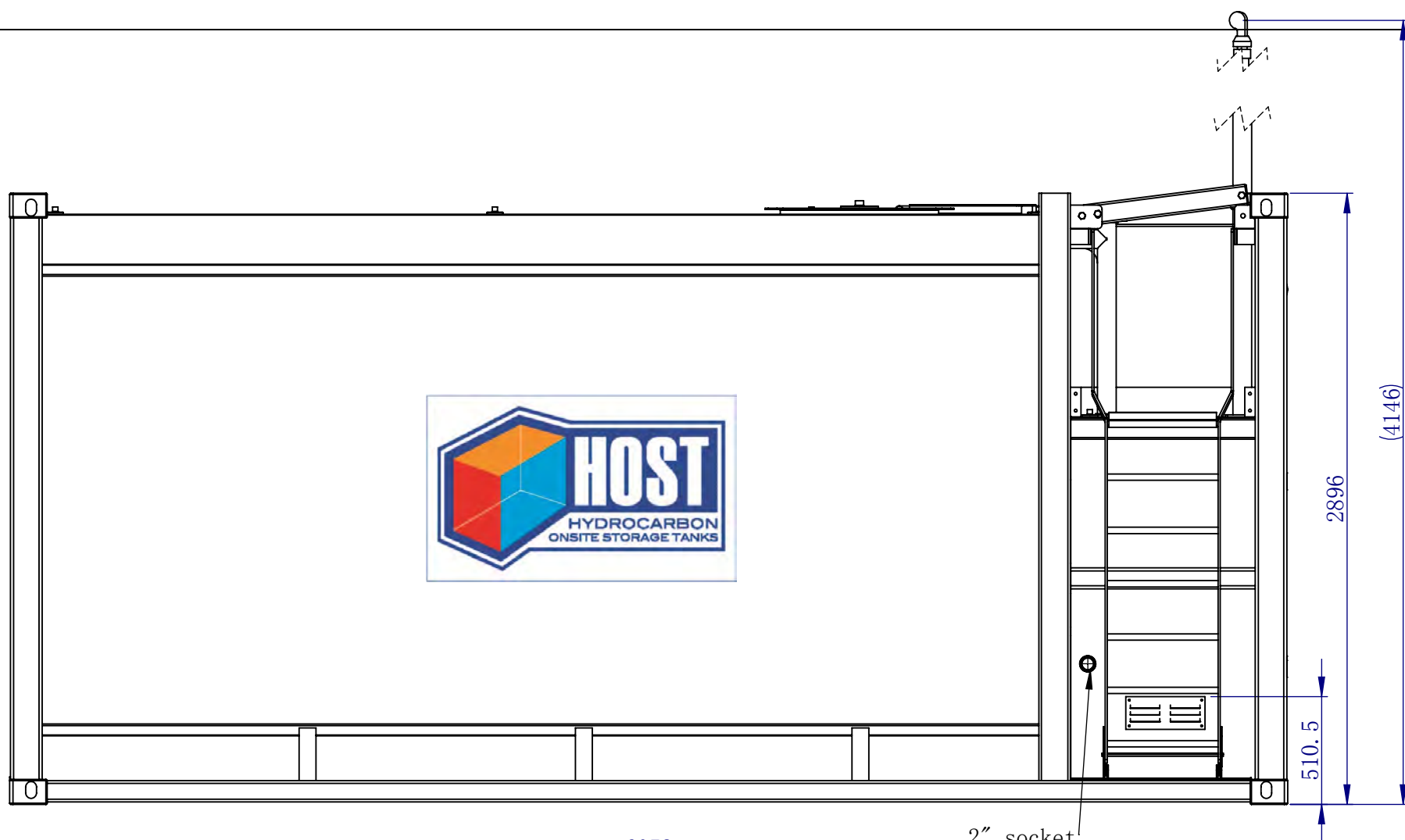


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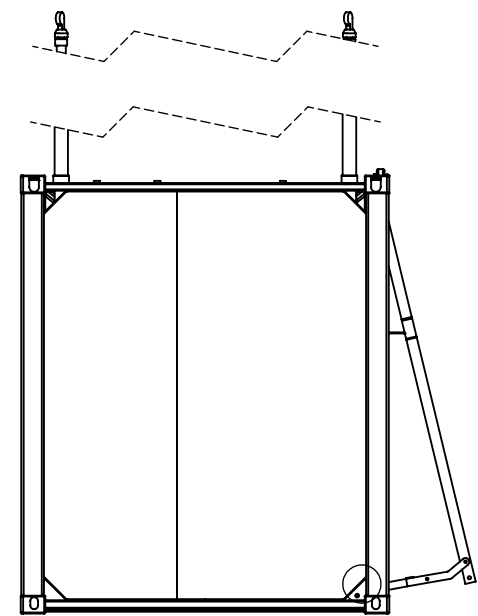
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CHECKED:	DATE:
CLIENT:	DATE:
APPROVED:	DATE:

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	SHEET: 1 of 19	
PURCHASE ORDER NO. :	Scale: No scale	





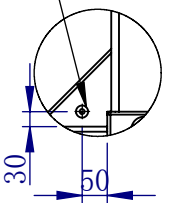
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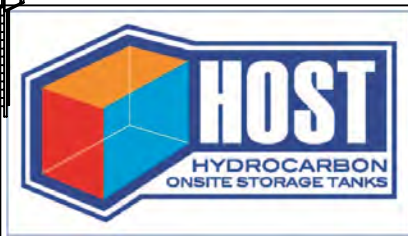
XVII

XVII

earth point  
M12接地柱



07					
06					
05					
04					
03					
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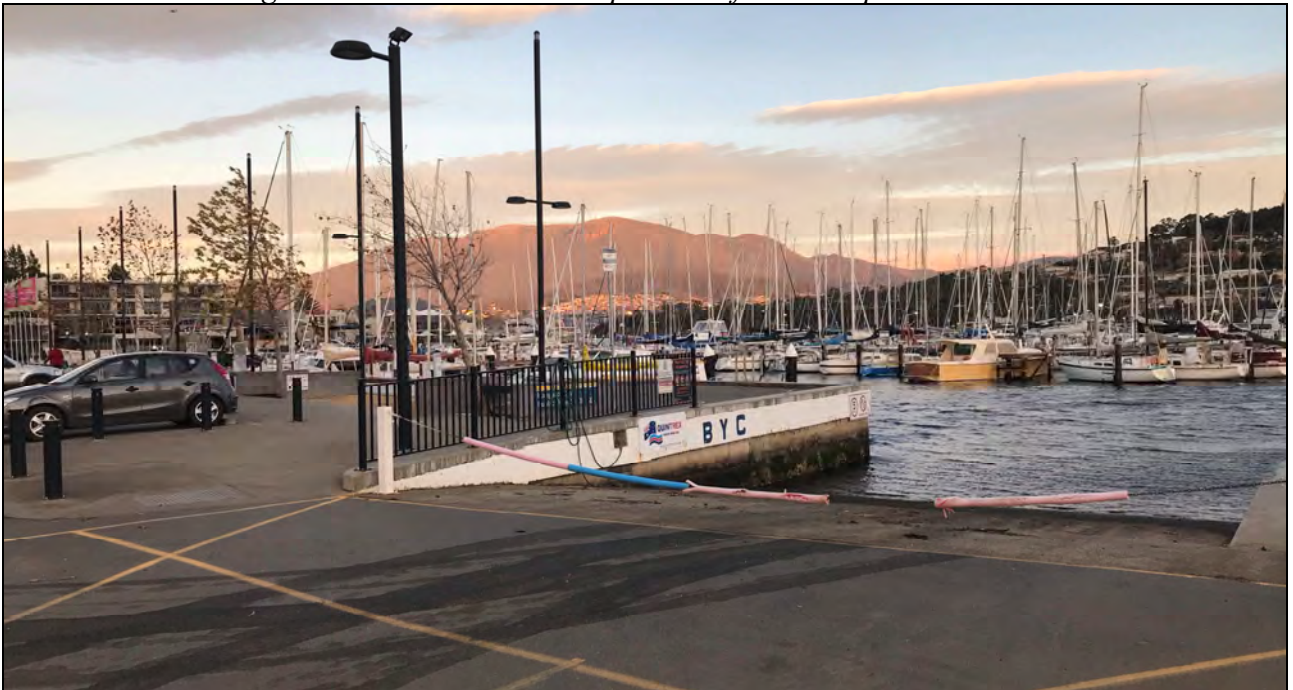
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**30A, 64, 64A, 64B, 64C, 74A AND 78 CAMBRIDGE ROAD, BELLERIVE, ADJACENT CROWN FORESHORE (INCLUDING PUBLIC BOARDWALK) WITH ACCESS OVER 78 CAMBRIDGE ROAD FROM KANGAROO BAY DRIVE**

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*Photo 1: The existing Bellerive Yacht Club car park and foreshore promenade .*



*Photo 2: The existing Bellerive Yacht Club marina and boat ramp.*



**Photo 3:** *The existing gravel public car park and location of the proposed dinghy storage shed. The car park is proposed to be upgraded with a sealed surface.*

**11.3.3 DEVELOPMENT APPLICATION D-2019/156 – 7 DOUGLAS STREET, BELLERIVE - TWO MULTIPLE DWELLINGS (1 EXISTING + 1 NEW)**  
(File No D-2019/191)**EXECUTIVE SUMMARY****PURPOSE**

The purpose of this report is to consider the application made for Multiple Dwellings at 7 Douglas Street, Bellerive.

**RELATION TO PLANNING PROVISIONS**

The land is zoned General Residential and subject to the Stormwater Management and Parking and Access 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 has been extended till 19 June 2019.

**CONSULTATION**

The proposal was advertised in accordance with statutory requirements and 1 representation was received raising the issue of impact on privacy

**RECOMMENDATION:**

A. That the Development Application for multiple dwellings at 7 Douglas Street, Bellerive (CI Ref D-2019/156) be approved subject to the following conditions and advice.

1. GEN AP1 – ENDORSED PLANS.
2. ENG A3 – COMBINED ACCESSES.
3. ENG A5 – SEALED CAR PARKING.
4. ENG S1 – INFRASTRUCTURE REPAIR.

5. ENG M1 – DESIGNS DA.
6. NON – STANDARD CONDITION:  
The stormwater run-off generated by the development must not be greater than the pre-existing runoff from the site. On-site stormwater detention must be incorporated within the design to the satisfaction of Council's Group Manager Engineering Services.
7. The development must meet all required Conditions of Approval specified by TasWater notice dated 1 April 2019 (TWDA 2019/00407-CCC).

**ADVICE**

- a. Council's Building Department has advised that all the works must be contained within the property boundaries. In particular, all the works associated with the eastern boundary wall of Unit 2. Appropriate measures are to be taken. Please be advised that *Form 6 Notice of the Proposed Protection Works* should be taken into consideration, with regards to the property on the adjoining lot. Also, please be advised that Fire Separation in accordance with *Part 3.7.1.3 of NCC* must be demonstrated as a part of the building permit application.
- 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.

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**ASSOCIATED REPORT****1. BACKGROUND**

No relevant background.

**2. STATUTORY IMPLICATIONS**

- 2.1. The land is zoned General Residential under the Scheme.
- 2.2. The proposal is discretionary 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;
  - Section 10 – General Residential Zones; and
  - Section E6.0 – Stormwater Management and Parking and Access.



- 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 site is a 771m<sup>2</sup> rectangular shaped allotment, located on the southern side of Douglas Street, Bellerive. It is surrounded by single and multiple dwellings. The site is mildly westwards sloping and predominantly cleared of vegetation. Access is provided via Douglas Street.

The site contains a single storey dwelling. The area surrounding the site is similarly zoned General Residential and is characterised by suburban living setting.

#### **3.2. The Proposal**

An application is made to construct a second two-storey dwelling to the rear of the existing dwelling. The new dwelling would be sited 4m from the rear boundary. It would occupy a floor area of 138.9m<sup>2</sup> and have a maximum height of 6.65m. It would have three bedrooms, an ensuite, open space dining and living area, bathroom, separate laundry and a garage. The proposed unit would have an area of private open space in excess of 77m<sup>2</sup>. The existing unit would have a private open space of 60m<sup>2</sup>.

The proposed unit would be constructed of brick walls and panel cladding and have and a pitched roof.

Waste storage facilities would be provided for the exclusive use of each dwelling.

A copy of the proposal is included in the attachments.



**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 General Residential Zone and Parking and Access and Stormwater Management Codes with the exception of the following.

**General Residential Zone**

<b>Clause</b>	<b>Standard</b>	<b>Acceptable Solution (Extract)</b>	<b>Proposed</b>
10.4.2 A3	Setbacks and building envelope for all dwellings	<p>A dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6m horizontally beyond the building envelope, must:</p> <ul style="list-style-type: none"> <li>(a) be contained within a building envelope (refer to Diagrams 10.4.2A, 10.4.2B, 10.4.2C and 10.4.2D) determined by: <ul style="list-style-type: none"> <li>(i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5m from the rear boundary of a lot with an adjoining frontage; and</li> </ul> </li> </ul>	Does not comply – the proposed dwelling cuts through the building envelope at the rear and east side elevation.

		<p>(ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above natural ground level at the side boundaries and a distance of 4m from the rear boundary to a building height of not more than 8.5m above natural ground level; and</p> <p>(b) only have a setback within 1.5m of a side boundary if the dwelling:</p> <p>(i) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining lot; or</p> <p>(ii) does not exceed a total length of 9m or one-third the length of the side boundary (whichever is the lesser).</p>	
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The proposed variation must be considered pursuant to the Performance Criteria P2 of the Clause 10.4.2 as follows.

<b>Performance Criteria</b>	<b>Proposal</b>
<p><i>“The siting and scale of a dwelling must:</i></p> <p><i>(a) not cause unreasonable loss of amenity by:</i></p> <p><i>(i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining lot; or</i></p>	<p>Complies - the degree of building envelope encroachment is illustrated in the elevation plans. The lower level of the proposed dwelling encroaches on the building envelope at the rear and east side elevation.</p> <p>Council’s assessment (attached) demonstrates that the shadows cast by the proposed additions are reasonable. The assessment demonstrates that the proposal will overshadow a habitable room of 9A Douglas Street in between 2.00pm and 3.00pm.</p>

<p>(ii) <i>overshadowing the private open space of a dwelling on an adjoining lot; or</i></p>	<p>Complies - in terms of private open space, the overshadowing caused by the proposed dwelling will be the casting of shadows on the backyard of 22 Church Street, in between 9.00am and 12pm on 21 June as well as 9A Douglas Street in between 1.30pm and 3.00pm. The shadows will only reach between 10-40% of 22 Church Street's private open space and therefore the overshadowing impact can be considered reasonable. In addition, the area that is considered to be its most valuable private open space (where the outdoor furniture is located) is affected partly by overshadowing between 9am and 10am.</p> <p>The proposal will overshadow between 20-60% of 9A Douglas Streets private open space, approximately between 1.30pm-3.00pm. Therefore, the overshadowing impact can be considered reasonable.</p>
<p>(iii) <i>overshadowing of an adjoining vacant lot; or</i></p>	<p>not applicable</p>
<p>(iv) <i>visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining lot; and</i></p> <p>(b) <i>provide separation between dwellings on adjoining lots that is compatible with that prevailing in the surrounding area”.</i></p>	<p>Complies - the proposed dwelling will not have any negative impact on the separation of dwellings. The separation and siting of dwellings is compatible with the surrounding area. The distances between dwellings on adjoining lots vary from 1.5m to 2.5m. The horizontal distance between the buildings on 3 Douglas Street and 5 Douglas Street is 3m and 1 Douglas Street and 3 Douglas Street is 2m and 13 Douglas Street and 15 Douglas Street is 4m. In addition, the maximum height of the proposed dwelling is under maximum height allowed by the General Residential zoning.</p> <p>It can be considered that reducing the height or increasing side or rear setbacks is unlikely to result in any reduction in visual bulk.</p>

Clause	Standard	Acceptable Solution (Extract)	Proposed
10.4.3 A2	Site coverage and private open space for all dwellings	A dwelling must have an area of private open space that:  (c) is directly accessible from, and adjacent to, a habitable room (other than a bedroom).	Does not comply - the existing dwellings private open space is not accessible from habitable room (other than a bedroom).

The proposed variation must be considered pursuant to the Performance Criteria P1 of the Clause 10.4.4 as follows.

Performance Criteria	Proposal
<p><i>“A dwelling must have private open space that:</i></p> <p><i>(a) includes an area that is capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children’s play and that is:</i></p> <p><i>(i) conveniently located in relation to a living area of the dwelling; and</i></p> <p><i>(ii) Orientated to take advantage of sunlight”.</i></p>	<p>Complies - the existing private open space, which is located at the northern side of the existing dwelling, is level and able take advantage of sunlight due to its northern orientation. It has a land area of 60m<sup>2</sup> and therefore it has ample room for children’s play and outdoor relaxation. It can be considered that the dwelling has a private open space that include area that can serve as an extension of dwelling.</p> <p>The private open space is easily accessible from the existing dwelling. It can be accessed from the lounge room via hallway.</p>

## **5. REPRESENTATION ISSUES**

The proposal was advertised in accordance with statutory requirements and 1 representation was received. The following issues were raised by the representor.

### **5.1. Overlooking and Privacy**

Representor is concerned that:

- the second storey addition will significantly impact on their amenity;
- the proposed development includes several windows on the second storey that will look down on their living room area and deck; and
- all their main windows are facing towards the proposed development and will compromise their privacy.

- **Comment**

The proposed development has been designed to meet the acceptable solutions for privacy of the Scheme in relation to windows and glazed doors to habitable rooms (Clause 10.4.6, A2), and outdoor living areas (Clause 10.4.6, A1). This issue therefore cannot be given determining weight.

## **6. EXTERNAL REFERRALS**

No external referrals were required or undertaken as part of this application.

## **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.

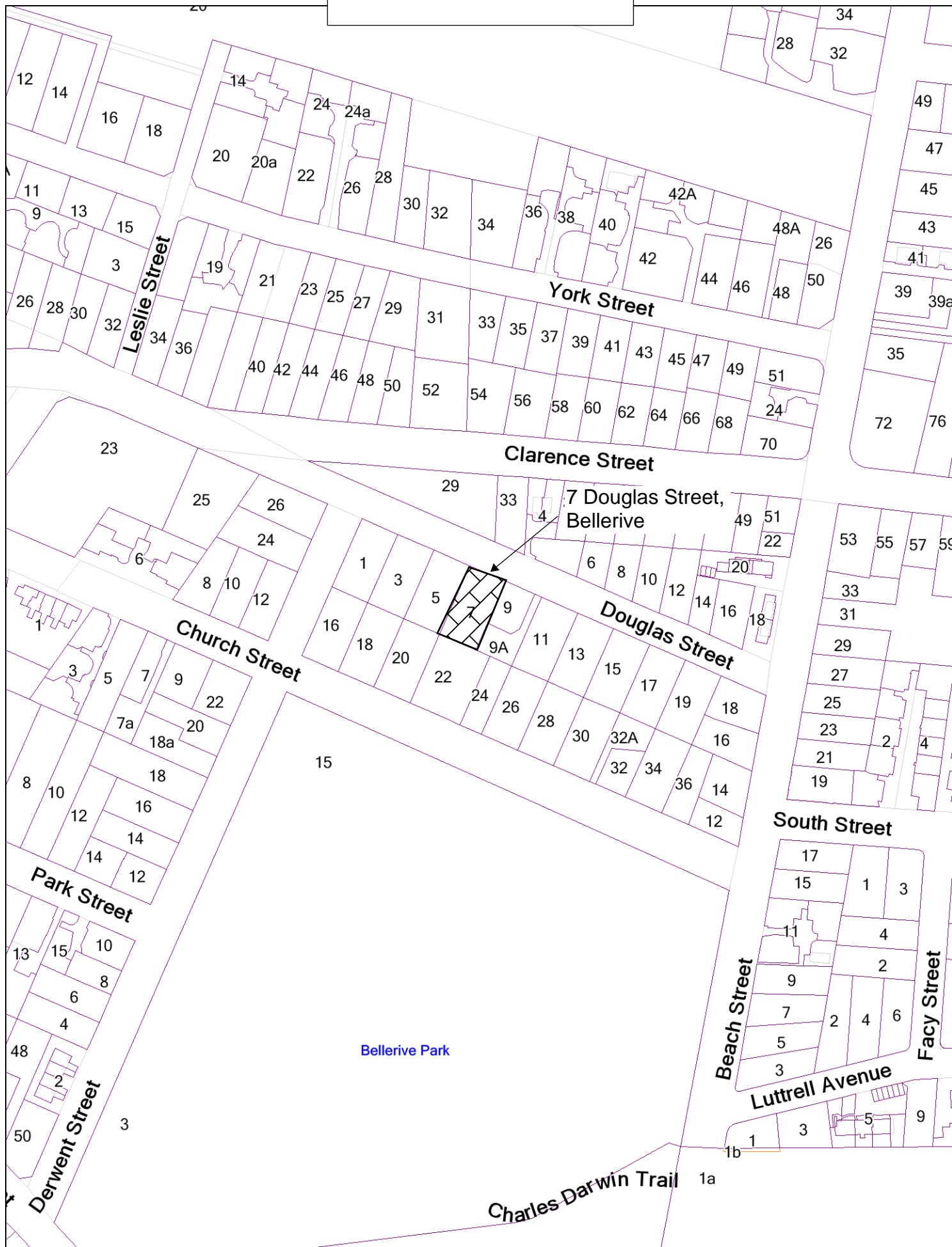
## **9. CONCLUSION**

The proposal is for multiple dwellings at 7 Douglas Street, Bellerive. The proposal satisfies all the relevant development standards of the Scheme and is recommended for conditional approval.

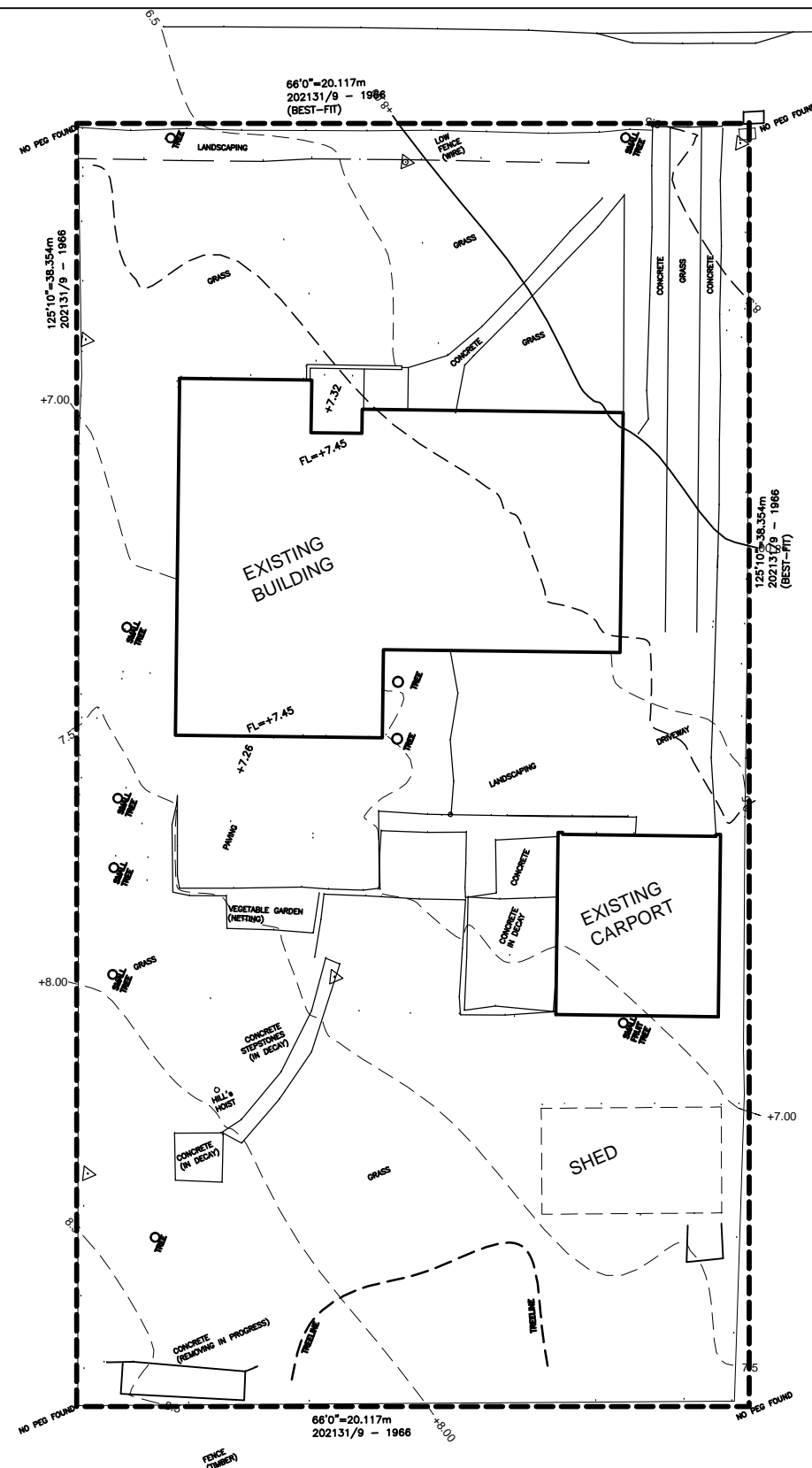
Attachments: 1. Location Plan (1)  
2. Plans (10)  
3. Site Photo (1)

Dan Ford  
**ACTING MANAGER CITY PLANNING**

# Attachment 1

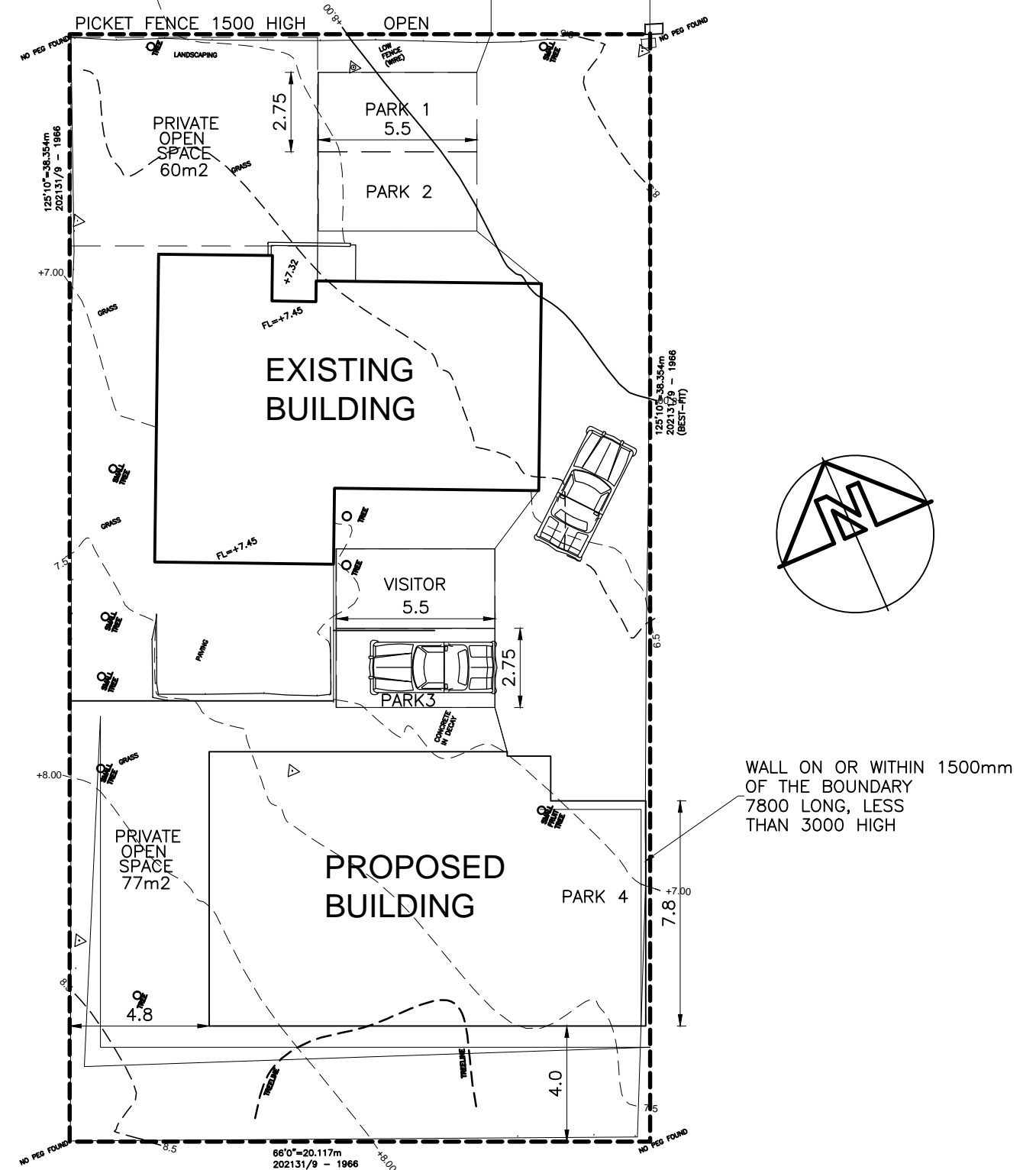


**Disclaimer:** This map is a representation of the information currently held by Clarence City Council. While every effort has been made to ensure the accuracy of the product, Clarence City Council accepts no responsibility for any errors or omissions. Any feedback on omissions or errors would be appreciated. Copying or reproduction, without written consent is prohibited. **Date:** Monday, 3 June 2019 **Scale:** 1:2,486 @A4




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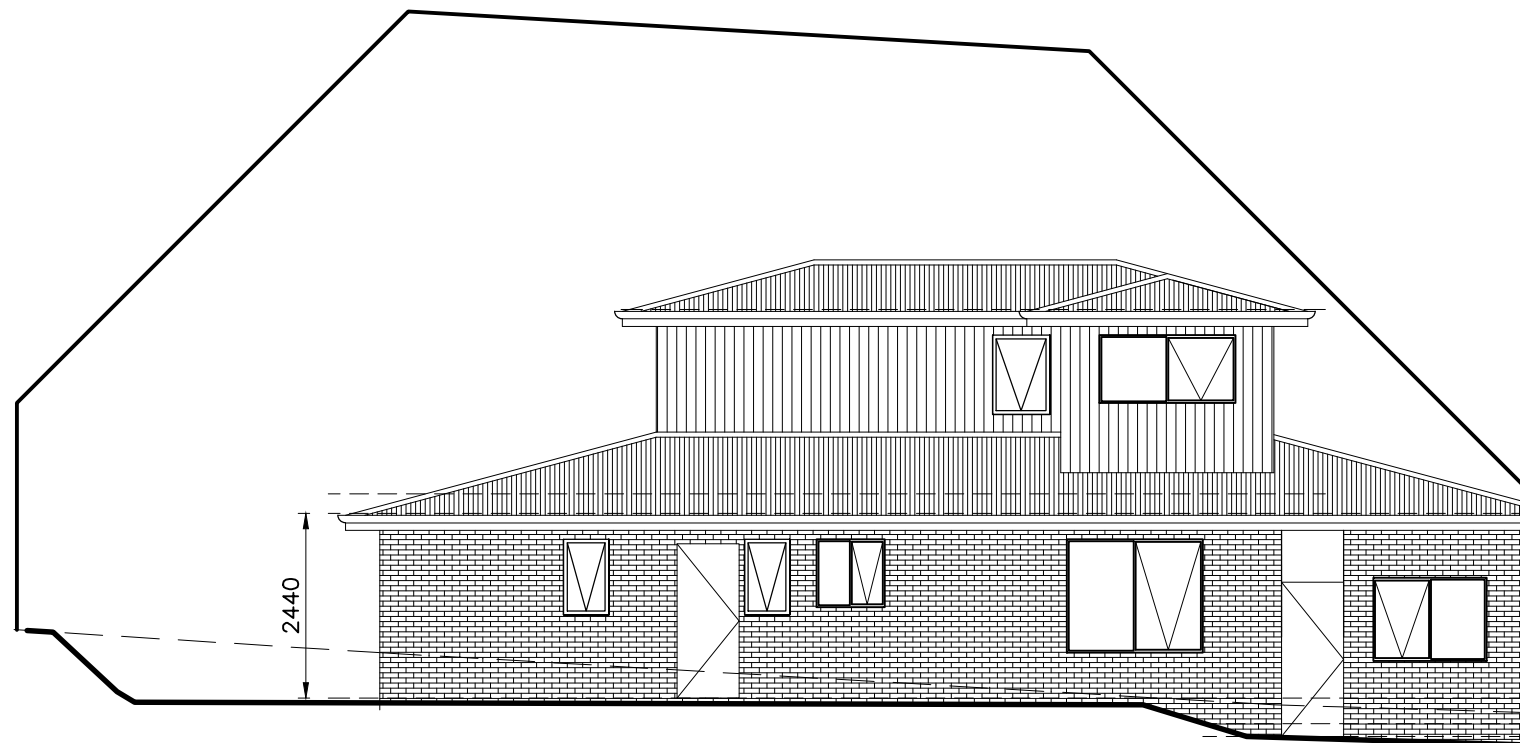
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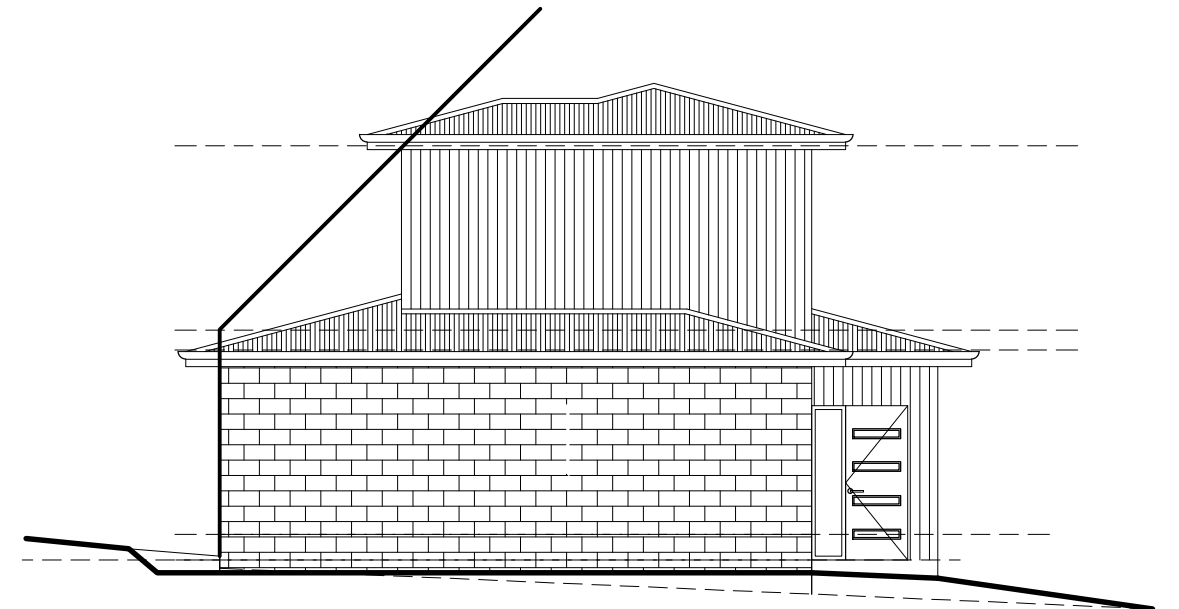
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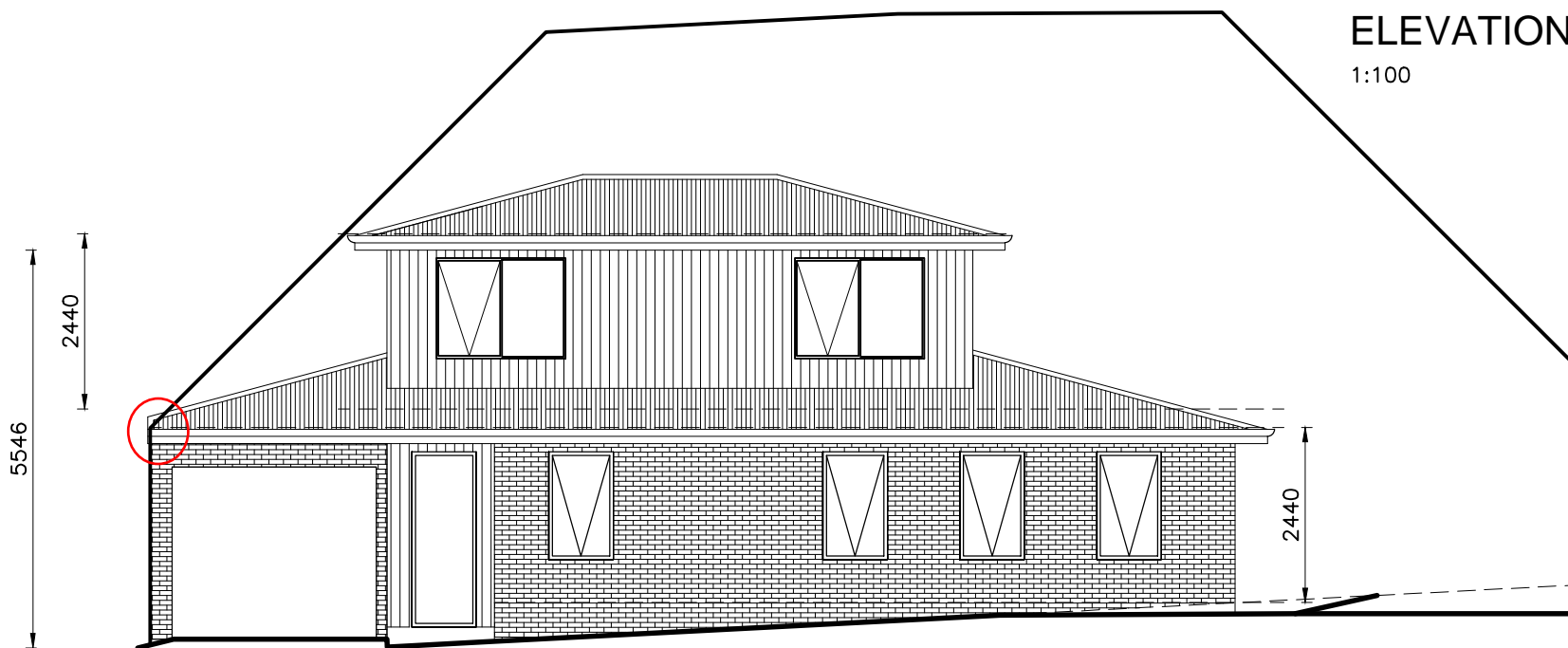
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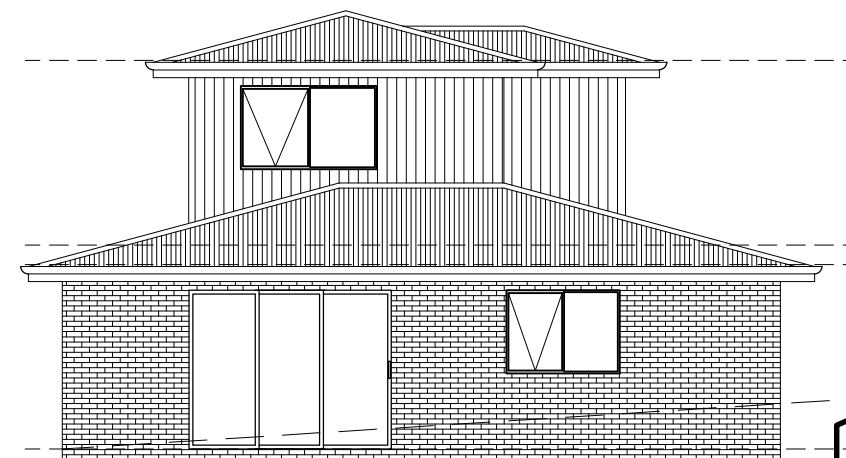
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**EAST  
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**NORTH  
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**WEST  
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**PROPOSED ELEVATIONS**  
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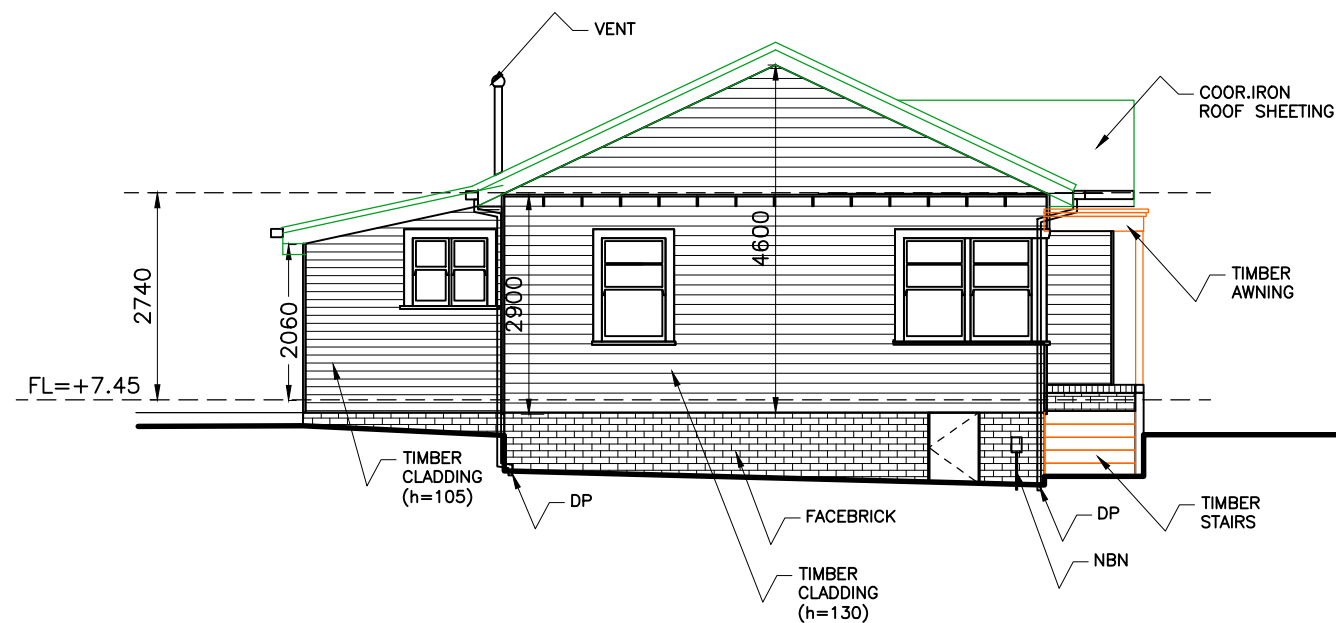


DALLAS WILSON DESIGN DRAFTING

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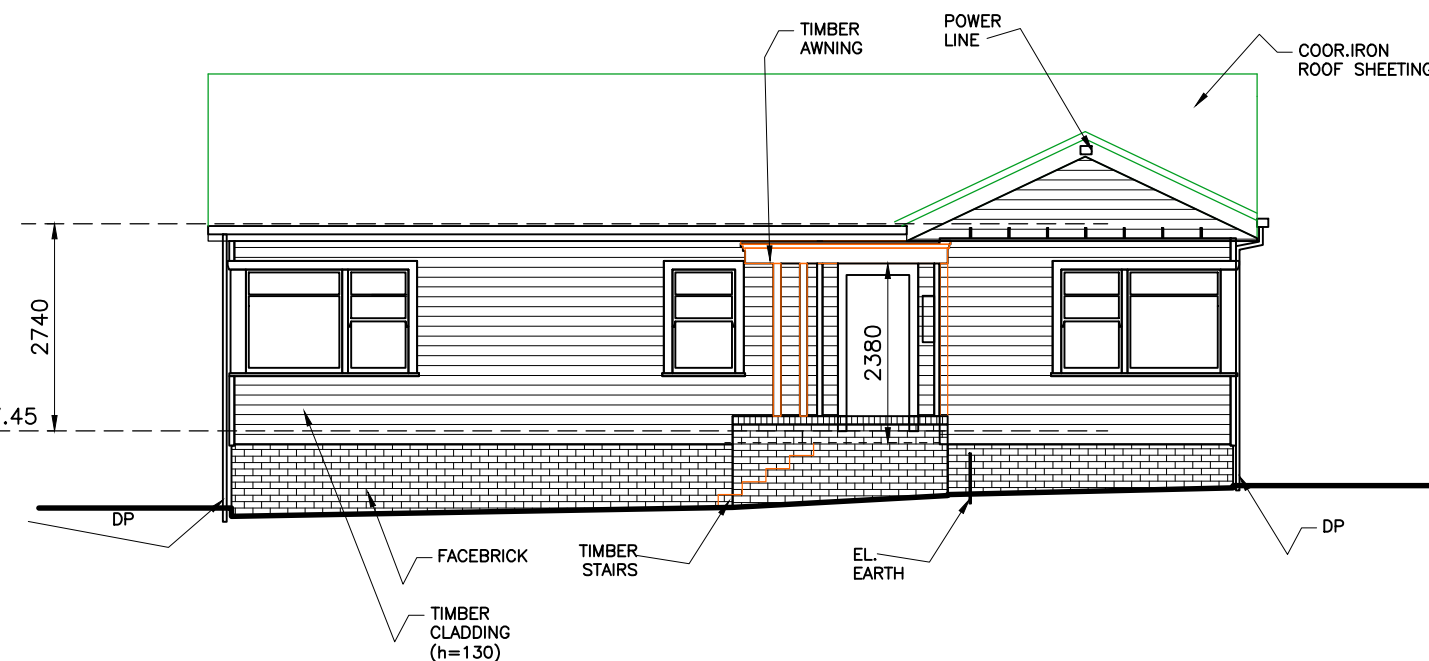
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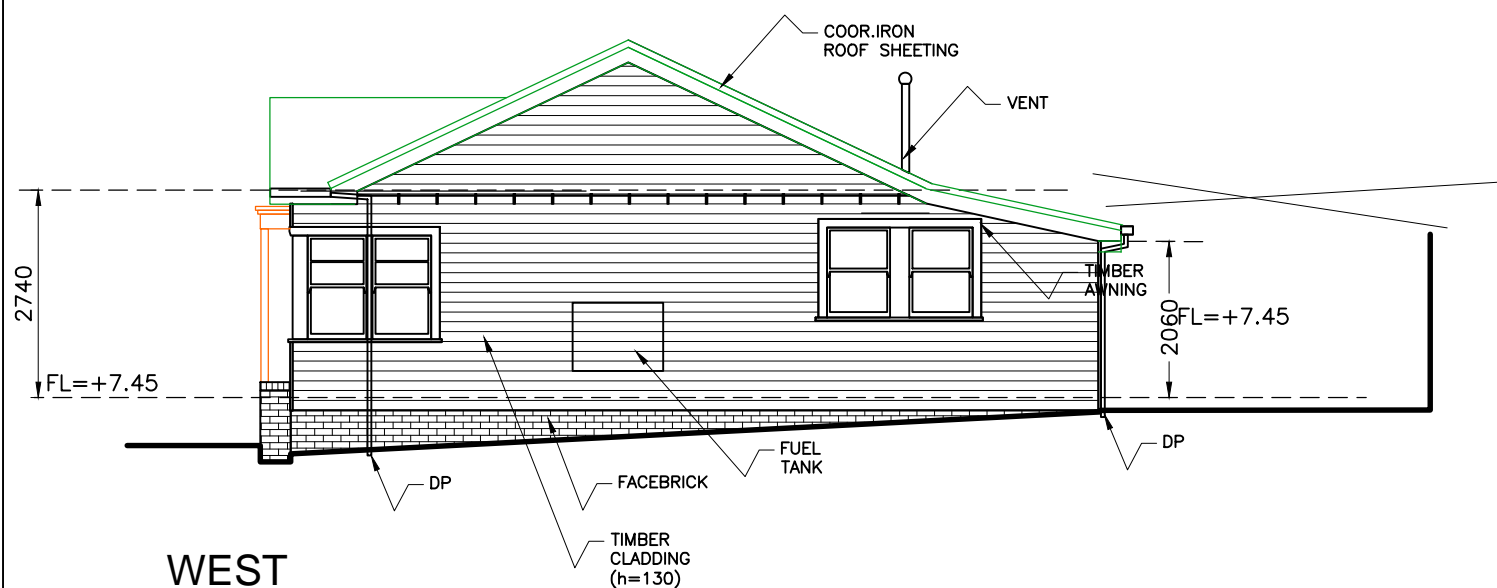
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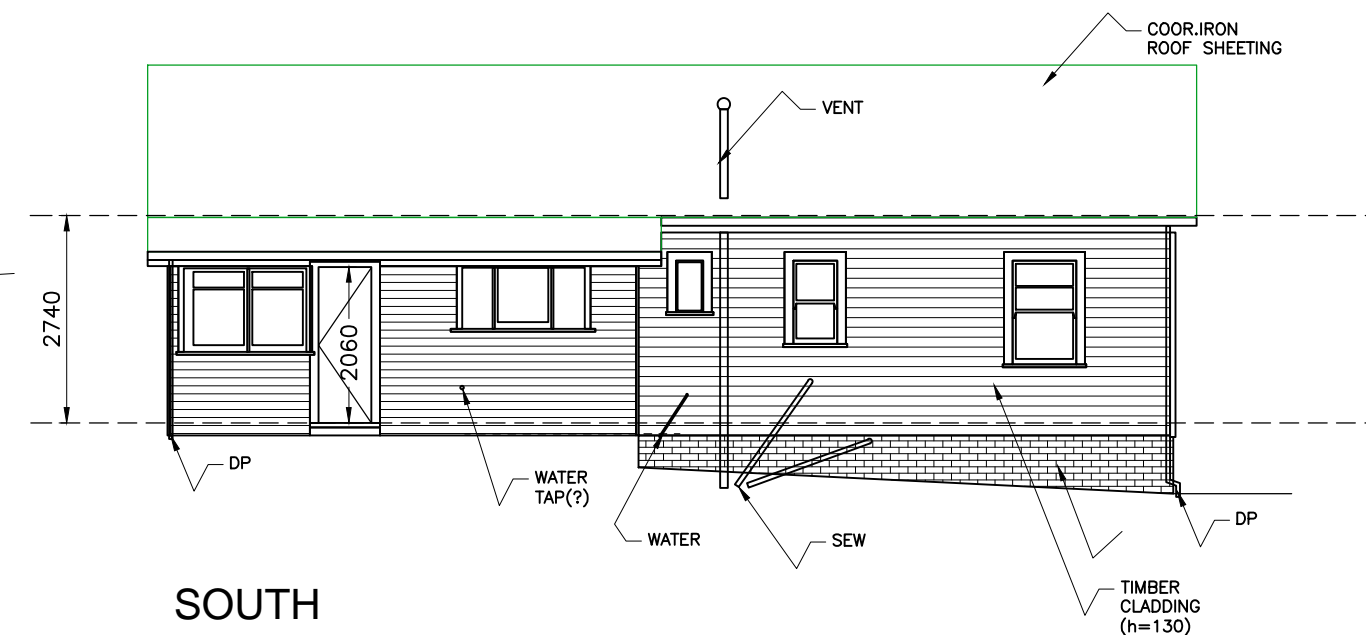
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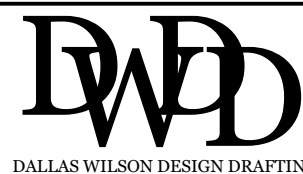


SOUTH  
ELEVATION

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EXISTING HOUSE ELEVATIONS

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SCALE:

DESIGNED: DALLAS WILSON

DATE: 6/06/19

PAGE 4 OF 12 PAGES

DRAWN: DALLAS WILSON

DWG No: DIXO-M-01

PROPOSED HOUSE  
& ADDITION  
7 DOUGLAS ST  
BELLERIVE  
For A.DIXON

ABN 73 052 274 674 P 03 62283111 F 03 62283133 M 0409310003 E dallaswilson@netspace.net.au PO Box 808 Moonah TAS 7009

*Shadows- 9.00am*

*Proposed development*

*22 Church Street*

*9A Douglas Street*



*Shadows- 10.00am*

*Proposed development*

*9A Doug*

*22 Church Street*





*Shadows- 11.00am*

*Proposed development*

*22 Church Street*

*9A Do*

*Shadows- 12.00am*

*Proposed development*

*22 Church Street*

9A



*Shadows- 1.00pm*

*Proposed development*

*22 Church Street*

*9A Do*

*Shadows- 2.00pm*

*Proposed development*

*22 Church Street*

*9A D*



*Shadows- 3.00pm*

*Proposed development*

*22 Church Street*

*9A D*



Attachment 3



*Photo. Site viewed from Douglas Street*

**11.3.4 DEVELOPMENT APPLICATION D-2019/191 – 22 RAMINEA ROAD, LINDISFARNE - TWO MULTIPLE DWELLINGS (1 EXISTING + 1 NEW)**  
(File No D-2019/191)**EXECUTIVE SUMMARY****PURPOSE**

The purpose of this report is to consider the application made for Multiple Dwellings at 22 Raminea Road, Lindisfarne.

**RELATION TO PLANNING PROVISIONS**

The land is zoned General Residential and subject to the Stormwater Management and Parking and Access 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 has been extended till 19 June 2019.

**CONSULTATION**

The proposal was advertised in accordance with statutory requirements and 1 representation was received raising the following issues:

- Overshadowing;
- impact on privacy;
- reduced amenity and scale of the proposal; and
- fence height.

**RECOMMENDATION:**

A. That the Development Application for multiple dwellings at 22 Ramine Road, Lindisfarne (Cl Ref D-2019/191) be approved subject to the following conditions and advice.

1. GEN AP1 – ENDORSED PLANS.
2. ENG A5 – SEALED CAR PARKING.

3. ENG M1 – DESIGNS DA.
4. ENG S1 – INFRASTRUCTURE REPAIR.
5. The development must meet all required Conditions of Approval specified by TasWater notice dated 24 April 2019 (TWDA 2019/00531-CCC).

**ADVICE**

- a. Council's Building Department has advised that *a Site and Soil Water Management Plan* should form part of the certified documents for the building permit application.
- 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.

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**ASSOCIATED REPORT****1. BACKGROUND**

No relevant background.

**2. STATUTORY IMPLICATIONS**

- 2.1.** The land is zoned General Residential under the Scheme.

The proposal is discretionary because it does not meet the Acceptable Solutions under the Scheme.

- 2.2.** The relevant parts of the Planning Scheme are:

- Section 8.10 – Determining Applications;
- Section 10 – General Residential Zones; and
- Section E6.0 – Stormwater Management and Parking and Access.

- 2.3.** 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 site is a 967m<sup>2</sup> rectangular shaped allotment, located at Raminea Road, Lindisfarne. It is surrounded by suburban living setting. The site is level and predominantly cleared of vegetation. Access is provided via Raminea Road.

The site contains a single storey dwelling. The area surrounding the site is similarly zoned General Residential and is characterised by suburban living setting.

#### **3.2. The Proposal**

An application is made to construct a second four-bedroom dwelling at the rear of the existing dwelling. The new dwelling would be two-storey and be sited 6.6m from the rear boundary. It would have four bedrooms, an open space dining and kitchen area, lounge room, study room, rumpus room, ensuite, bathroom and separate toilet. It would occupy a floor area of 236.2m<sup>2</sup> and have a maximum height of 7.6m. The proposed unit would have an area of private open space in excess of 214m<sup>2</sup>. The existing unit would have a private open space of 140.6m<sup>2</sup>.

The proposed unit would be constructed of cladded walls and have a pitched Colorbond roof.

Waste storage facilities would be provided for the exclusive use of each dwelling.

### **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 General Residential Zone and Parking and Access and Stormwater Management Codes with the exception of the following.

##### **General Residential Zone**

<b>Clause</b>	<b>Standard</b>	<b>Acceptable Solution (Extract)</b>	<b>Proposed</b>
10.4.3 A2 (e; c)	Site coverage and private open space for all dwellings	<p>A dwelling must have an area of private open space that:</p> <p>(a) is in one location and is at least:</p> <p>(i) 24m<sup>2</sup>; or</p> <p>(ii) 12m<sup>2</sup>, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer); and</p> <p>(b) has a minimum horizontal dimension of:</p> <p>(i) 4m; or</p> <p>(ii) 2m, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer); and</p> <p>(c) is directly accessible from, and adjacent to, a habitable room (other than a bedroom); and</p>	Does not comply – the existing dwellings private open space is located between the dwelling and the frontage, and the frontage is orientated towards the south.

		<p>(d) is not located to the south, south-east or south-west of the dwelling, unless the area receives at least 3 hours of sunlight to 50% of the area between 9.00am and 3.00pm on 21 June; and</p> <p>(e) is located between the dwelling and the frontage, only if the frontage is orientated between 30 degrees west of north and 30 degrees east of north, excluding any dwelling located behind another on the same site; and</p> <p>(f) has a gradient not steeper than 1 in 10; and</p> <p>(g) is not used for vehicle access or parking.</p>	
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The proposed variation must be considered pursuant to the Performance Criteria P2 of the Clause 10.4.3 as follows.

<b>Performance Criteria</b>	<b>Proposal</b>
<p><i>“A dwelling must have private open space that:</i></p> <p><i>(a) includes an area that is capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children’s play and that is:</i></p> <p><i>(i) conveniently located in relation to a living area of the dwelling; and</i></p> <p><i>(ii) orientated to take advantage of sunlight”.</i></p>	<p>Complies - the existing unit has a private open space that is directly accessible from a habitable room (other than a bedroom) and will take advantage of sunlight due to its north western orientation, which will provide it with reasonable solar access before 1.00pm on 21 June. It has a minimum horizontal dimension of 7m, which provides room for children’s play and outdoor relaxation.</p>

Clause	Standard	Acceptable Solution (Extract)	Proposed
10.4.4 A1	Sunlight and overshadowing for all dwellings	A dwelling must have at least one habitable room (other than a bedroom) in which there is a window that faces between 30 degrees west of north and 30 degrees east of north (see Diagram 10.4.4 A).	Does not comply - the proposed dwelling does not have a window to a habitable room (other than a bedroom) that faces between 30 degrees west of north and 30 degrees east of north.

The proposed variation must be considered pursuant to the Performance Criteria P1 of the Clause 10.4.4 as follows.

Performance Criteria	Proposal
<i>“A dwelling must be sited and designed so as to allow sunlight to enter at least one habitable room (other than a bedroom)”.</i>	Complies - the proposed dwellings dining and family room windows are orientated towards the north-west and north-east. The subject windows have a height of 1.8m. The orientation and size of the windows will allow of morning, day and afternoon sunlight to enter its main living room area.  Therefore, it can be considered that the siting of the proposed dwelling meets the relevant performance criterion.

Clause	Standard	Acceptable Solution (Extract)	Proposed
10.4.7 A1	Frontage fences for all dwellings	A fence (including a free-standing wall) within 4.5m of a frontage must have a height above natural ground level of not more than:  (a) 1.2m if the fence is solid; or (b) 1.8m, if any part of the fence that is within 4.5m of a primary frontage has openings above a height of 1.2m which provide a uniform transparency of not less than 30% (excluding any posts or uprights).	Does not comply - the height of the proposed fence is 1.8 and it provides a transparency of 22%.

The proposed variation must be considered pursuant to the Performance Criteria P1 of the Clause 10.4.4 as follows.

<b>Performance Criteria</b>	<b>Proposal</b>
<p><i>“A fence (including a free-standing wall) within 4.5m of a frontage must:</i></p> <p><i>(a) provide for the security and privacy of residents, while allowing for mutual passive surveillance between the road and the dwelling; and</i></p> <p><i>(b) be compatible with the height and transparency of fences in the street, taking into account the:</i></p> <p><i>(i) topography of the site; and</i></p> <p><i>(ii) traffic volumes on the adjoining road”.</i></p>	<p>Complies - the height of the frontage fences on Raminea Road vary. No 10, 13, 15, 14, 17 and 37 Raminea Road have frontage fences that are of a similar height to the proposed.</p> <p>It is considered that the proposed front fence provides privacy for the residents of Unit one, as their only private open space is located between the dwelling and the frontage.</p> <p>The subject site is slightly elevated towards the north, and the proposed fence will not dominate the appearance of the existing dwelling when viewed from Raminea Road.</p> <p>Raminea Road is a residential street with a traffic load of less than 6000 vehicles per day. Therefore, it can be considered to be a low traffic volume street. The proposed fence will not have any negative impacts on the traffic safety of Raminea Road.</p> <p>The proposed fence meets the relevant performance criterion.</p>

## **5. REPRESENTATION ISSUES**

The proposal was advertised in accordance with statutory requirements and 1 representation was received. The following issues were raised by the representor.

### **5.1 Reduced Amenity and Scale of the Development**

Representor is concerned that:

- most of the dwellings on Raminea Road are single storey cottages. The proposed development is out of character with the surrounding area. The dwellings on surrounding lots generally have one house and a yard large enough to allow family recreation and landscaping;



- the proposed development would significantly reduce the amenity by increasing vehicle movements and general activity;
- the new development will have a negative impact on the house values on Raminea Road and have a negative impact on residential appeal of the dwellings on Raminea Road;
- the proposed dwelling appears to have a maximum height of over 8m. It can be considered that the proposed dwelling will appear unusually tall and will dominate the dwellings on adjoining lots, as far more effective height reduction methods, such as use of slab on- ground construction, should have been used.

**Comment**

While the surrounding area is characterised by Single Dwellings on larger lots, the Scheme provides for the development at the scale and density proposed. The site is within the General Residential Zone, the articulated Purpose of which includes the provision for *“residential use or development that accommodates a range of dwelling types at suburban densities, where full infrastructure services are available or can be provided”*.

The proposal meets the relevant acceptable solutions under the Scheme for *10.4.1 A1 - Residential density for multiple dwellings* and *10.4.2 - Setbacks and building envelope for all dwellings* and *10.4.3 - Site coverage and private open space for all dwellings*.

The proposal will not increase vehicle movements beyond the capacity of the existing road network and the concern relating to reduced property values is unsubstantiated.

Accordingly, the representor’s concern does not justify refusal or modification.

**5.2 Overlooking**

Representor is concerned that:

- the second storey windows have potential to overlook the private open space and dwellings on the adjoining lots, specifically the windows on western and southern elevations.

**Comment**

The proposed development has been designed to meet the acceptable solutions for privacy of the Scheme in relation to windows and glazed doors to habitable rooms (Clause 10.4.6, A2), and outdoor living areas (Clause 10.4.6, A1). This issue therefore has no determining weight.

**5.3 Overshadowing**

Representor is concerned that:

- according to the shadow diagrams the proposed development will overshadow the dwellings and their private open space on the adjoining lots.

**Comment**

The proposed development meets the acceptable solutions for privacy of the Scheme in relation to *10.4.2 A1 - Setbacks and building envelope for all dwellings*. This issue therefore has no determining weight.

**5.4 Fence Height**

Representor is concerned that:

- the proposed fence will have a negative effect on the traffic sightlines on Raminea Road.

**Comment**

As previously discussed, it is considered that the proposed development meets the relevant performance criteria of Clause 10.4.7 (P1) of the Scheme in relation to frontage fences. The proposal is considered to be reasonable in terms of the its impact on traffic sightlines, compatibility with the existing fences on the street and traffic volume on Raminea Road.

**6. EXTERNAL REFERRALS**

No external referrals were required or undertaken as part of this application.

**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.

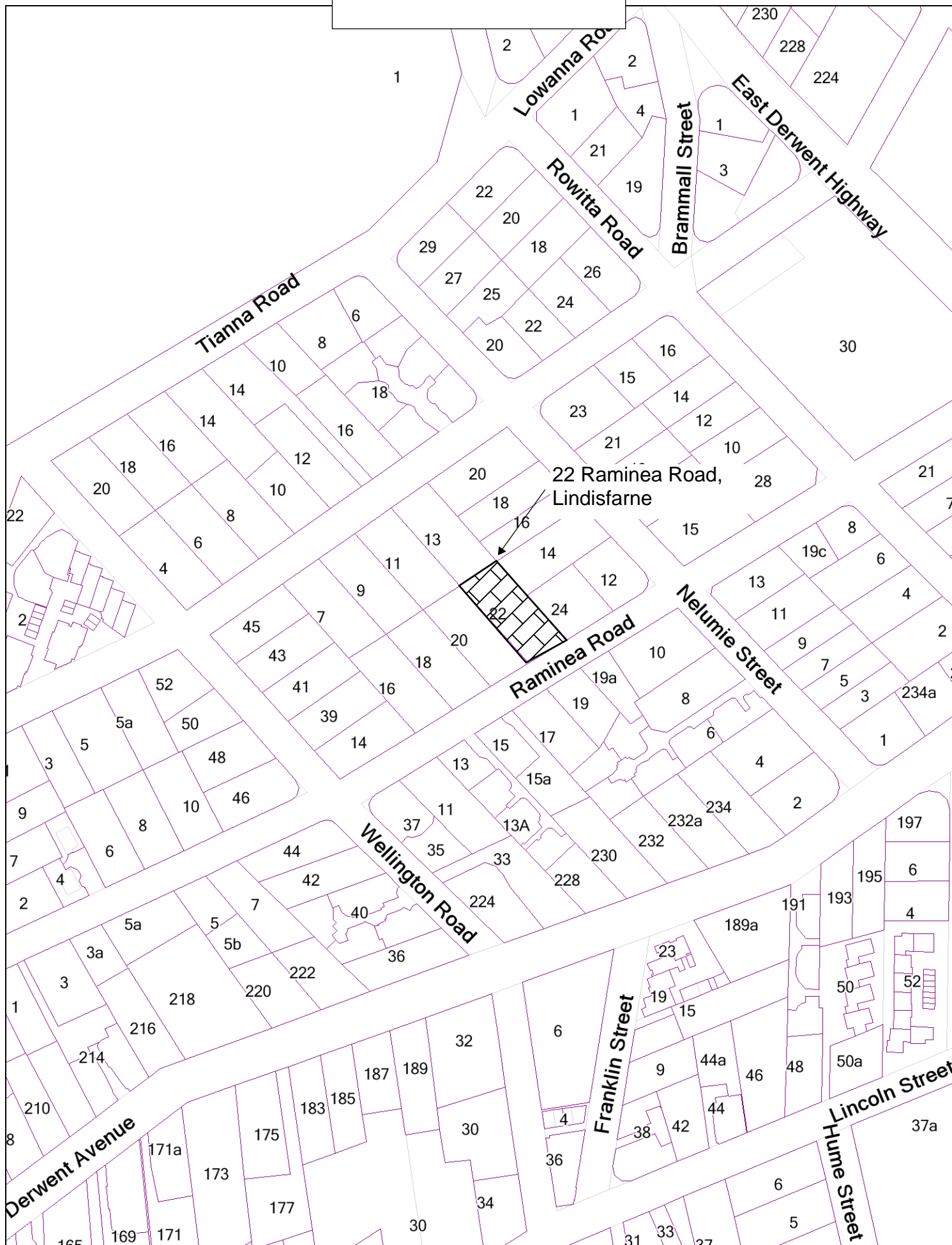
**9. CONCLUSION**

The proposal is for multiple dwellings at 22 Raminea Road, Lindisfarne. The proposal satisfies all the relevant development standards of the Scheme and is recommended for conditional approval.

Attachments: 1. Location Plan (1)  
2. Plans (6)  
3. Site Photo (1)

Dan Ford  
**ACTING MANAGER CITY PLANNING**

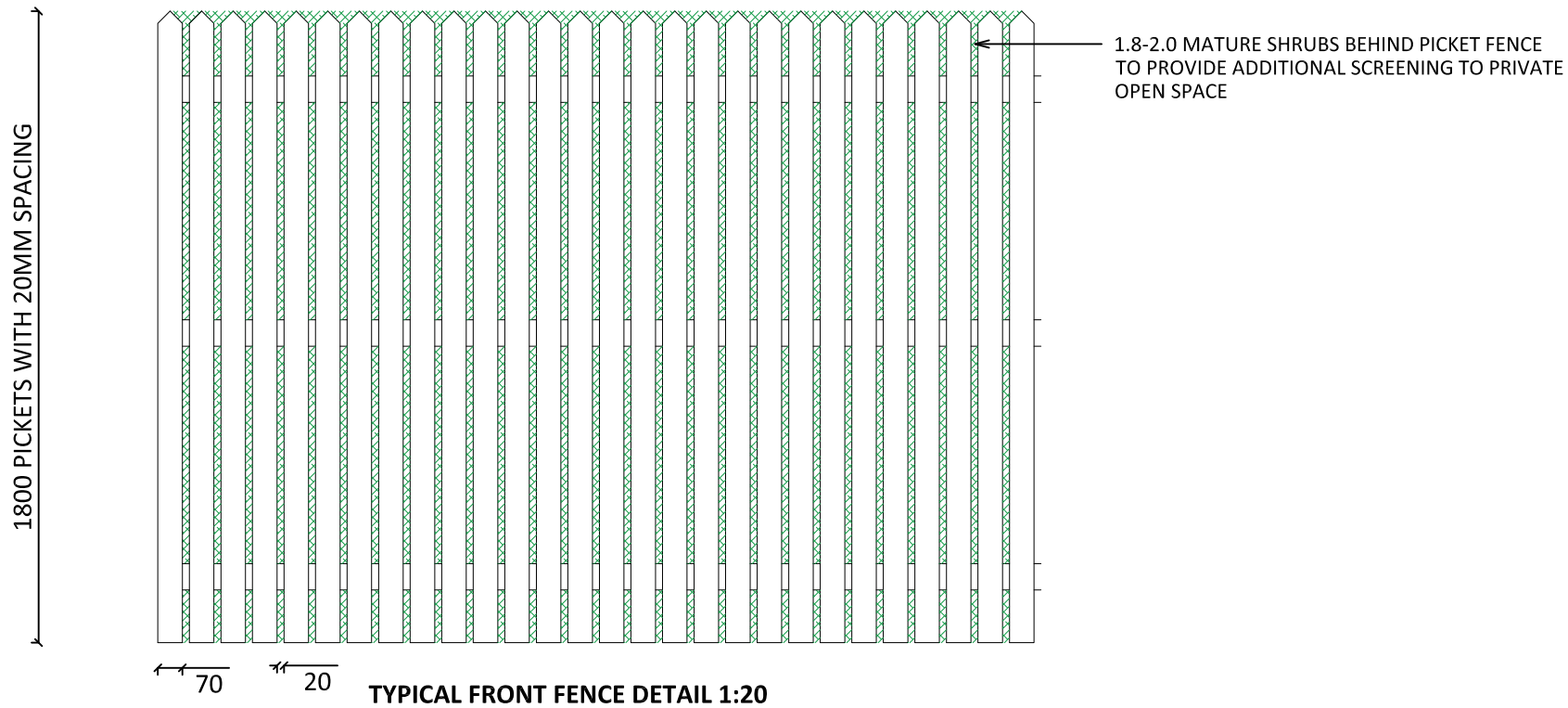
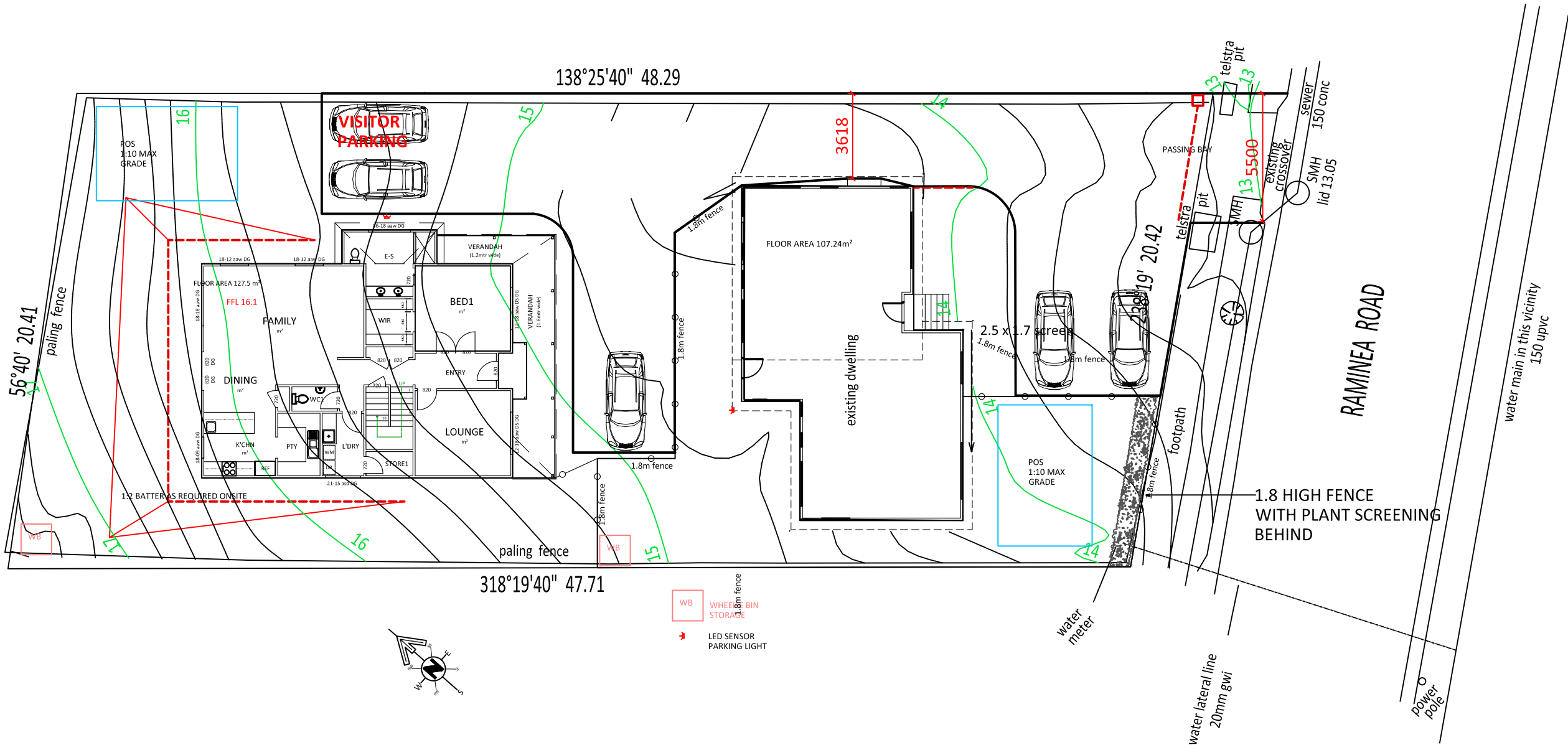
# Attachment 1



**Disclaimer:** This map is a representation of the information currently held by Clarence City Council. While every effort has been made to ensure the accuracy of the product, Clarence City Council accepts no responsibility for any errors or omissions. Any feedback on omissions or errors would be appreciated. Copying or reproduction, without written consent is prohibited. **Date:** Monday, 3 June 2019 **Scale:** 1:2,228 @A4



Attachment 2



**DIMENSION NOTE:**

Use written dimensions only. Do not scale from drawings. All figured dimensions are to be used as a guide only. It is imperative that all dimension, setouts and levels be confirmed on site by the Builder / surveyor / or sub-contractor prior to the commencement of work, manufacture and installation.

It is imperative that the Builder / sub-contractor and/or manufacturer ensures a full set of plans are on hand and reference has made to the general notes.

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Accreditation No: cc371

CLIENT NAME:

PLATINUM HOMES Obo  
A MAPLEY

PROJECT ADDRESS:

22 RAMINEA ROAD  
LINDISFARNE TAS 7015

DATE: \_\_\_\_\_

8/04/2019

REVISION No:

R:C

DRAWN BY:

PK

SCALE:

200

PROJECT

## MULTIPLE DWELLING

**DRAWING TITLE:**

## SITE PLAN

SHEET SIZE:

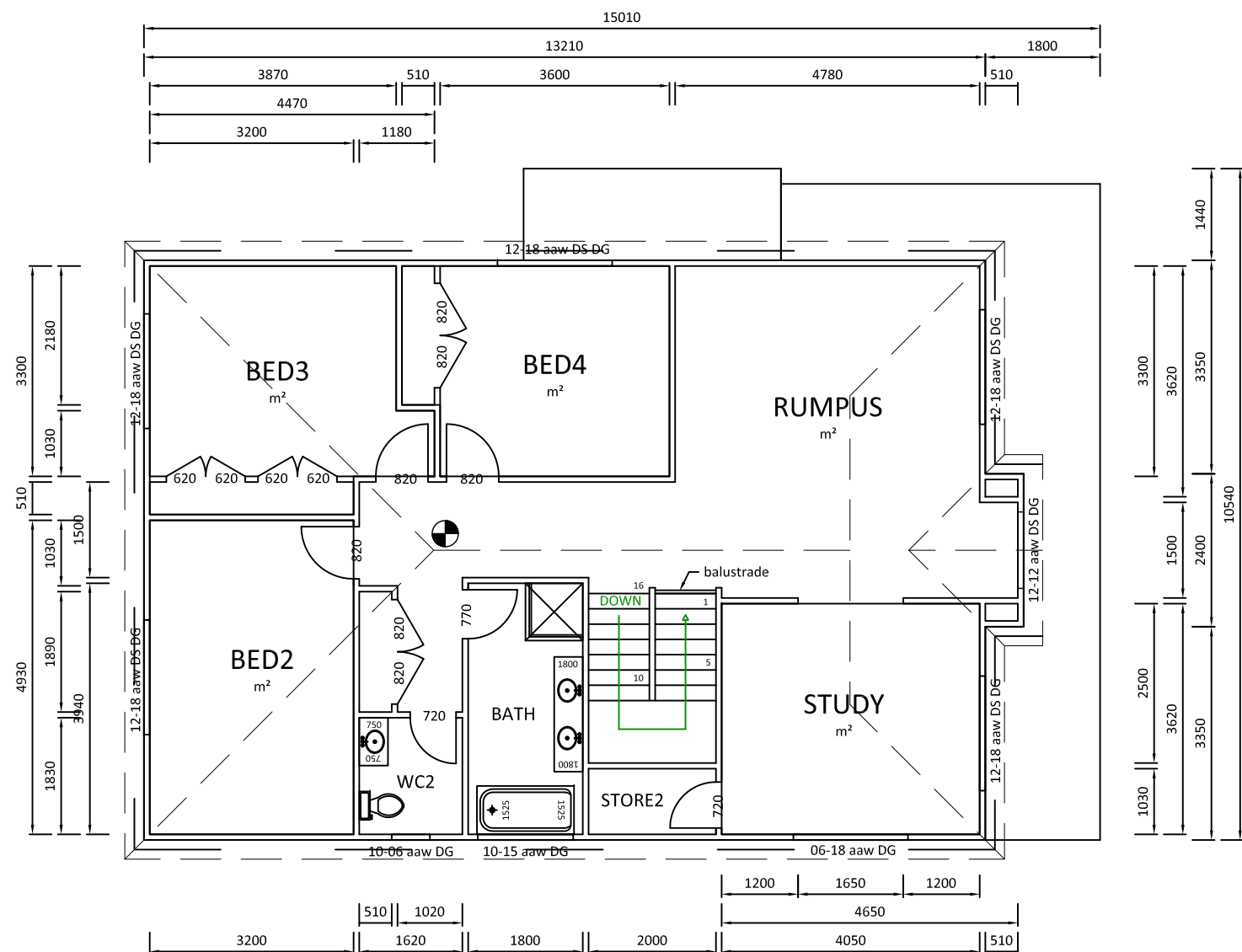
# A3

JOB No:

19-034

**SHEET No:**

P02



Upper Level

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PROJECT ADDRESS:

22 RAMINEA ROAD  
LINDISFARNE TAS 7015

DATE:

8/04/2019

REVISION No:

R:0

DRAWN BY:

PK

SCALE:

1:100

PROJECT:

MULTIPLE DWELLING

DRAWING TITLE:

UPPER FLOOR PLAN

SHEET SIZE:

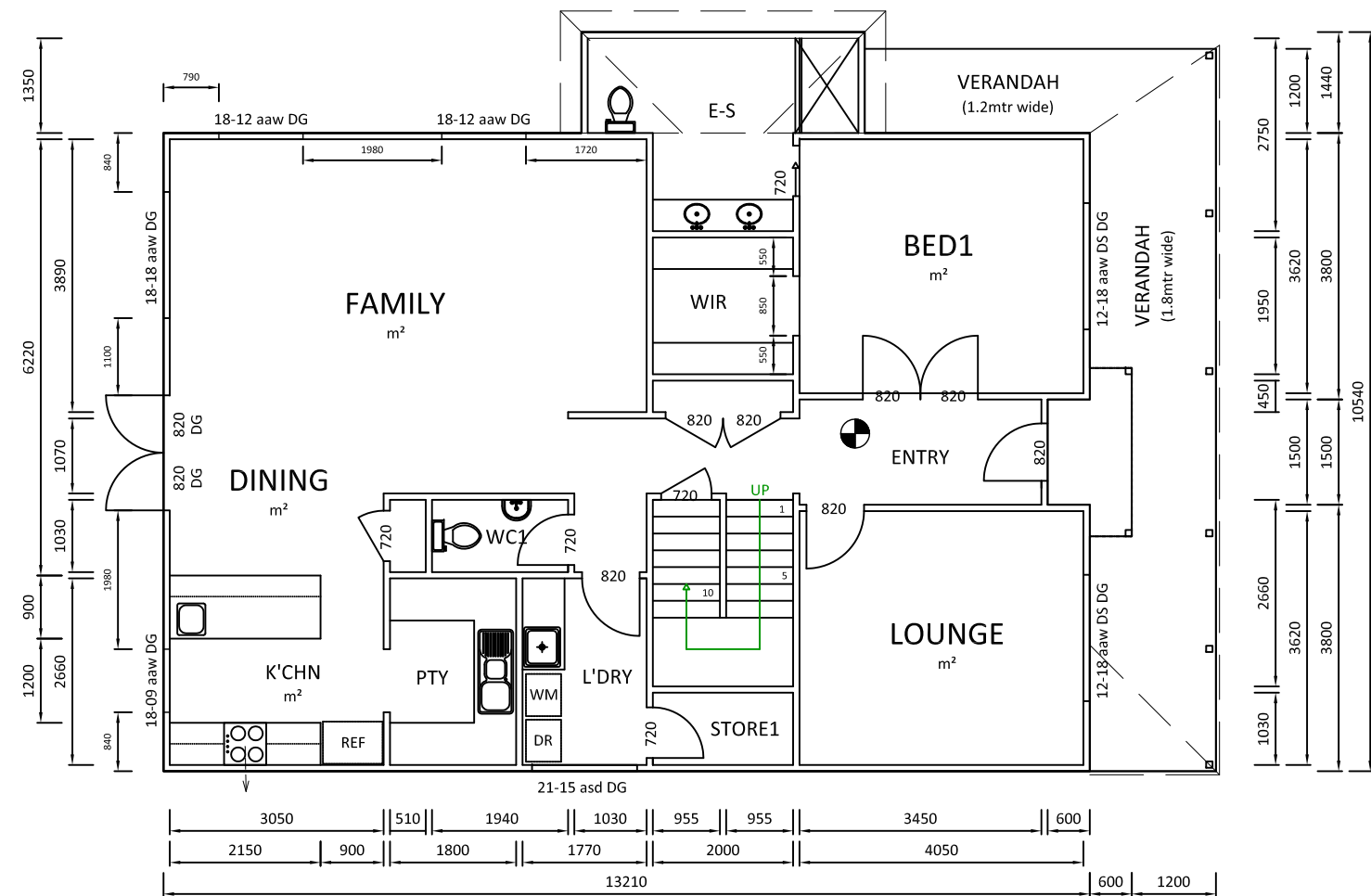
A3

JOB No:

19-034

SHEET No:

P03A



Lower Level

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DATE:

8/04/2019

REVISION No:

R:0

DRAWN BY:

PK

SCALE:

1:100

PROJECT:

MULTIPLE DWELLING

DRAWING TITLE:

LOWER FLOOR PLAN

SHEET SIZE:

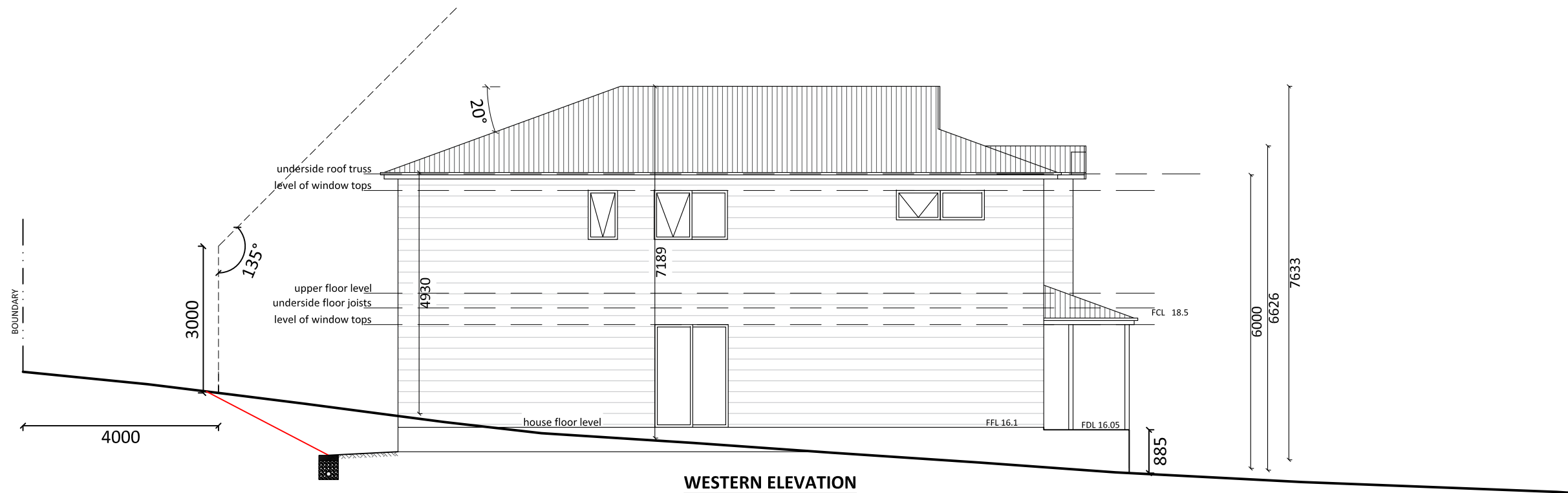
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JOB No:

19-034

SHEET No:

P03B



**WESTERN ELEVATION**



**EASTERN ELEVATION**

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LINDISFARNE TAS 7015**

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**8/04/2019**

REVISION No:  
**R:0**

DRAWN BY: SCALE:  
**PK 1:100**

PROJECT:  
**MULTIPLE DWELLING**

DRAWING TITLE:  
**ELEVATIONS 1**

SHEET SIZE: JOB No: SHEET No:  
**A3 19-034 P04A**





**NORTHERN ELEVATION**



**SOUTHERN ELEVATION**

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**PROJECT ADDRESS:**

**22 RAMINEA ROAD  
LINDISFARNE TAS 7015**

**DATE:**

**8/04/2019**

**REVISION No:**

**R:0**

**DRAWN BY:**

**PK**

**SCALE:**

**1:100**

**PROJECT:**

**MULTIPLE DWELLING**

**DRAWING TITLE:**

**ELEVATIONS 2**

**SHEET SIZE:**

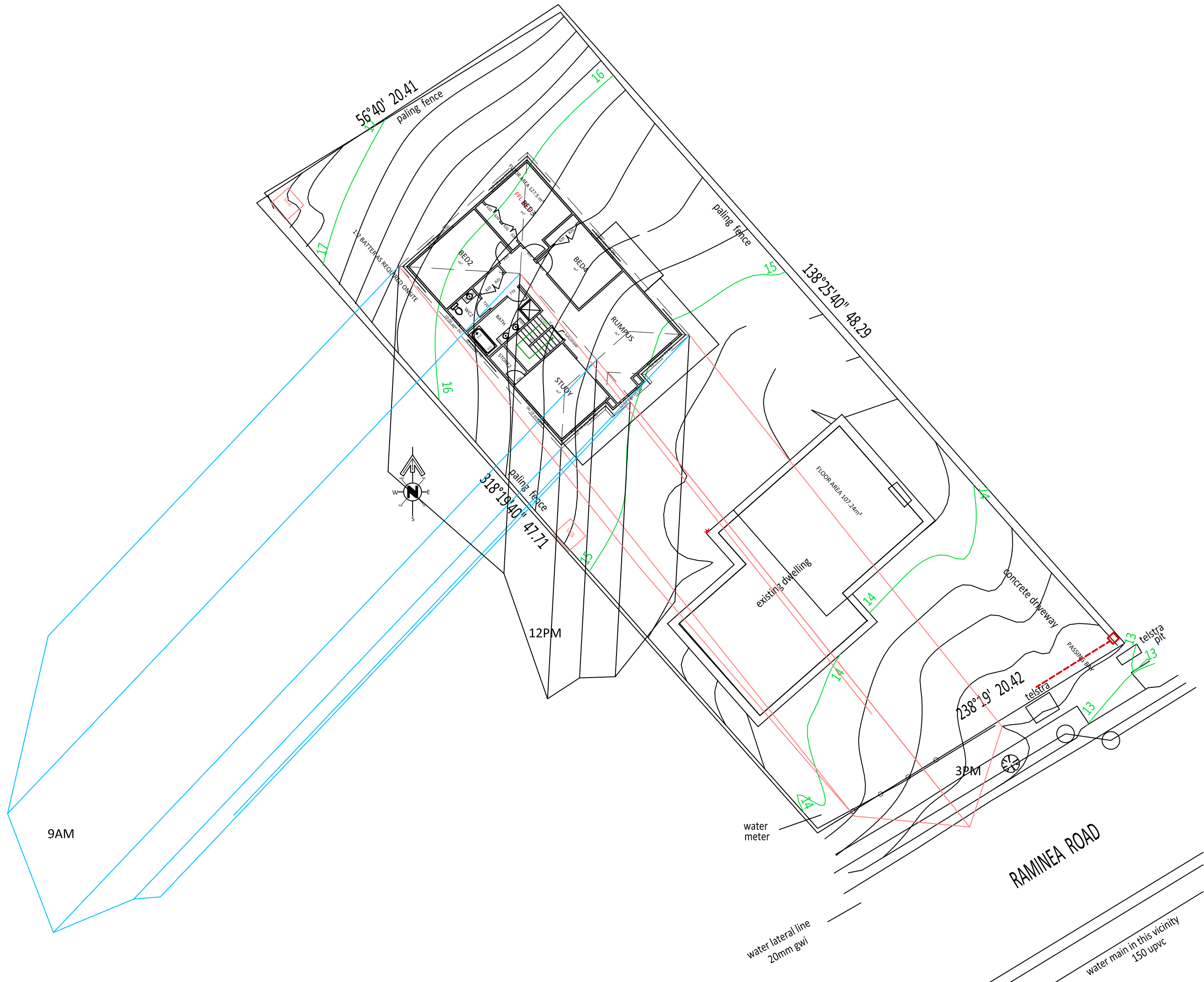
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**JOB No:**

**19-034**

**SHEET No:**

**P04B**



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PROJECT ADDRESS:  
**22 RAMINEA ROAD  
LINDISFARNE TAS 7015**

DATE:  
**8/04/2019**

REVISION No:  
**R:0**

DRAWN BY:	SCALE:
<b>PK</b>	<b>1:200</b>

PROJECT:  
**MULTIPLE DWELLING**

DRAWING TITLE:  
**SHADOW DIAGRAM**

SHEET SIZE:	JOB No:	SHEET No:
<b>A3</b>	<b>19-034</b>	<b>P07</b>



Attachment 3



*Photo. Site viewed from Raminea Road*

**11.3.5 DEVELOPMENT APPLICATION D-2019/96- 8 AND 10 ALEXIAS WAY, OAKDOWNS - 4 MULTIPLE DWELLINGS**  
(File No D-2019/96)**EXECUTIVE SUMMARY****PURPOSE**

The purpose of this report is to consider the application made for 4 Multiple Dwellings at 8 and 10 Alexias Way, Oakdowns.

**RELATION TO PLANNING PROVISIONS**

The land is zoned General Residential and subject to the Parking and Access Code 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 was extended with the consent of the applicant until 19 June 2019.

**CONSULTATION**

The proposal was advertised in accordance with statutory requirements and 1 representation was received raising the following issues:

- loss of privacy;
- loss of views; and
- visual impact.

**RECOMMENDATION:**

A. That the Development Application at 8 and 10 Alexias Way, Oakdowns (CI Ref D-2019/96) be approved subject to the following conditions and advice.

1. GEN AP1 – ENDORSED PLANS.
2. GEN AP3 – AMENDED PLAN – [fixed obscure glazing to a minimum of 1.7m above the finished floor level, or the sill height of these windows being increased to a minimum of 1.7m above the finished floor level, for the windows on the eastern elevation of the upper floor of Units 1 and 2].



3. GEN M5 – ADHESION [the issue of a Building Permit].
4. GEN A2 0 – CROSSOVER CHANGE [5.5m].
5. GEN A5 – SEALED CAR PARKING.
6. ENG S1 – INFRASTRUCTURE REPAIR.
7. ENG M1 – DESIGNS DA.
8. ENG M3 – EROSION CONTROL.
9. The proposed retaining wall to the eastern boundary is required to have any drainage infrastructure associated with it within the property boundary. This retaining wall is required to be designed by a structural engineer as part of engineering approval and have loading parameters accounting for an excavator servicing the adjacent easement.

Prior to excavation of the site cut to the eastern boundary a protection of work notice must be issued to Clarence City Council as an asset owner within the adjacent easement in accordance with the Building Act 2016. As part of this notice Council will require a construction methodology that will mitigate any damage to the adjacent stormwater main within the easement from excavation works to the satisfaction of Council's Group Manager Engineering Services.

10. All stormwater runoff from impervious surfaces within the site must be treated and discharged from site using Water Sensitive Urban Design principles or 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) and a Maintenance Management Schedule/Regime must be submitted to Council's Group Manager Engineering Services for approval prior to the issue of a building or plumbing permit. The facility must be maintained in accordance with this schedule.

11. The development must meet all required Conditions of Approval specified by TasWater notice dated 1 June 2019 (TWDA 2019/00252-CCC).

- 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.

**DEVELOPMENT APPLICATION D-2019/96- 8 AND 10 ALEXIAS WAY, OAKDOWNS - 4 MULTIPLE DWELLINGS /contd...**

---

**ASSOCIATED REPORT****1. BACKGROUND**

No relevant background.

**2. STATUTORY IMPLICATIONS**

**2.1.** The land is zoned General Residential under the Scheme.

**2.2.** The proposal is discretionary 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;
- Section 10 – General Residential Zones;
- Section E6.0 – Parking and Access Code; and
- Section E7.0 – Stormwater Management Code.

**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 site is contained within CT 163408/195 and CT163408/196 and has a combined area of 1737m<sup>2</sup>. The site is comprised of 2 internal lot surrounding by residential lots accessed through two adjoining access strips from Alexias Way. A location plan is shown in Attachment 1.

**3.2. The Proposal**

The proposal is for 4 Multiple Dwelling (see Attachment 3) accessed from Alexias Way. All dwellings are single storey and include a double garage. A total of 10 car parking spaces are proposed on-site.

**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 General Residential Zone and Parking and Access and Stormwater Management Codes with the exception of the following.

**General Residential**

<b>Clause</b>	<b>Standard</b>	<b>Acceptable Solution (Extract)</b>	<b>Proposed</b>
10.4.2 A3	Setbacks and building envelope for all dwellings	<p>A dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions (such as eaves, steps, porches, and awnings) that extend not more than 0.6m horizontally beyond the building envelope, must:</p> <p>(a) be contained within a building envelope (refer to Diagrams 10.4.2A, 10.4.2B, 10.4.2C and 10.4.2D) determined by:</p>	

		<p>(i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5m from the rear boundary of a lot with an adjoining frontage; and</p> <p>(ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above natural ground level at the side boundaries and a distance of 4m from the rear boundary to a building height of not more than 8.5m above natural ground level; and</p> <p>(b) only have a setback within 1.5m of a side boundary if the dwelling:</p> <p>(i) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining lot; or</p> <p>(ii) does not exceed a total length of 9m or one-third the length of the side boundary (whichever is the lesser).</p>	<p>Unit 1 does not comply as it is located 3.8m from the internal front setback (southern boundary).</p> <p>Unit 4 does not comply as the dwelling extends out of the building envelope by 2.8m on the north-west elevation.</p> <p>complies</p> <p>complies</p>
--	--	--	--

The proposed variation must be considered pursuant to the Performance Criteria 10.4.2 P3 of the Clause 10.4.2 as follows.

<b>Performance Criteria</b>	<b>Proposal</b>
<p><i>“The siting and scale of a dwelling must:</i></p> <p><i>(a) not cause unreasonable loss of amenity by:</i></p>	



<p>(i) <i>reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining lot; or</i></p>	<p>The adjoining dwellings at 2/77 and 3/77 Oakdowns Parade located to the east of the development site, are both 2 storey and contain bedrooms on the ground floor level and living rooms on the first floor. The overshadowing diagrams provided by the applicant (attached) show that the development will overshadow these properties at 2/77 and 3/77 Oakdowns Parade up to 10am on 21 June, however, as the habitable rooms (other than a bedroom) are on the first floor level, the overshadowing to these rooms will be minimal.</p> <p>The dwelling to the south at 6 Alexias contains bedrooms on its north eastern elevation. Its living rooms are located in the southern part of the dwelling and sunlight to these rooms will not be reduced by the development.</p> <p>On this basis, the proposal will not cause an unreasonable loss of sunlight to the adjoining dwellings.</p>
<p>(ii) <i>overshadowing the private open space of a dwelling on an adjoining lot; or</i></p>	<p>The proposal will cause overshadowing to the private open space for 2/77 and 3/77 Oakdowns Parade up to 11am on 21 June and then begins to be overshadowed from around 1.30. As these dwellings also have a first-floor deck in addition to the ground level open space that will receive reasonable sunlight on 21 June, the proposal is not considered to have an unreasonable impact on the amenity of the adjoining dwellings.</p>
<p>(iii) <i>overshadowing of an adjoining vacant lot; or</i></p>	<p>not relevant</p>
<p>(iv) <i>visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining lot; and</i></p>	<p>The proposed dwellings are all two storey and have a maximum height above natural ground level that is lower than the maximum height allowed in the zone. The bulk and scale of proposed dwellings are compatible with the surrounding area and on this basis, the development is not considered to have an unreasonable visual impact on the adjoining properties.</p>

<p>(b) <i>provide separation between dwellings on adjoining lots that is compatible with that prevailing in the surrounding area”.</i></p>	<p>In addition, Units 1 and 2 are cut into the slope which reduces its height to approximately 2m lower than the adjoining properties to the east which assists to reduce the visual bulk and mass of dwellings on the site.</p> <p>There are many examples in the surrounding area where dwellings are located in proximity to the rear and side boundaries of lots and on this basis, the separation between the proposed dwellings is considered compatible with that prevailing in the surrounding area.</p>
--	--

## General Residential

Clause	Standard	Acceptable Solution (Extract)	Proposed
10.4.3 A2	Site coverage and private open space for all dwellings	<p>A dwelling must have an area of private open space that:</p> <p>(a) is in one location and is at least:</p> <p>(i) 24m<sup>2</sup>; or</p> <p>(ii) 12m<sup>2</sup>, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer); and</p> <p>(b) has a minimum horizontal dimension of:</p> <p>(i) 4m; or</p> <p>(ii) 2m, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer); and</p>	<p>complies</p> <p>complies</p>

		(c) is directly accessible from, and adjacent to, a habitable room (other than a bedroom); and	complies
		(d) is not located to the south, south-east or south-west of the dwelling, unless the area receives at least 3 hours of sunlight to 50% of the area between 9.00am and 3.00pm on 21 June; and	Unit 4 does not comply as the private open space does not receive at least 3 hours of sunlight to 50% of the area between 9am and 3pm on 21 June.
		(e) is located between the dwelling and the frontage, only if the frontage is orientated between 30 degrees west of north and 30 degrees east of north, excluding any dwelling located behind another on the same site; and	complies
		(f) has a gradient not steeper than 1 in 10; and	complies
		(g) is not used for vehicle access or parking.	complies

The proposed variation must be considered pursuant to the Performance Criteria 10.4.3 P2 of the Clause 10.4.2 as follows.

<b>Performance Criteria</b>	<b>Proposal</b>
<p><i>“A dwelling must have private open space that:</i></p> <p><i>(a) includes an area that is capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children’s play and that is:</i></p> <p><i>(i) conveniently located in relation to a living area of the dwelling; and</i></p>	<p>Unit 4 provides an area of private open space at ground level which is directly accessed through a multi-purpose room. The unit also includes a 38m<sup>2</sup> deck on the first floor which is directly accessed from the living areas.</p>

(ii) orientated to take advantage of sunlight”.	The private open space at the ground floor level will receive sunlight for around 2 hours between 1pm and 3pm. However, the first-floor deck, 38m <sup>2</sup> in area will receive sunlight between 10am and 12pm on 21 June. Therefore, when taking into consideration the 2 separate areas of private open space, the private open space for Unit 4 will receive around 4 hours of sunlight on 21 June. On this basis, the private open space for Unit 4 is considered to meet the standard.
---	---

**General Residential**

Clause	Standard	Acceptable Solution (Extract)	Proposed
10.4.4 A1		A dwelling must have at least one habitable room (other than a bedroom) in which there is a window that faces between 30 degrees west of north and 30 degrees east of north (see Diagram 10.4.4A).	Units 3 and 4 contain living rooms that are orientated 39 degrees east of north.

The proposed variation must be considered pursuant to the Performance Criteria 10.4.4 P1 of the Clause 10.4.4 as follows.

Performance Criteria	Proposal
<i>“A dwelling must be sited and designed so as to allow sunlight to enter at least one habitable room (other than a bedroom)”.</i>	Units 3 and 4 contain windows on the north east and north west of the living room which together will let adequate sunlight enter the room.

**General Residential**

Clause	Standard	Acceptable Solution (Extract)	Proposed
10.4.6 A2	Privacy for all dwellings	A window or glazed door, to a habitable room, of a dwelling, that has a floor level more than 1m above the natural ground level, must be in accordance with (a), unless it is in accordance with (b):  (a) the window or glazed door:	



		<ul style="list-style-type: none"> <li>(i) is to have a setback of at least 3m from a side boundary; and</li> <li>(ii) is to have a setback of at least 4m from a rear boundary; and</li> <li>(iii) if the dwelling is a multiple dwelling, is to be at least 6m from a window or glazed door, to a habitable room, of another dwelling on the same site; and</li> <li>(iv) if the dwelling is a multiple dwelling, is to be at least 6m from the private open space of another dwelling on the same site.</li> </ul>	Units 1 and 2 do not comply as the living room windows on the first floor are within 3m of the side (eastern boundary).
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The proposed variation must be considered pursuant to the Performance Criteria 10.4.6 P2 of the Clause 10.4.6 as follows.

<b>Performance Criteria</b>	<b>Proposal</b>
<p><i>“A window or glazed door, to a habitable room of dwelling, that has a floor level more than 1 m above the natural ground level, must be screened, or otherwise located or designed, to minimise direct views to:</i></p> <p><i>(a) window or glazed door, to a habitable room of another dwelling; and</i></p> <p><i>(b) the private open space of another dwelling; and</i></p>	<p>The windows on the eastern elevation are oriented towards the habitable rooms of the dwellings at 2/81 Oakdowns Parade and 2/77 and 3/77 Oakdowns Parade. However, due to the proposed excavation, Units 1 and 2 will be located around 2m lower than these adjoining properties and this different in height will result in direct views being minimised. On this basis, the proposal is considered to meet the standard.</p> <p>The sill level of the windows on the eastern elevation of Units 1 and 2 will be located approximately 300mm below the top of the boundary fence between the property and the adjoining properties to the east.</p>

<p>(c) <i>an adjoining vacant residential lot</i>”.</p>	<p>Due to the private open space of these properties sloping up towards the east the windows on Units 1 and 2 will allow direct views into the private open space.</p> <p>This issue was discussed with the applicant who have agreed to provide obscure glass to the lower portion of the windows. It is recommended that the windows on the eastern elevation be obscured to a minimum of 1.7m above the finished floor level, or the sill height of these windows be increased to a minimum of 1.7m above the finished floor level.</p> <p>This change will ensure that the development does not result in a loss of privacy to the adjoining property owners.</p> <p>not applicable</p>
---	---

**Stormwater Management Code**

Clause	Standard	Acceptable Solution (Extract)	Proposed
E7.7.7.1A1	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 600m<sup>2</sup>;</p> <p>(b) new car parking is provided for more than 6 cars;</p> <p>(c) a subdivision is for more than 5 lots.</p>	<p>Does not comply as the impervious area exceeds 600m<sup>2</sup></p> <p>Does not comply as 10 spaces are proposed.</p> <p>not applicable</p>

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

<b>Performance Criteria</b>	<b>Proposal</b>
<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>	Detailed engineering plans of the proposed stormwater system will be required as a permit condition, if the development is approved.

## **5. REPRESENTATION ISSUES**

The proposal was advertised in accordance with statutory requirements and 1 representation was received. The following issues were raised by the representor.

### **5.1. Loss of Privacy**

Concern was raised that the proposal will result in a loss of privacy due to the location of the windows on the eastern elevation of Units 1 and 2.

- **Comment**

As discussed above, Units 1 and 2 will have maximum height approximately 2m below the height of the adjoining windows which will result in direct views into windows of the adjoining dwellings being minimised. However, as discussed, the development is likely to result in overlooking the private open space of the adjoining dwellings to the east which can be resolved by including a condition on the permit that will require obscure glazing to 1.7m above the finished floor level, or by raising the sill height to a minimum of 1.7m above the floor level.

### **5.2. Loss of Views**

Concern was raised that the proposal would result in a loss of views from the representor's property.

- **Comment**

Loss of view is not a relevant planning consideration and therefore cannot have determining weight.

Notwithstanding, the proposed dwellings will be sited approximately 2m lower than the adjoining dwellings to the east. As a result, it is likely that the adjoining 2 storey dwellings to the east will retain views over the roof of the proposed dwelling, from the living rooms of these dwellings.

### **5.3. Visual Impact**

Concern was raised that the appearance of the proposed dwellings would result in a visual impact from the representors property.

- **Comment**

There are no design standards in the Scheme relating to the colours, material or architectural appearance of dwellings in the General Residential zone, therefore this issue is not relevant to the determination of this proposal and cannot have determining weight.

## **6. EXTERNAL REFERRALS**

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

## **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 is recommended for approval.

Attachments: 1. Location Plan (1)  
2. Proposal Plan (13)  
3. Site Photo (1)

Dan Ford  
**ACTING MANAGER CITY PLANNING**

D-2019/96  
8 & 10 Alexias Way, Oakdowns



0 10 20 30 40 50 m

Lauder



This map has been produced by Clarence City Council using data from a range of agencies. The City bears no responsibility for the accuracy of this information and accepts no liability for its use by other parties.

6/06/2019

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DATE:  
11/04/2019  
PROJECT ADDRESS:  
PROPOSED UNITS  
8 & 10 ALEXIAS WAY  
OAKDOWNS 7019  
  
DESIGNER:  
NATHAN CRUMP  
CC6170C

PROJECT: 1805

# PROPOSED TOWNHOUSE DEVELOPMENT 8 & 10 ALEXIAS WAY

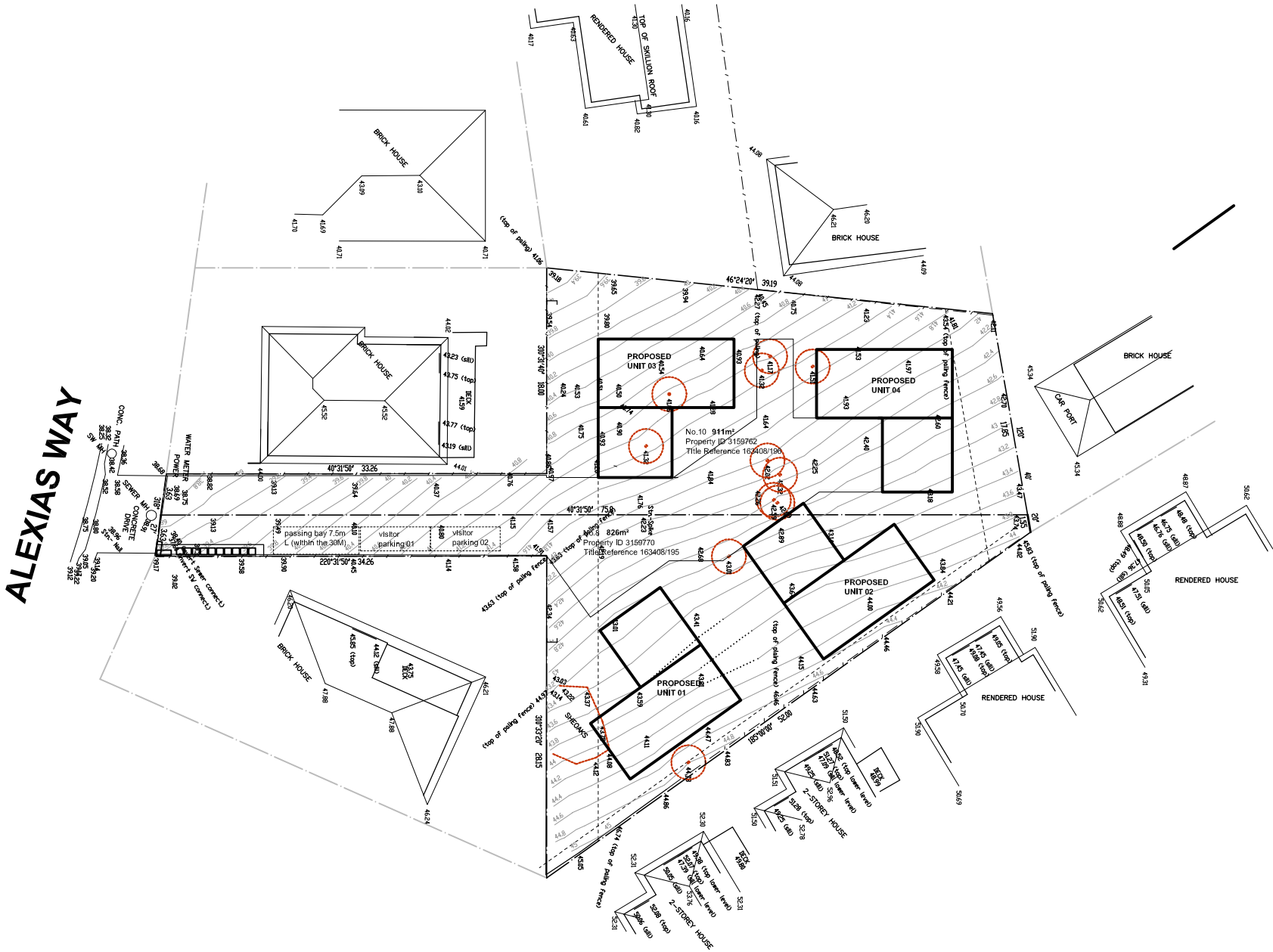
SITE INFORMATION

LAND TITLES REFERENCE NUMBER: 163408/196 (No.8) & 163408/195 (No.10)  
PROPERTY ID: 3159770 (No.8) & 3159762 (No.10)  
DESIGN WIND SPEED: **N2**  
SOIL CLASSIFICATION: **No.8 'P' & No.10 'M'**  
CLIMATE ZONE: **7**  
BUSH FIRE ATTACK LEVEL: **N/A**  
ALPINE AREA: **N/A**  
CORROSION ENVIRONMENT: **LOW**

## DEVELOPMENT APPLICATION

SKETCH DESIGN DRAWING INDEX		
SHEET	ID	CURRENT REVISION
SK.01	LOCATION PLAN	B
SK.02	SITE PLAN	B
SK.03	FLOOR PLANS UNIT 01	B
SK.04	FLOOR PLANS UNIT 02	B
SK.05	FLOOR PLANS UNIT 03	B
SK.06	FLOOR PLANS UNIT 04	B
SK.07	ELEVATIONS UNIT 01	B
SK.08	ELEVATIONS UNIT 02	B
SK.09	ELEVATIONS UNIT 03	B
SK.10	ELEVATIONS UNIT 04	B
SK.11	SUN DIAGRAMS	B
SK.12	SUN DIAGRAMS	B





Site area No.8		826m²
Site area No.10		911m²
TOTAL SITE AREA (No.8 & No.10)		1737m²
TOTAL SITE COVER (No.8 & No.10)		442.8m² (25.49%)
Concrete driveway area total		511m²
Total Site Area less conc. access(246m²)		1471m²
Site area for each unit (4 units)		367.75m²

Unit 01 Areas	
Lower floor	71.1m²
Upper floor	71.1m²
Garage	39.6m²
Deck	39.6m²
Unit 02 Areas	
Lower floor	71.1m²
Upper floor	71.1m²
Garage	39.6m²
Deck	39.6m²
Unit 03 Areas	
Lower floor	71.1m²
Upper floor	71.1m²
Garage	39.6m²
Deck	39.6m²
Unit 04 Areas	
Lower floor	71.1m²
Upper floor	71.1m²
Garage	39.6m²
Deck	39.6m²

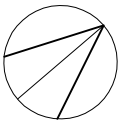
DEVELOPMENT APPLICATION

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PROPOSED TOWNHOUSE  
DEVELOPMENT  
8 & 10 ALEXIAS WAY  
OAKDOWNS 7019

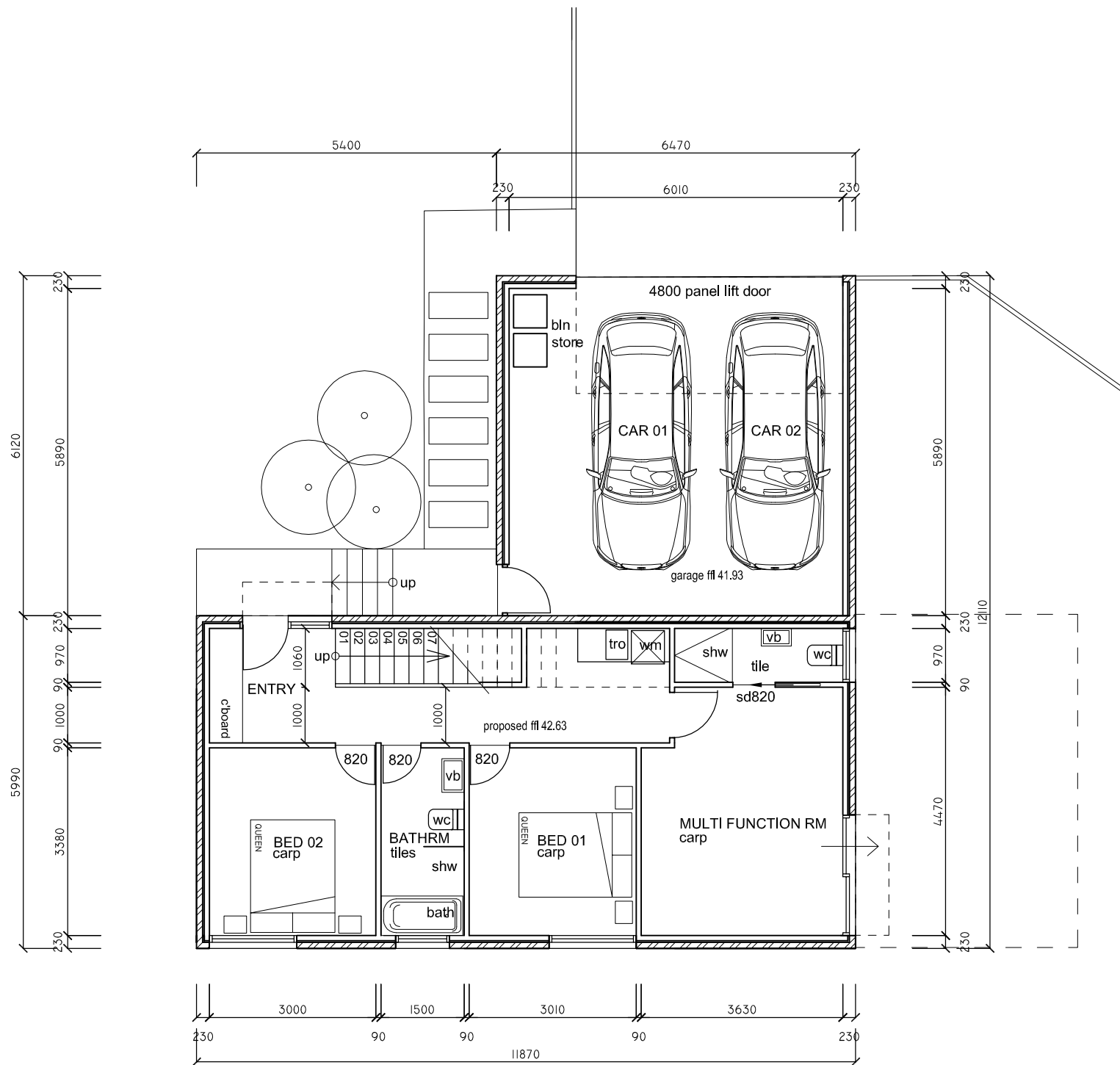


SITE PLAN  
AS SHOWN  
11/04/2019  
Project No:  
1805

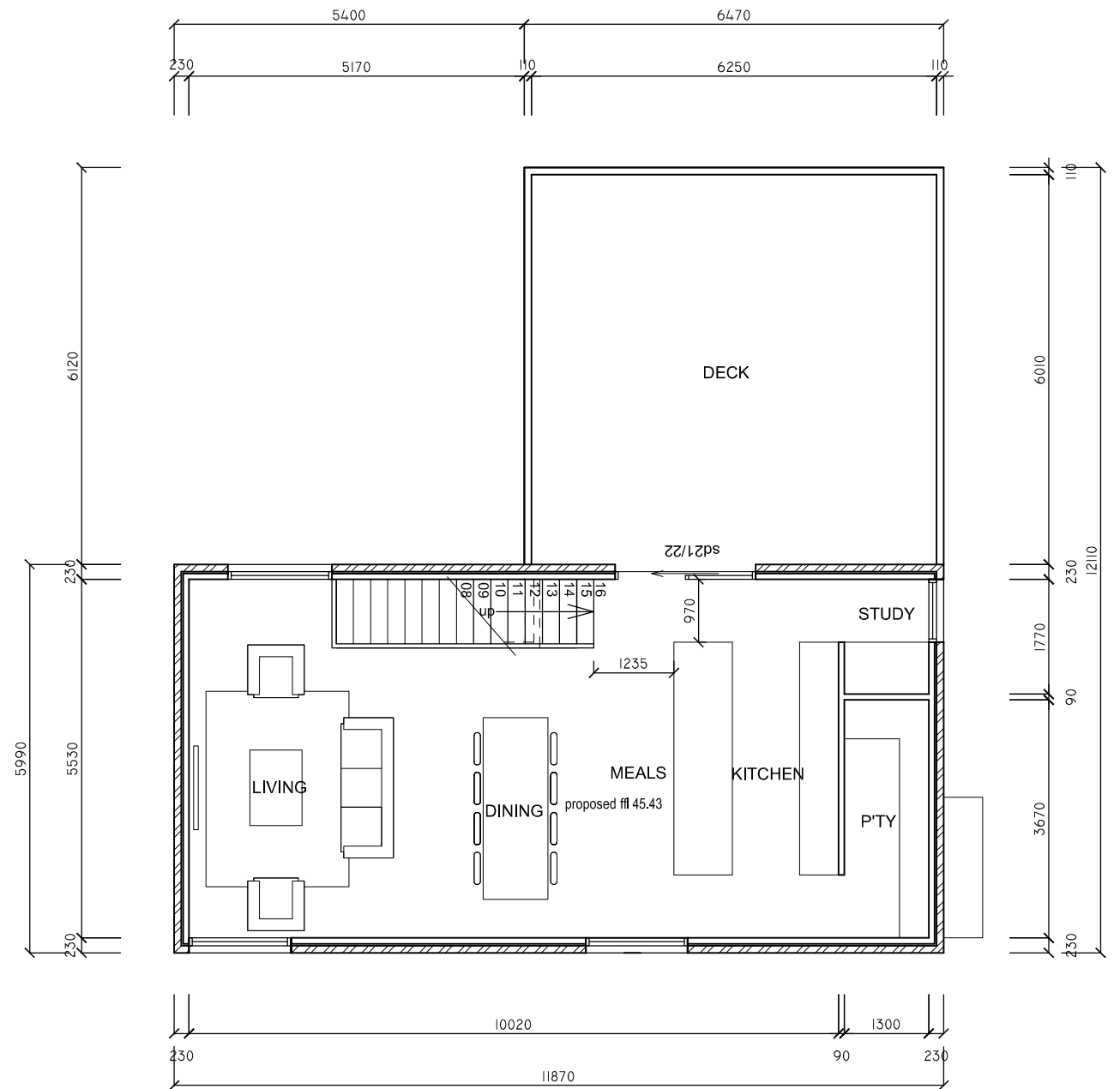
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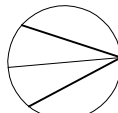


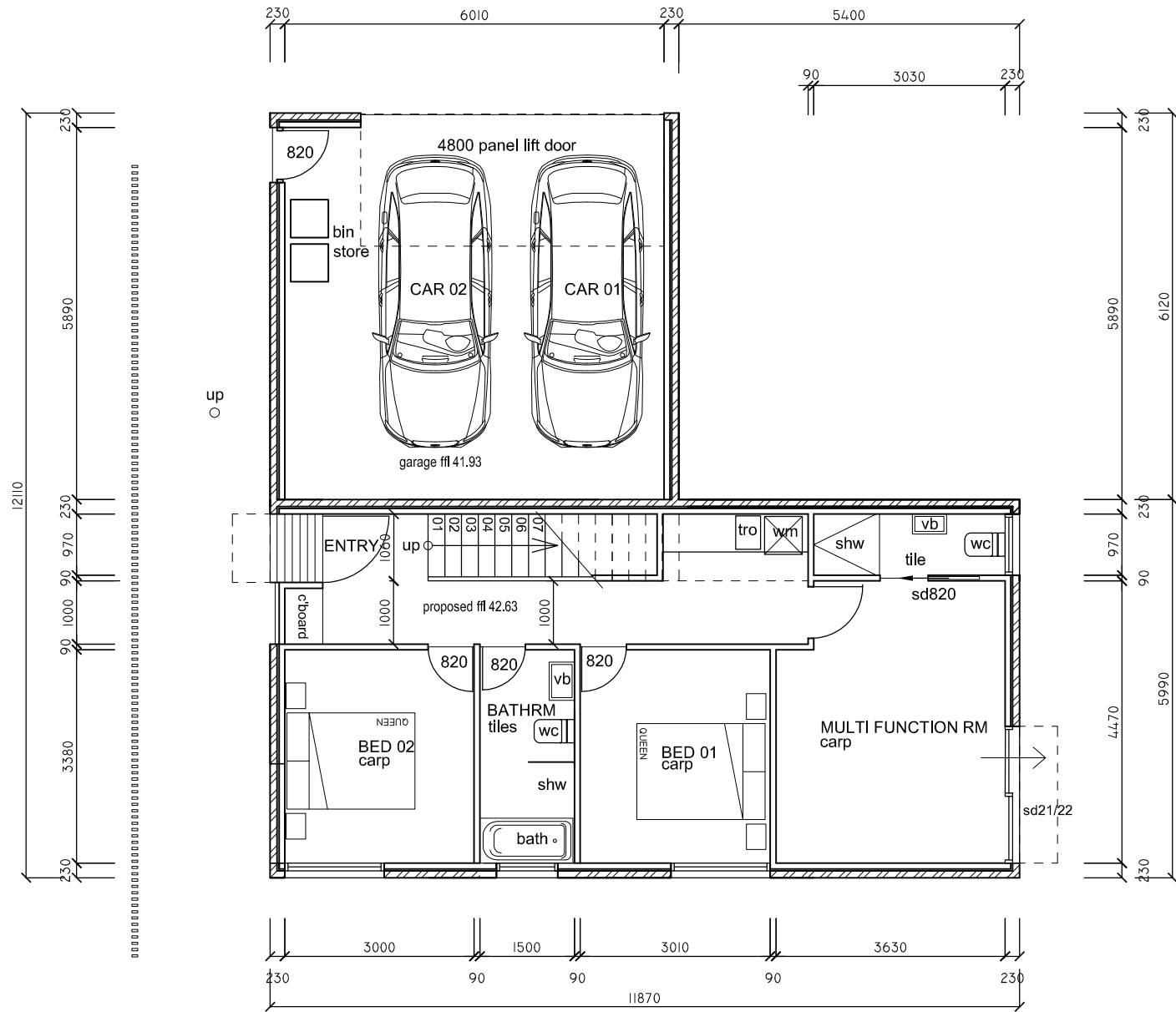
UNIT 01 LOWER FLOOR PLAN



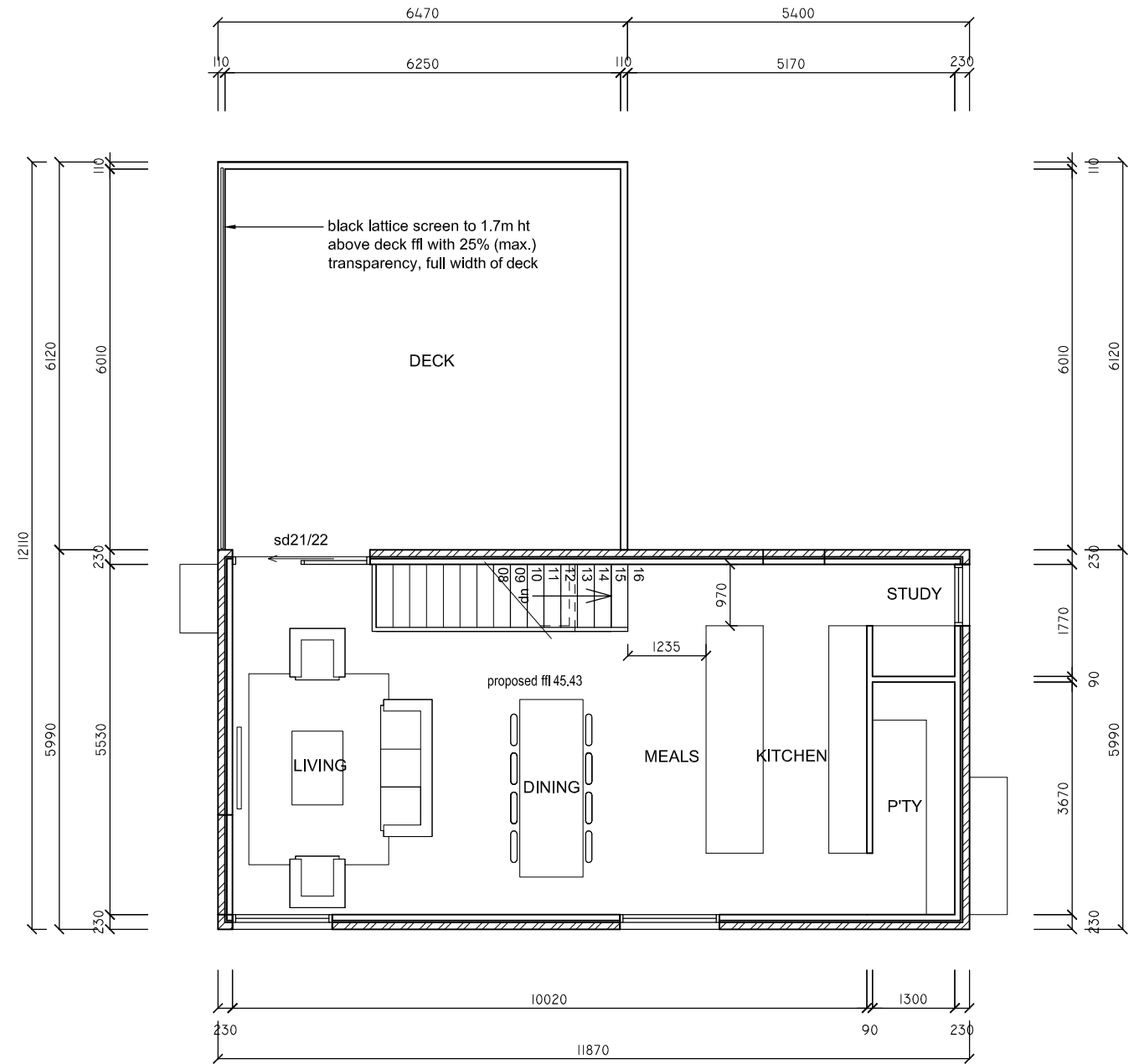
UNIT 01 UPPER FLOOR PLAN

DEVELOPMENT APPLICATION

<div data-bbox="74 1879 489 1984" data-label="Text"> <p>crump.</p> </div> <div data-bbox="519 1879 756 1953" data-label="Text"> <p>crump architects CC6170C nathan@crump.net.au 0419 862 639</p> </div>	<p>Drawings to be read in conjunction with specification by Crump Architects and all drawings and documents by engineers and subconsultants referred to in these plans. Contractors are to verify all dimensions on site before commencing any work or producing shop drawings. Larger scale drawings and written dimensions take preference. DO NOT SCALE FROM DRAWINGS. These drawings are protected by the laws of copyright and may not be copied or reproduced without the written permission of Crump Architects. ALL DISCREPANCIES TO BE BROUGHT TO THE ATTENTION OF THE AUTHOR.</p>	<p>PROPOSED TOWNHOUSE DEVELOPMENT 8 &amp; 10 ALEXIAS WAY OAKDOWNS 7019</p>		<p><b>UNIT 01</b> PROPOSED FLOOR PLANS 1:100 11/04/2019 Project No: 1805</p>	<p><b>SK.03</b></p>	<p><b>B</b></p>
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UNIT 02 LOWER FLOOR PLAN



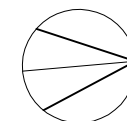
UNIT 02 UPPER FLOOR PLAN

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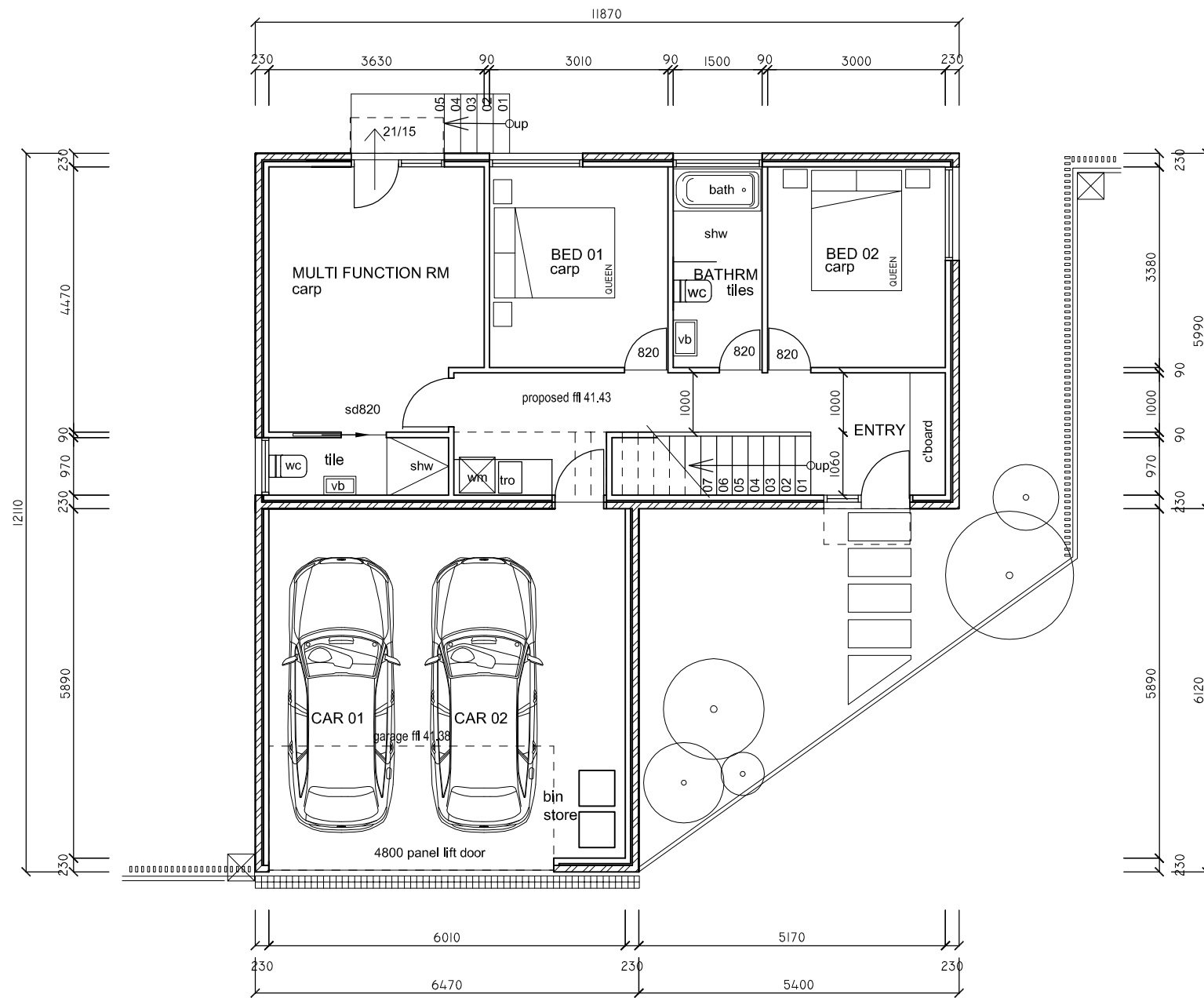
PROPOSED TOWNHOUSE  
DEVELOPMENT  
8 & 10 ALEXIAS WAY  
OAKDOWNS 7019



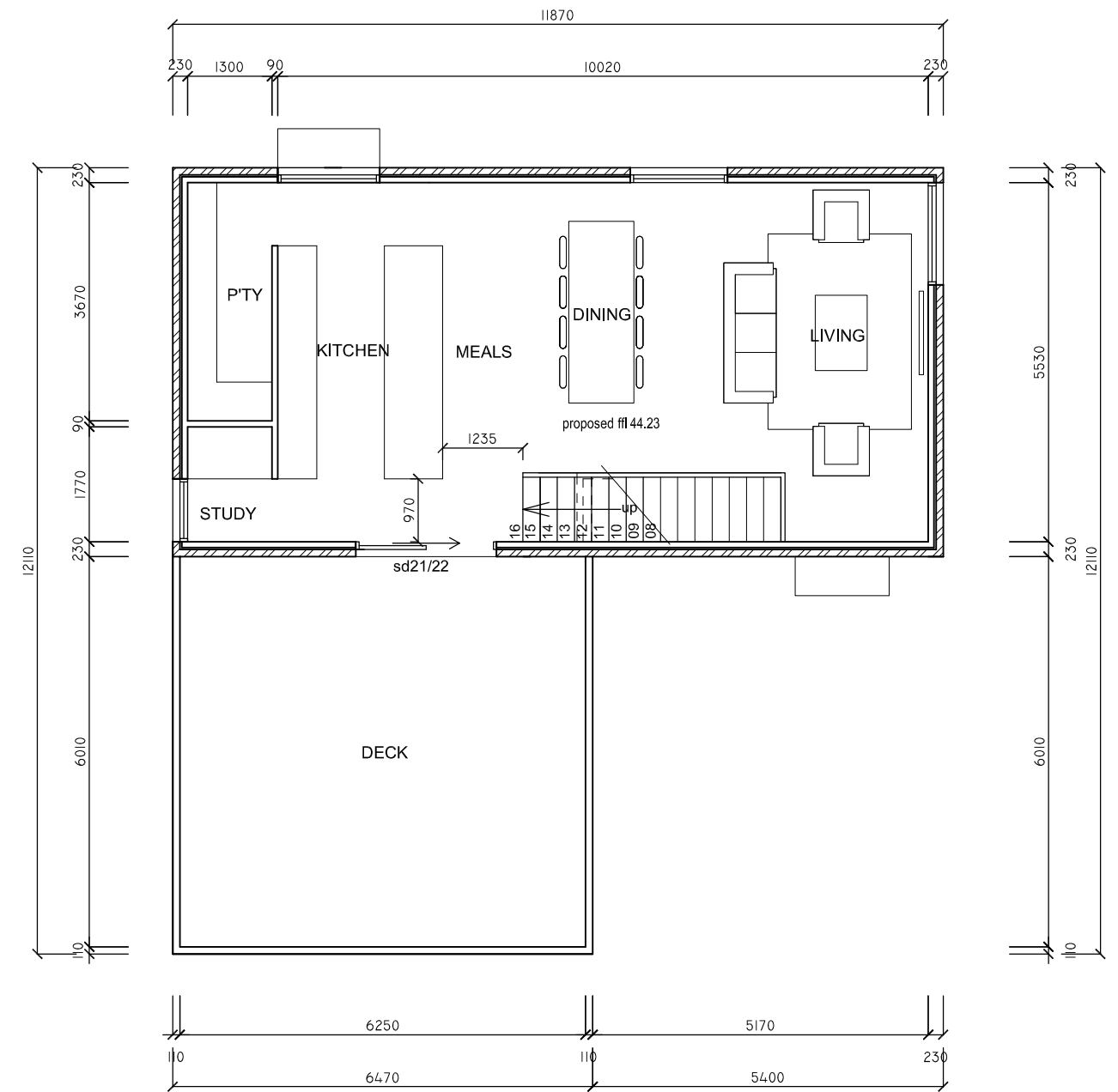
UNIT 02  
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1:100  
11/04/2019  
Project No:  
1805

SK.04 B

DEVELOPMENT APPLICATION



UNIT 03 LOWER FLOOR PLAN



UNIT 03 UPPER FLOOR PLAN

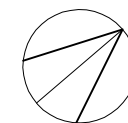
DEVELOPMENT APPLICATION

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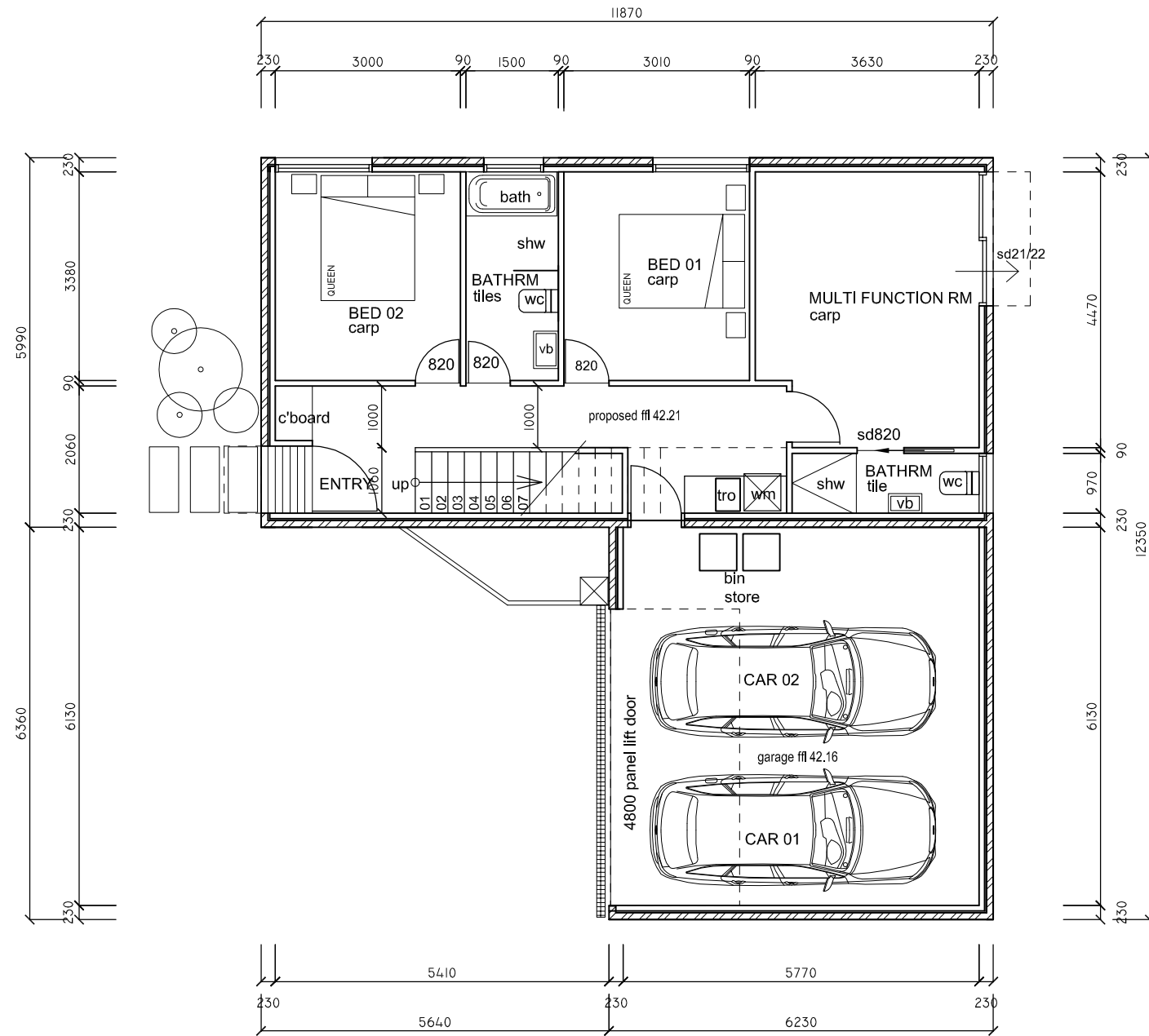
PROPOSED TOWNHOUSE  
DEVELOPMENT  
8 & 10 ALEXIAS WAY  
OAKDOWNS 7019



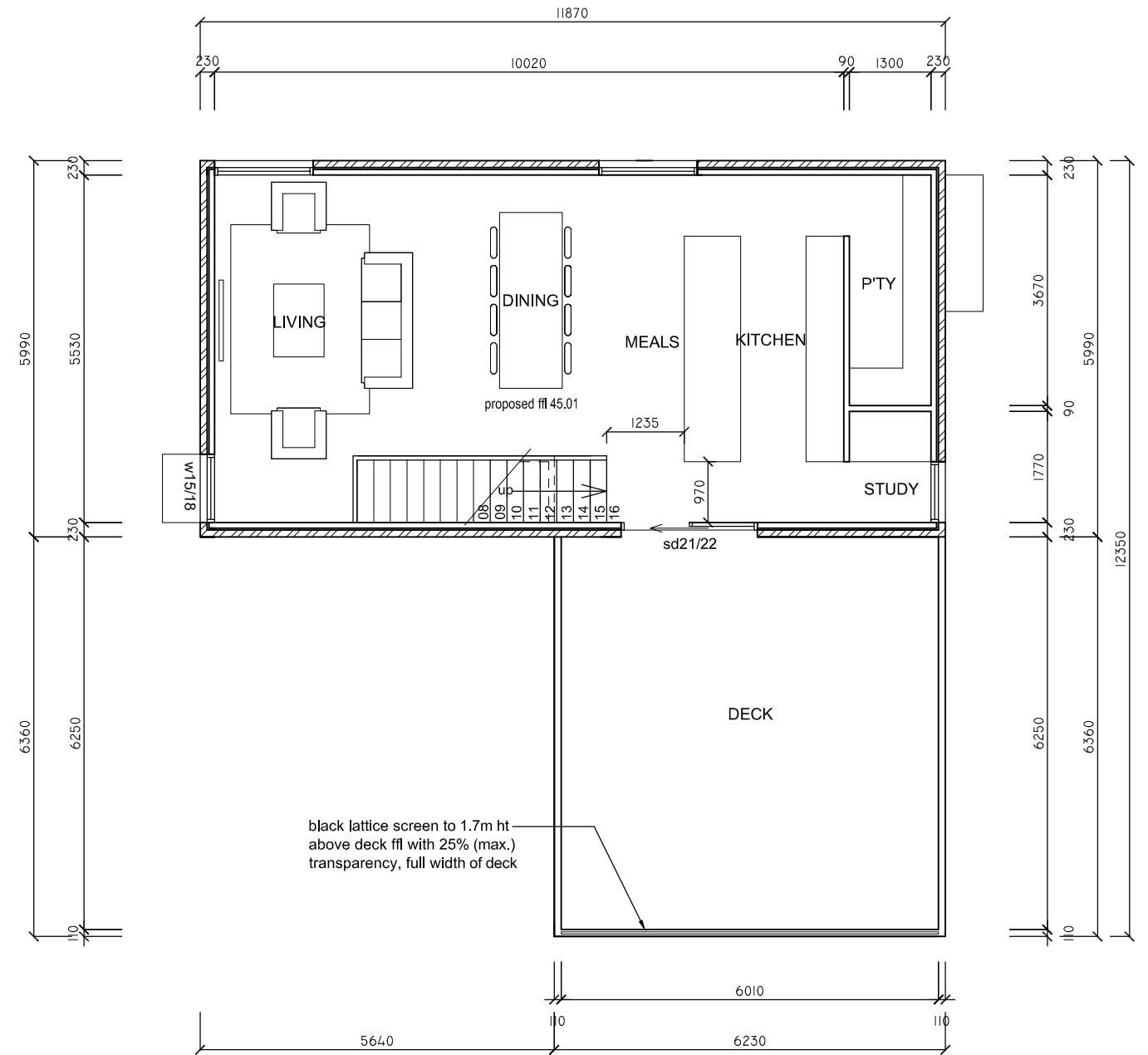
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1:100  
11/04/2019  
Project No:  
1805

SK.05 B

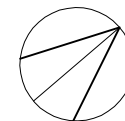


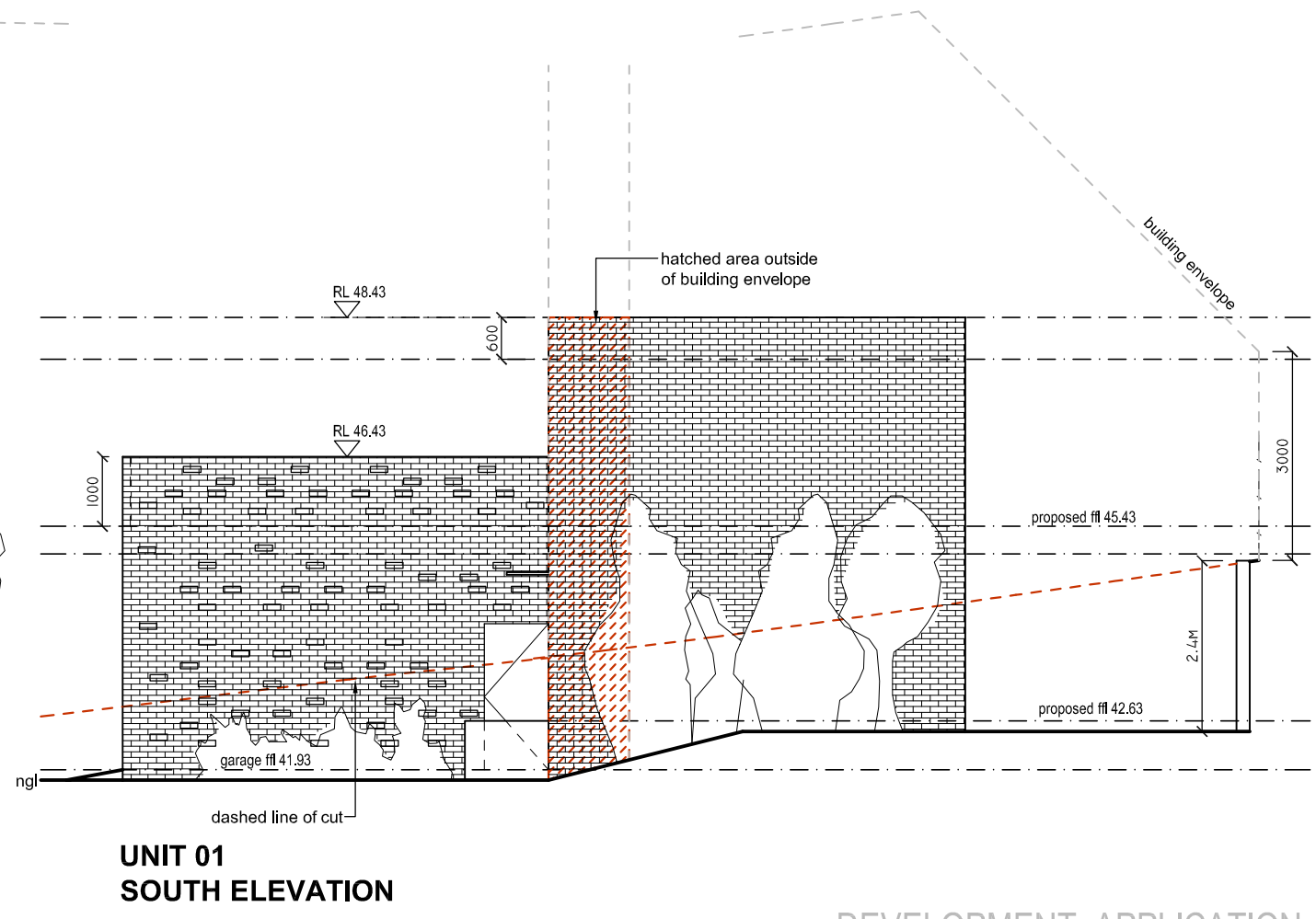
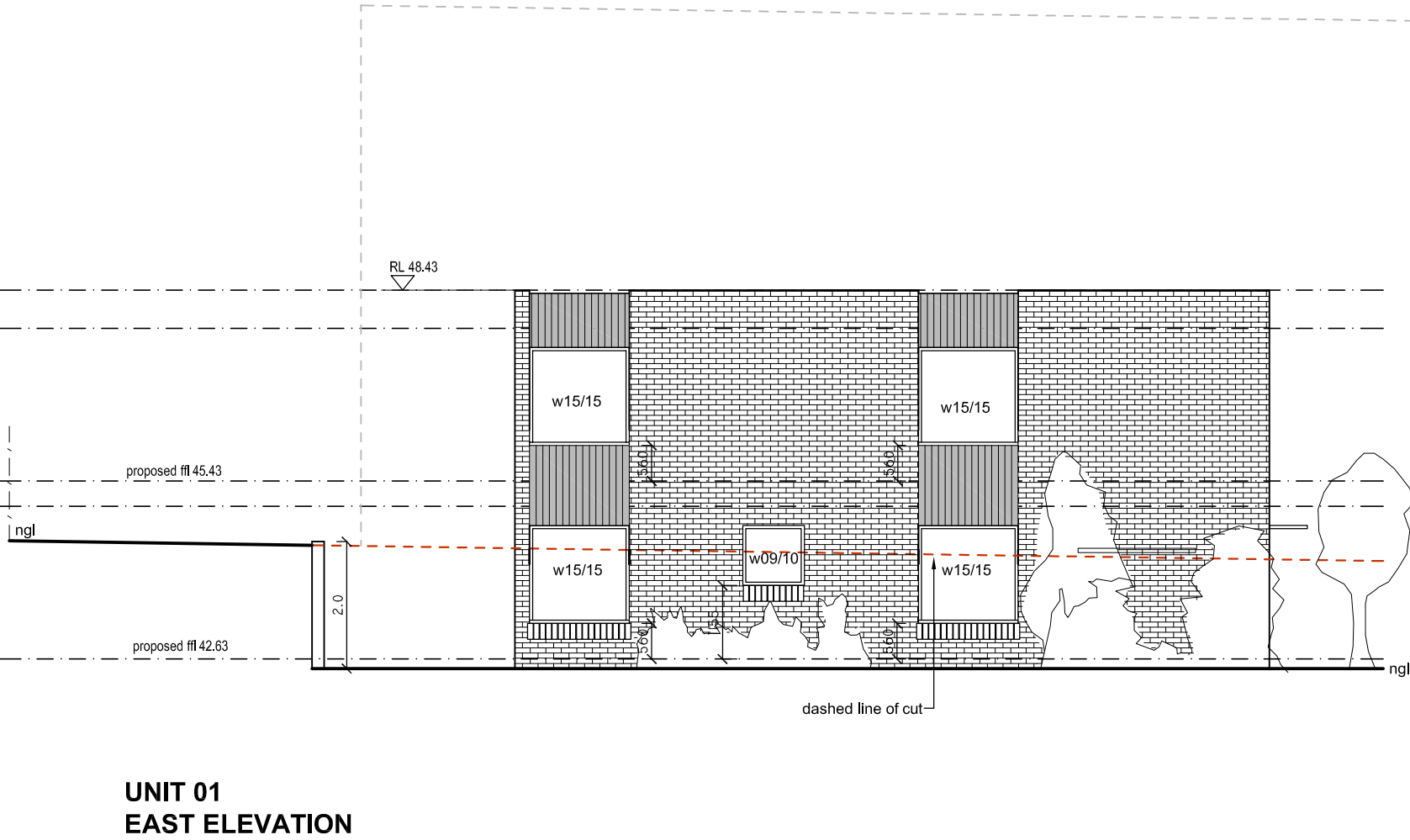
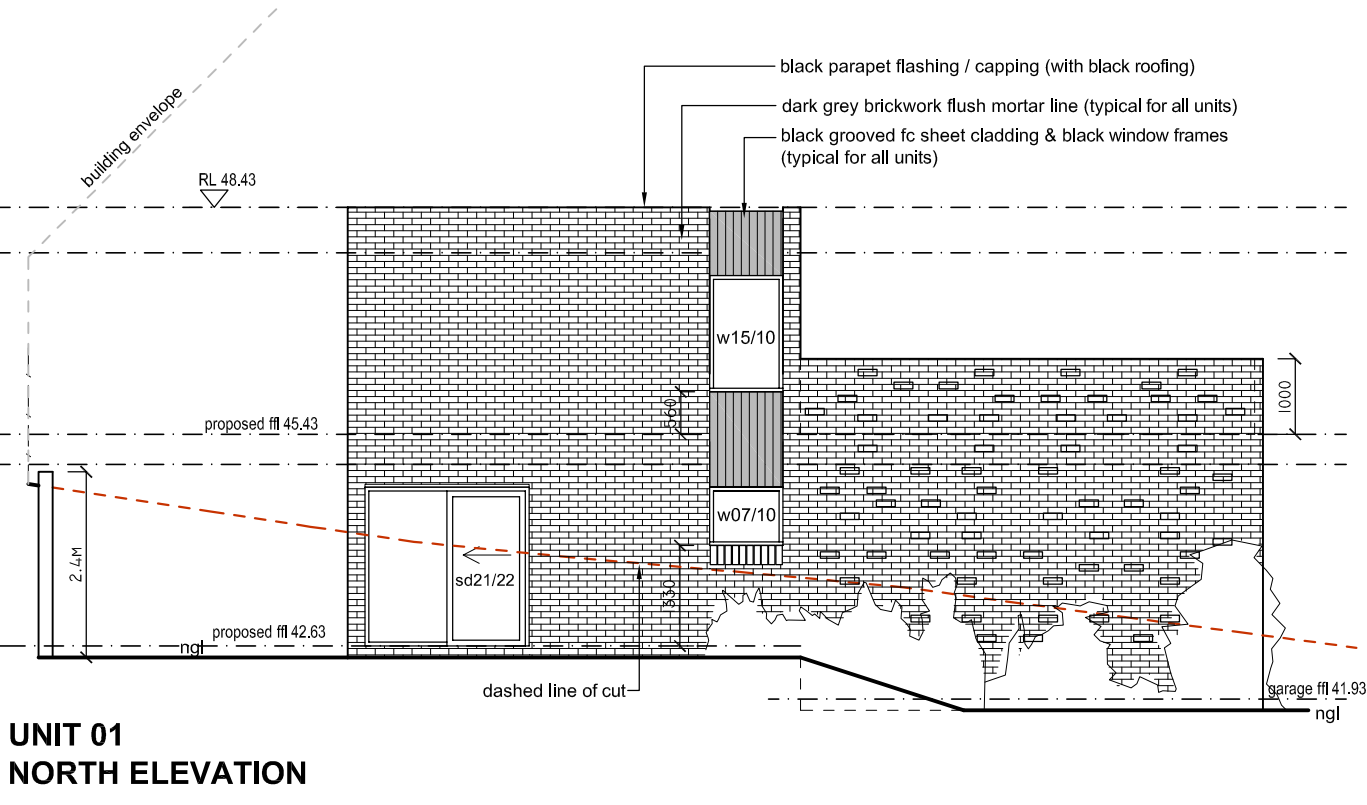
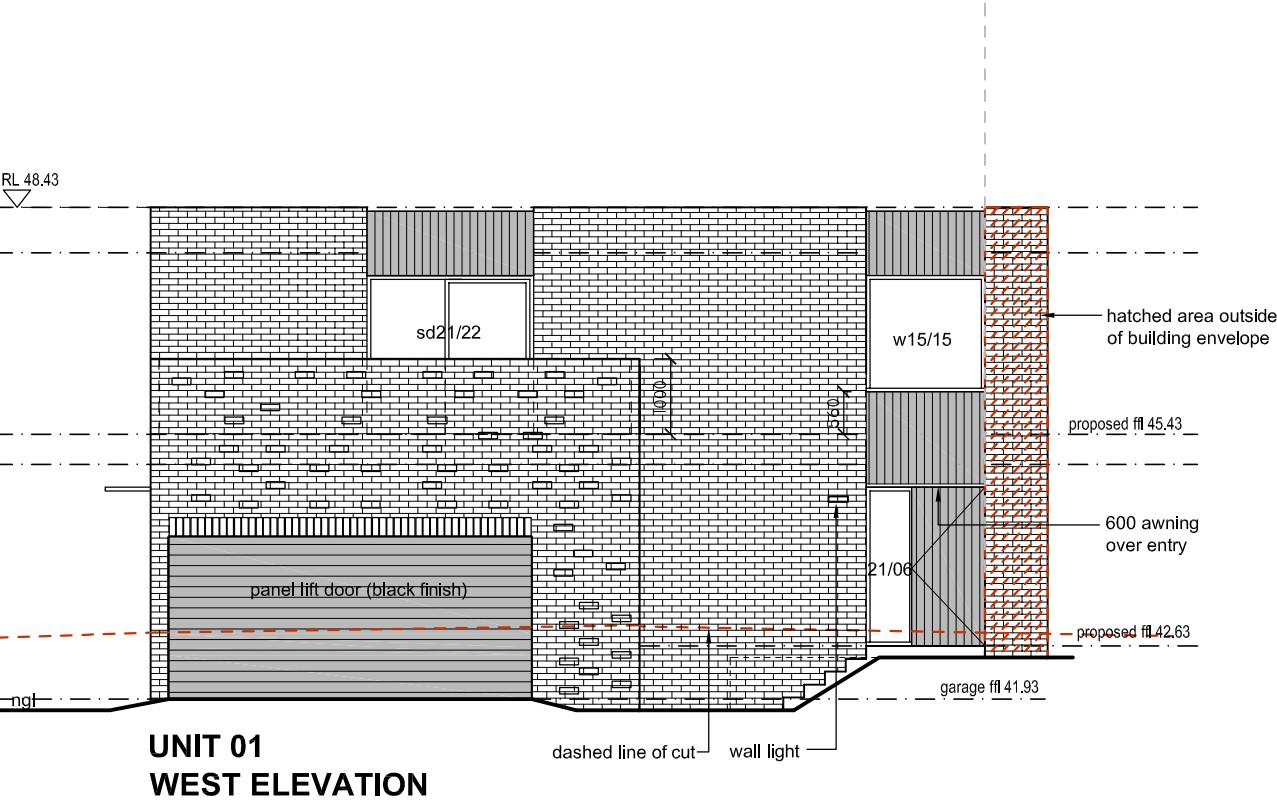


UNIT 04 LOWER FLOOR PLAN



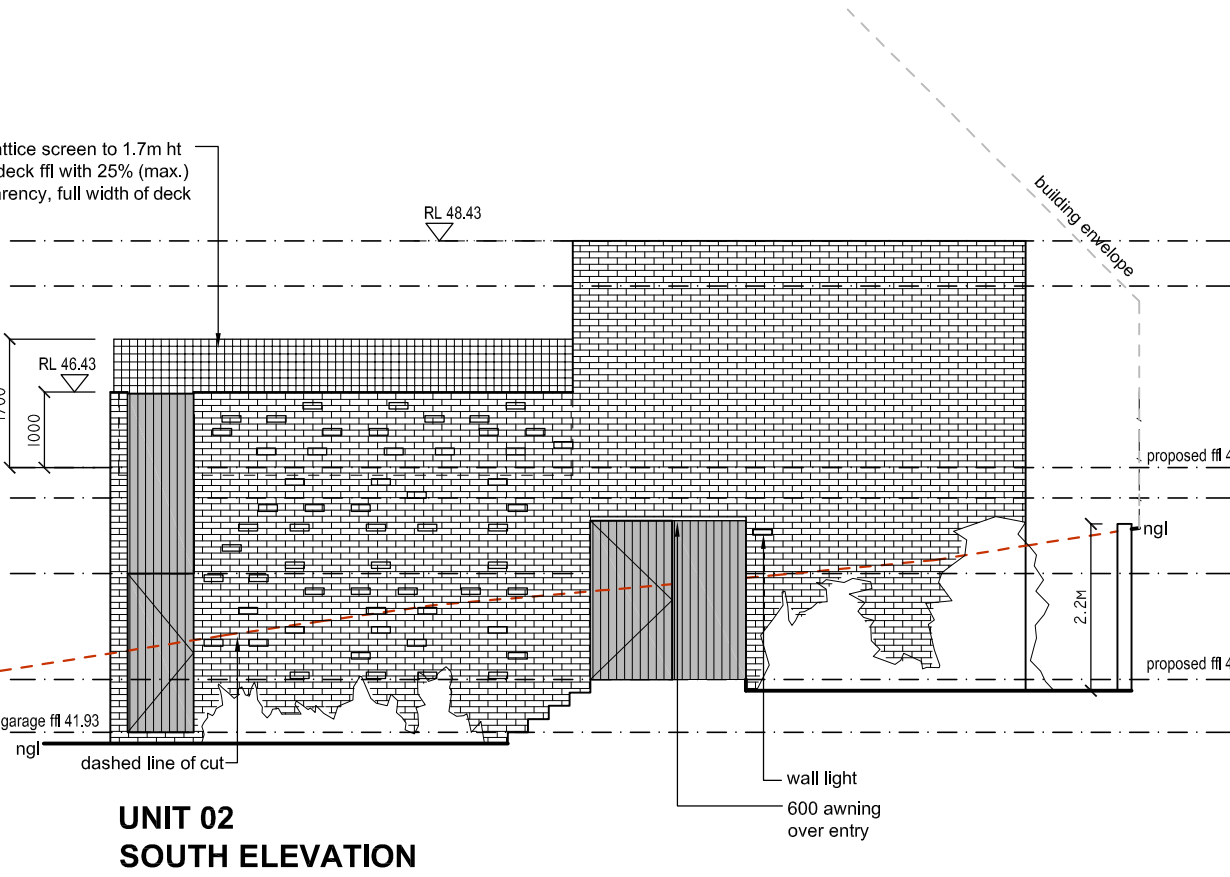
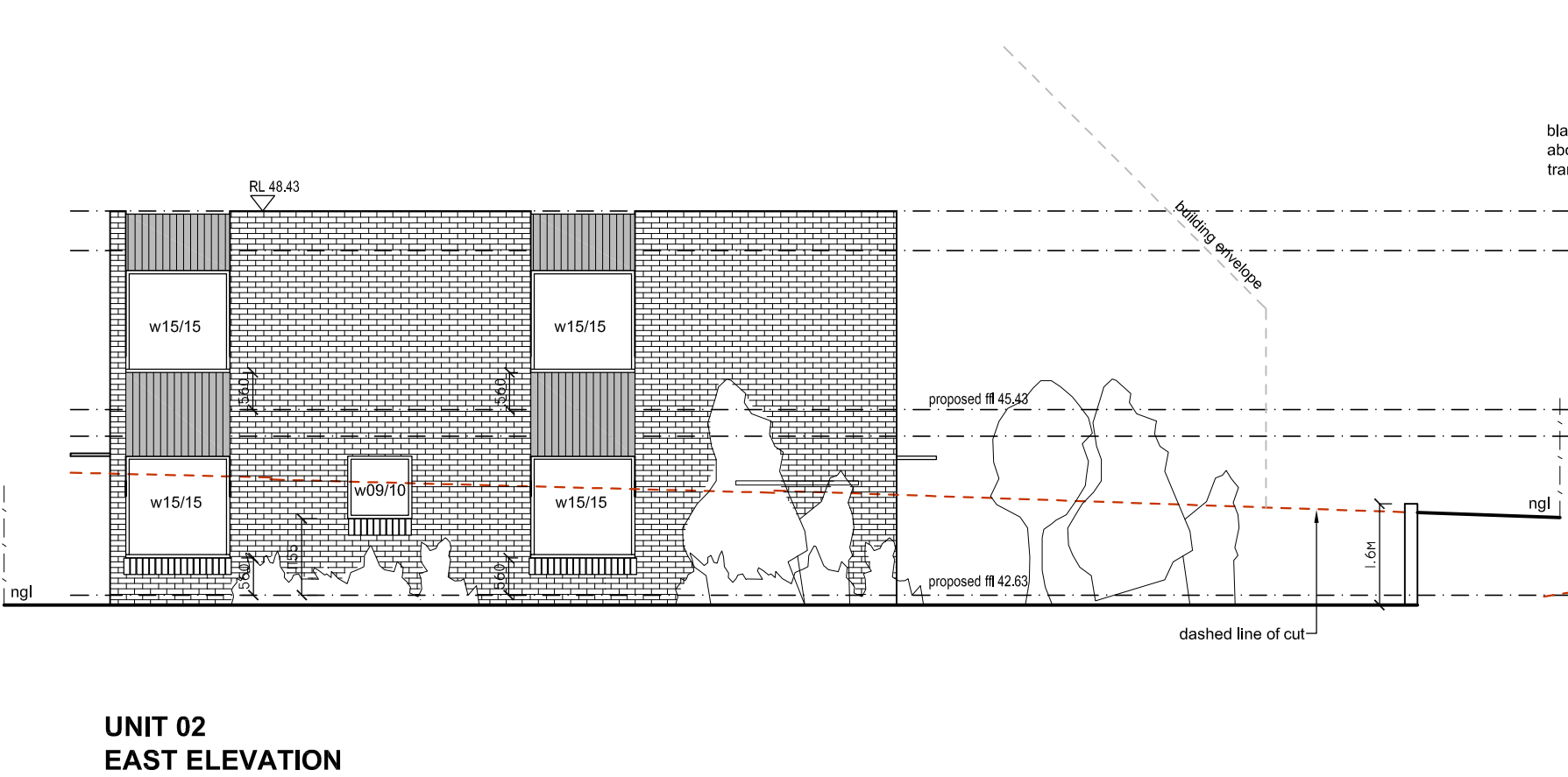
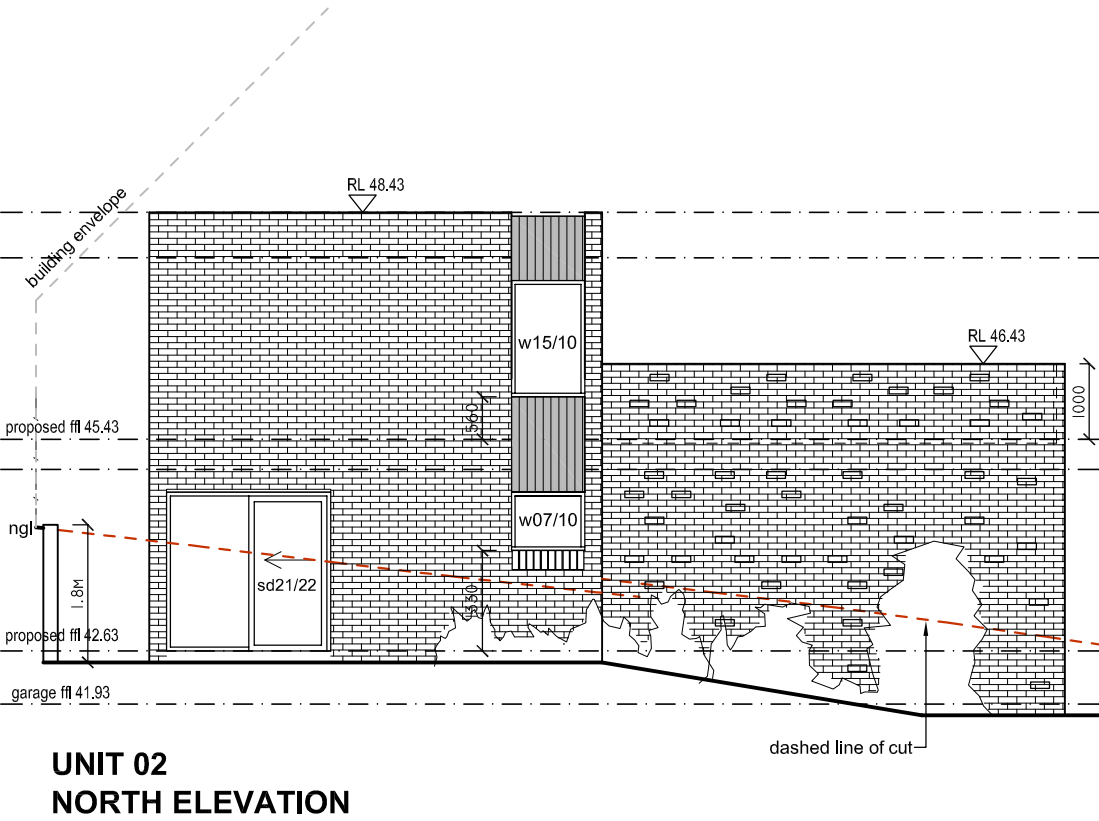
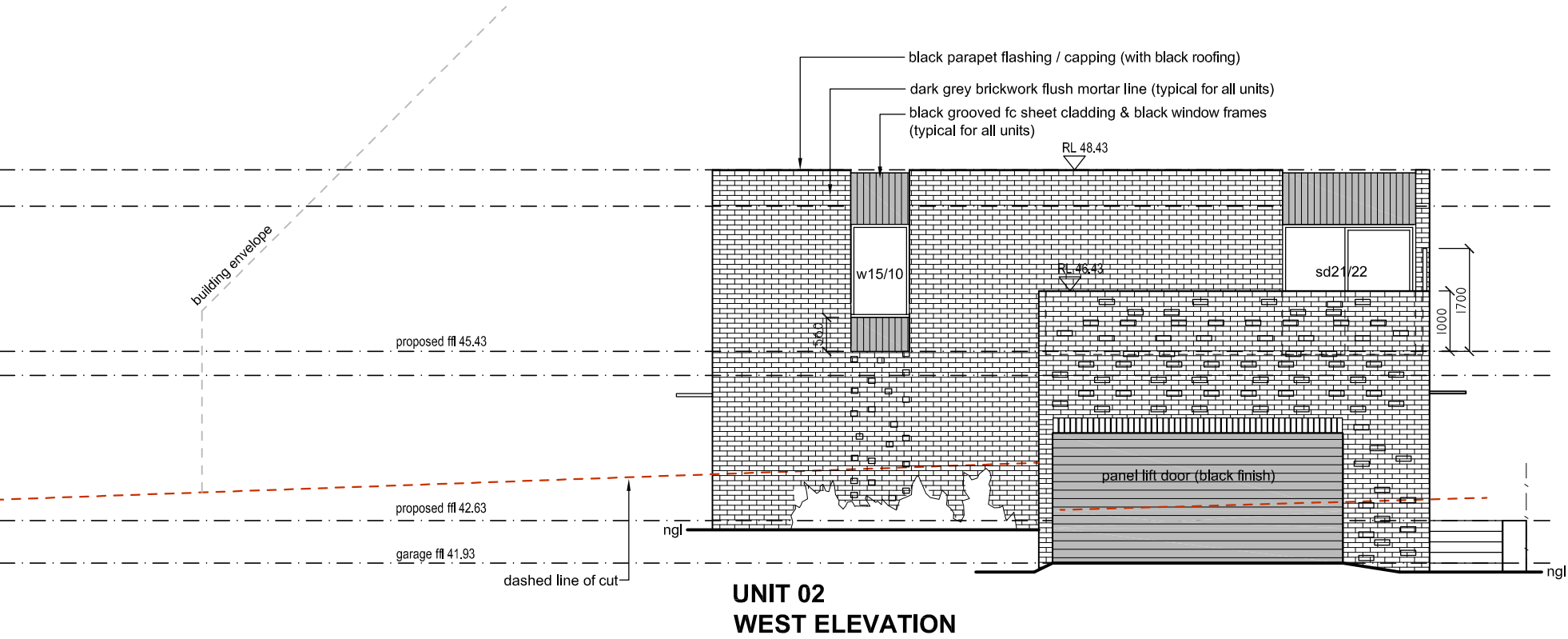
UNIT 04 UPPER FLOOR PLAN





DEVELOPMENT APPLICATION

<p><b>crump.</b></p> <p>crump architects CC6170C nathan@crump.net.au 0419 862 639</p>	<p>Drawings to be read in conjunction with specification by Crump Architects and all drawings and documents by engineers and subconsultants referred to in these plans. Contractors are to verify all dimensions on site before commencing any work or producing shop drawings. Larger scale drawings and written dimensions take preference. DO NOT SCALE FROM DRAWINGS. These drawings are protected by the laws of copyright and may not be copied or reproduced without the written permission of Crump Architects. ALL DISCREPANCIES TO BE BROUGHT TO THE ATTENTION OF THE AUTHOR.</p>	<p><b>PROPOSED TOWNHOUSE DEVELOPMENT 8 &amp; 10 ALEXIAS WAY OAKDOWNS 7019</b></p>		<p><b>UNIT 01 ELEVATIONS</b> 1:100 11/04/2019 Project No: 1805</p>	<p><b>SK.07 B</b></p>	
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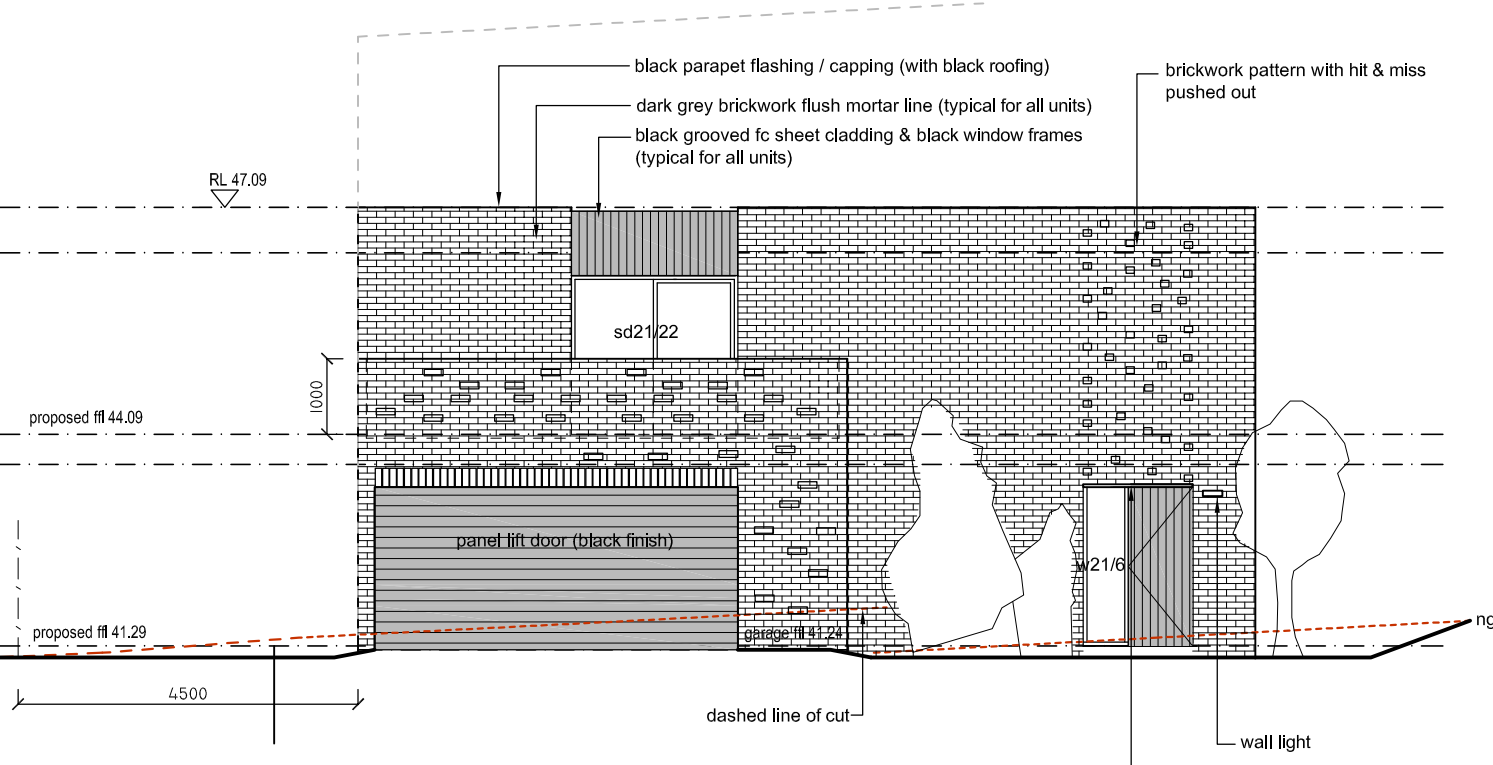
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PROPOSED TOWNHOUSE  
DEVELOPMENT  
8 & 10 ALEXIAS WAY  
OAKDOWNS 7019

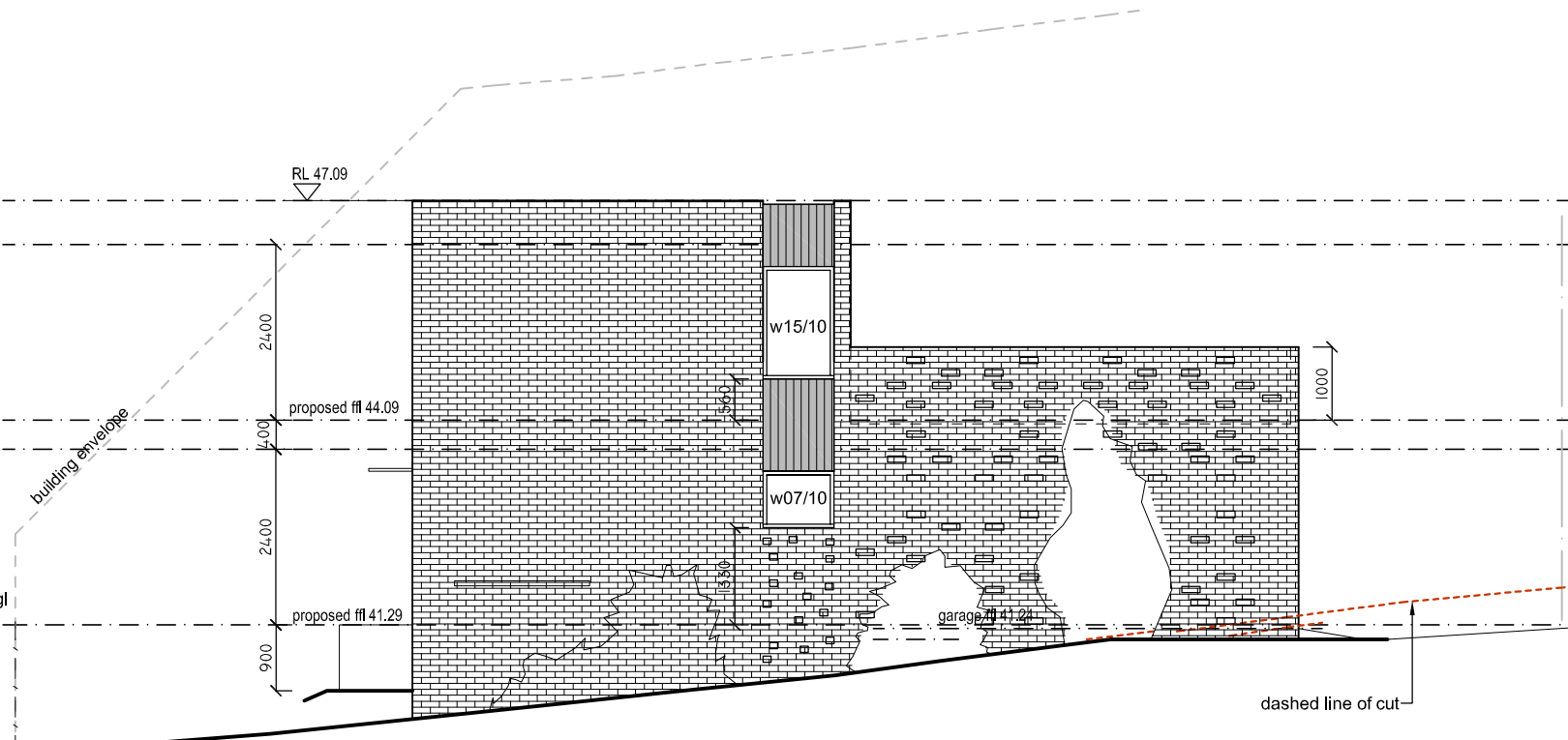
UNIT 02  
ELEVATIONS  
1:100  
11/04/2019  
Project No:  
1805

DEVELOPMENT APPLICATION

SK.08 B



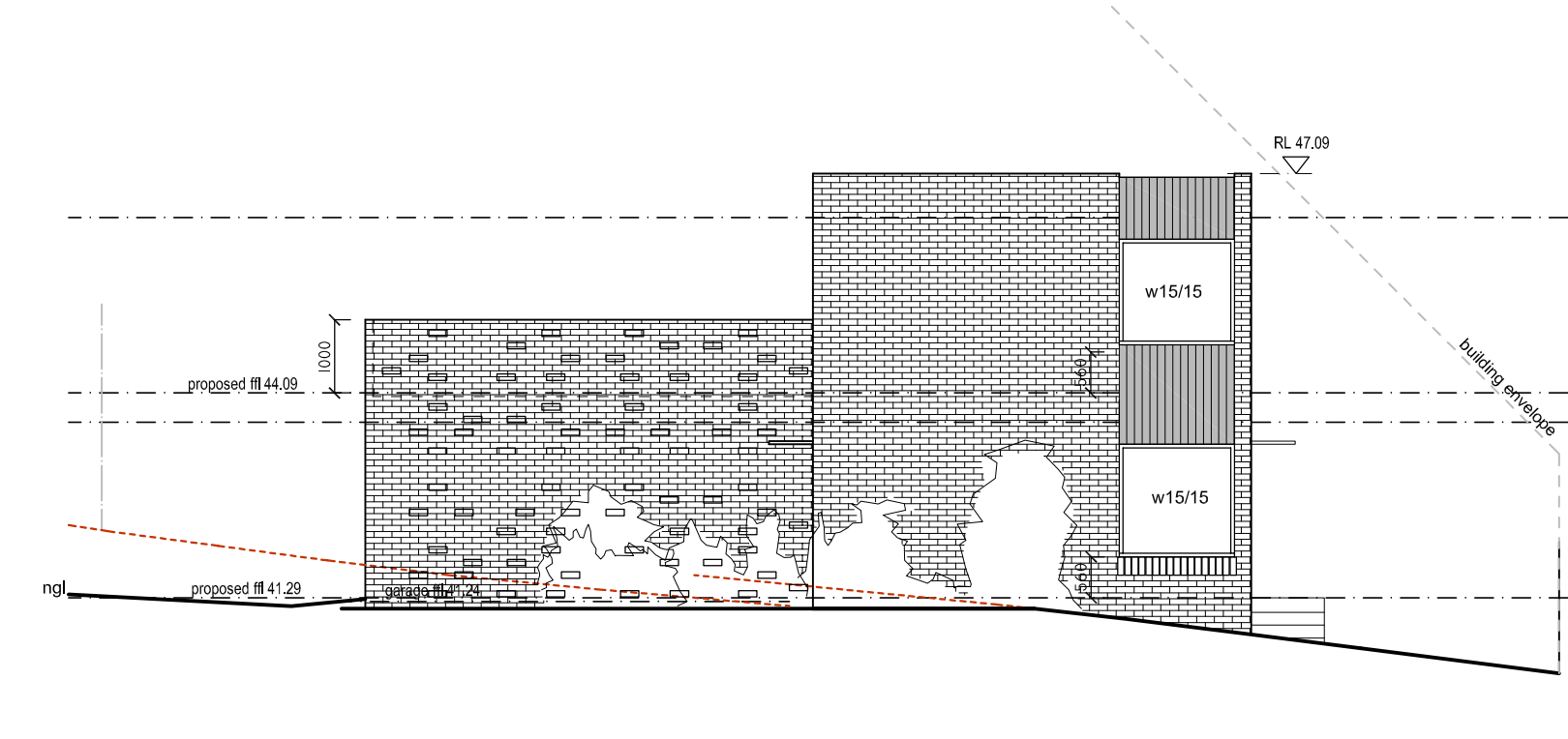
UNIT 03  
SOUTH EAST ELEVATION



UNIT 03  
SOUTH WEST ELEVATION



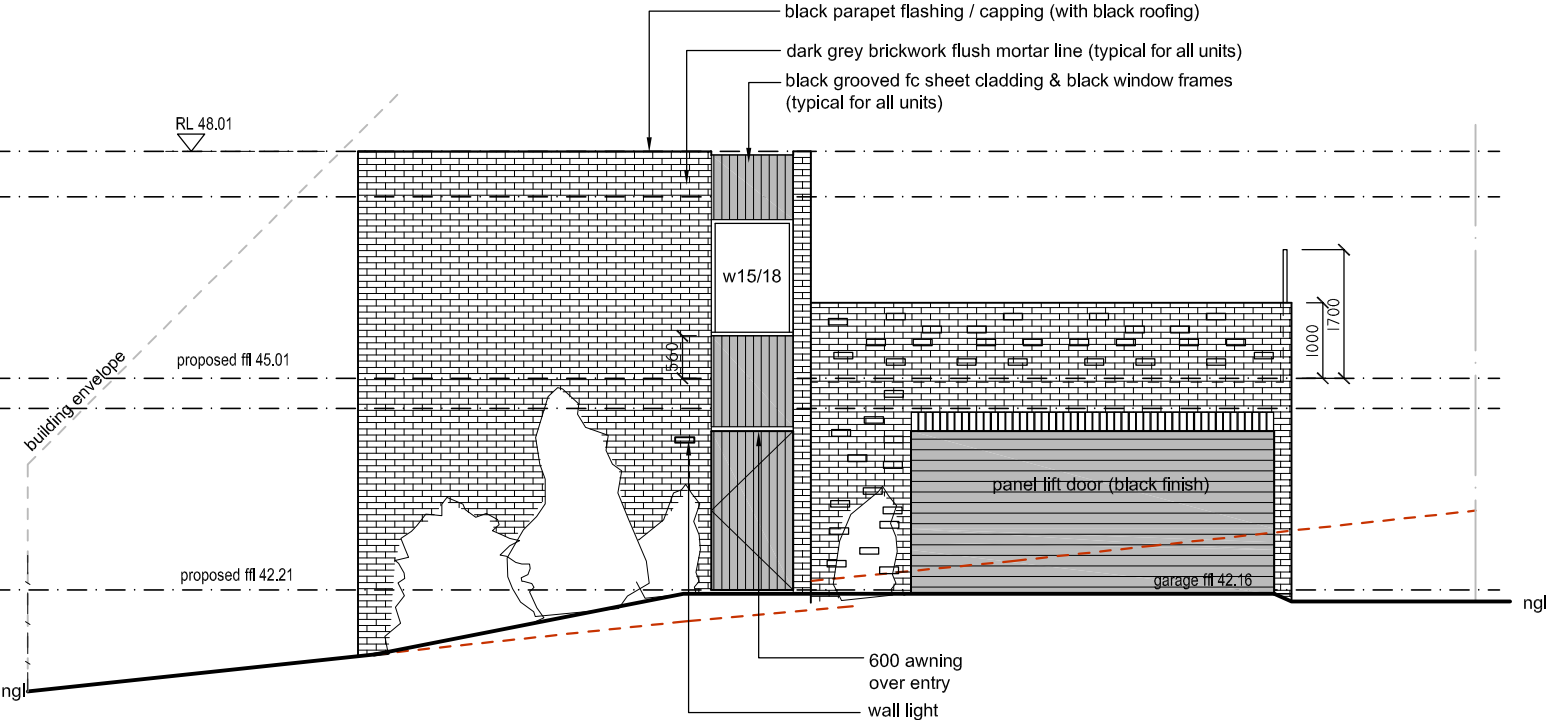
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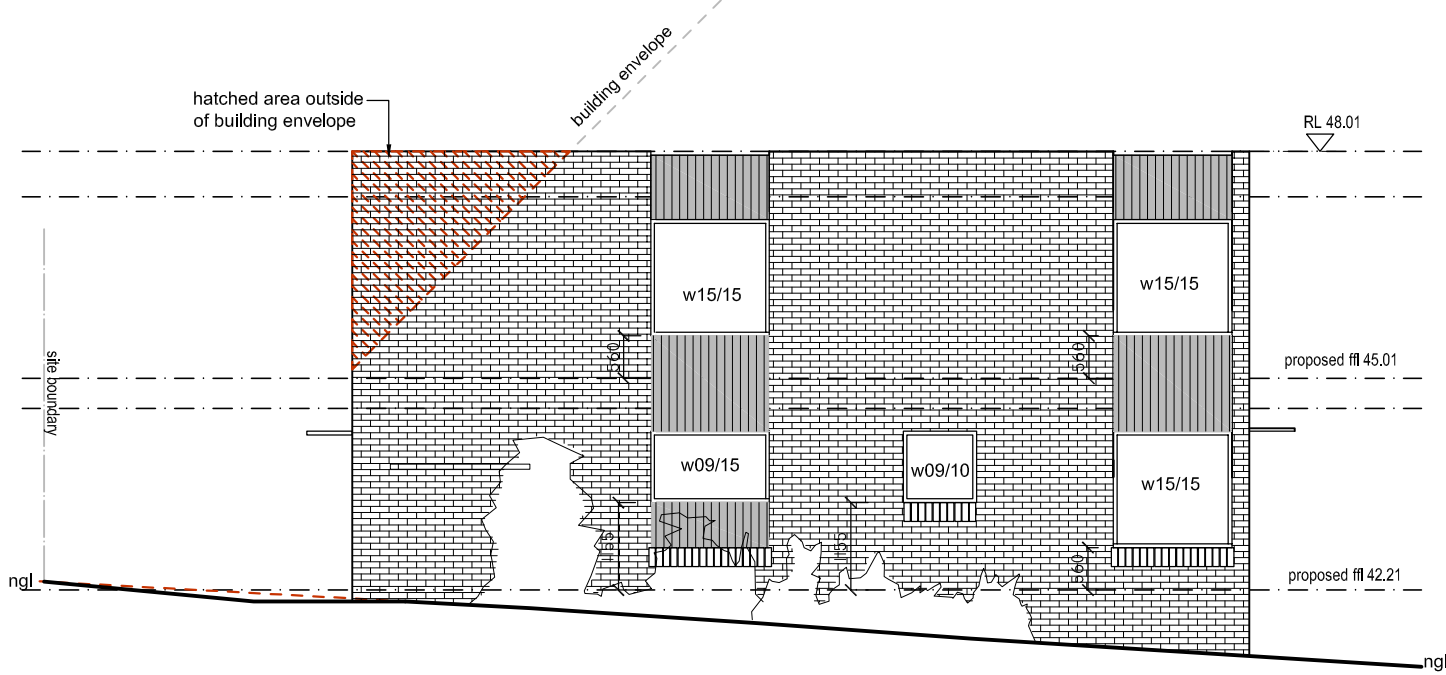
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NORTH EAST ELEVATION

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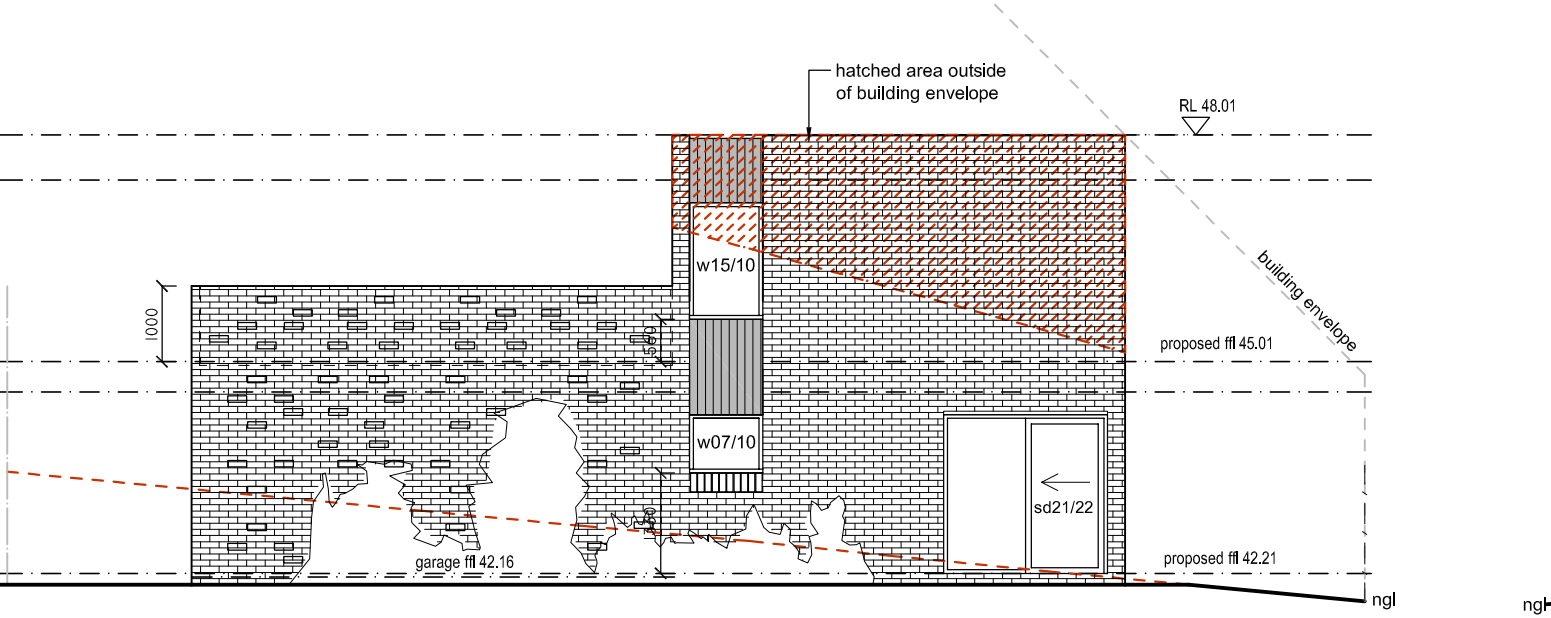




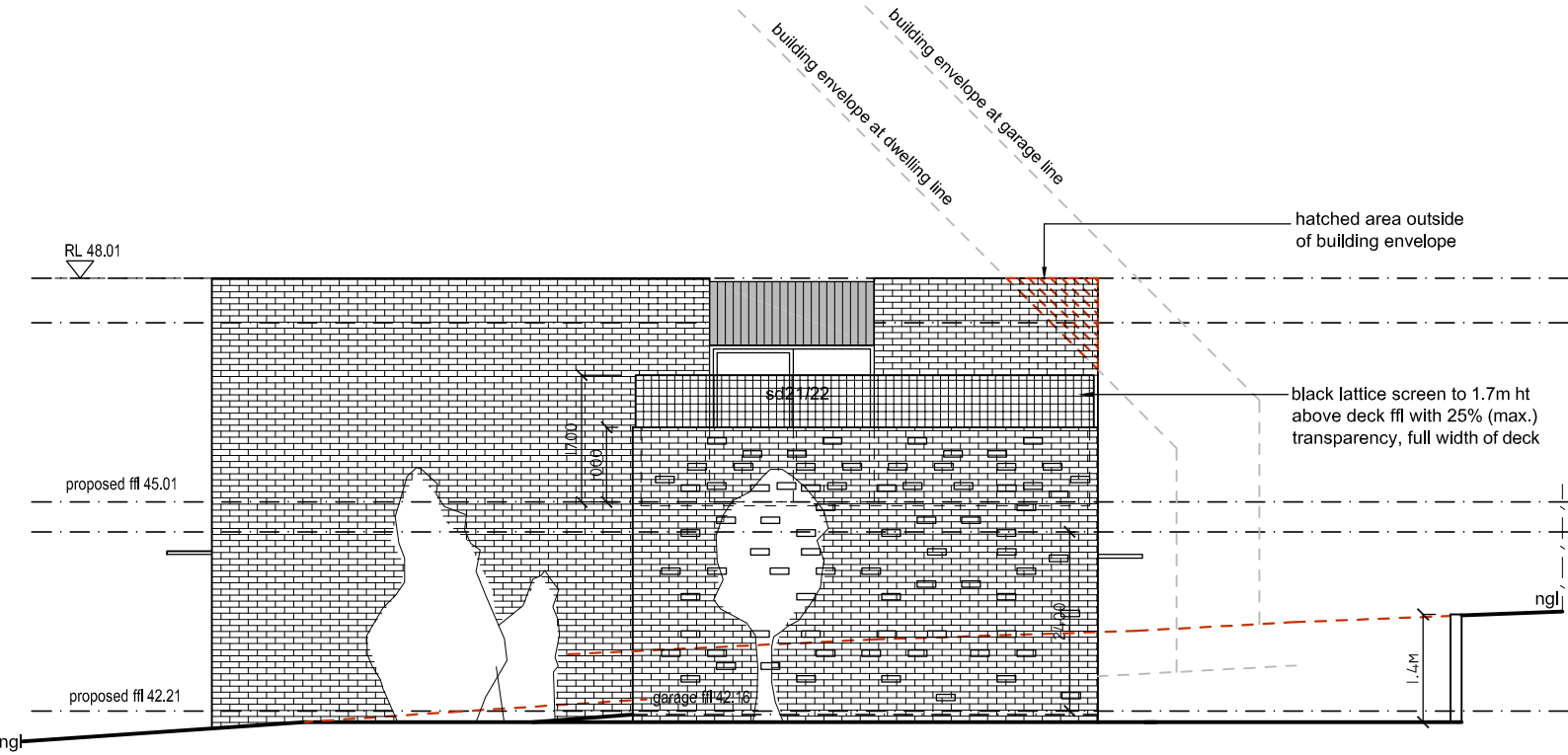
UNIT 04  
SOUTH WEST ELEVATION



UNIT 04  
NORTH WEST ELEVATION



UNIT 04  
NORHT EAST ELEVATION



UNIT 04  
SOUTH EAST ELEVATION

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PROPOSED TOWNHOUSE  
DEVELOPMENT  
8 & 10 ALEXIAS WAY  
OAKDOWNS 7019

UNIT 04  
ELEVATIONS  
1:100  
11/04/2019  
Project No:  
1805

SK.10 B

DEVELOPMENT APPLICATION





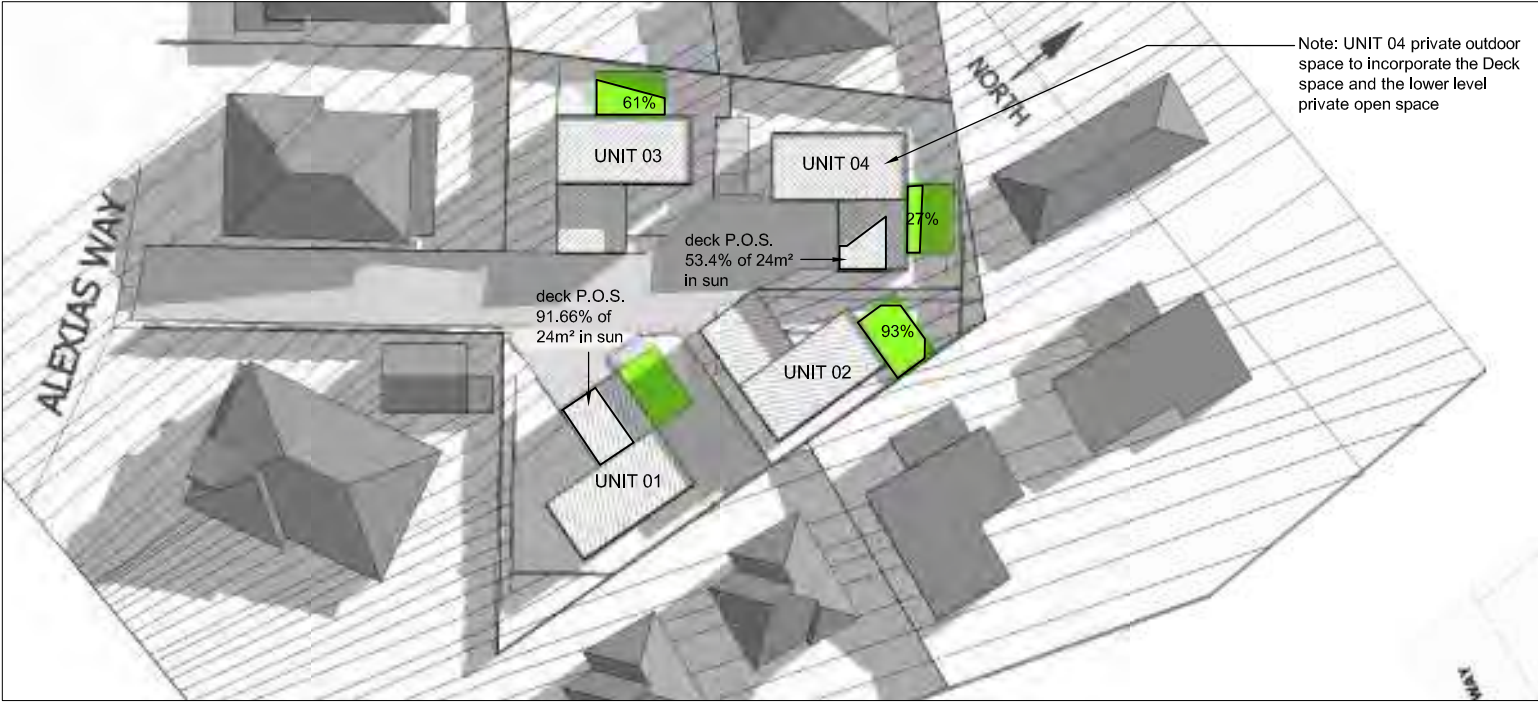
9am 21 June



10am 21 June



11am 21 June



12pm 21 June





1pm 21 June



2pm 21 June



3pm 21 June



4pm 21 June

crump.

crump architects

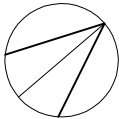
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nathan@crump.net.au

0419 862 639

Drawings to be read in conjunction with specification by Crump Architects and all drawings and documents by engineers and subconsultants referred to in these plans. Contractors are to verify all dimensions on site before commencing any work or producing shop drawings. Larger scale drawings and written dimensions take preference. DO NOT SCALE FROM DRAWINGS. These drawings are protected by the laws of copyright and may not be copied or reproduced without the written permission of Crump Architects. ALL DISCREPANCIES TO BE BROUGHT TO THE ATTENTION OF THE AUTHOR.

PROPOSED TOWNHOUSE  
DEVELOPMENT  
8 & 10 ALEXIAS WAY  
OAKDOWNS 7019



SHADOW DIAGRAMS

11/04/2019  
Project No:  
1805

DEVELOPMENT APPLICATION

SK.12 C

## Attachment 3

Site photo - D-2019/96



View of site from Alexias Way.



**11.3.6 DEVELOPMENT APPLICATION D-2019/121 – 936 OCEANA DRIVE, TRANMERE (CT136675/4) - DWELLING**  
(File No D-2019/121)**EXECUTIVE SUMMARY****PURPOSE**

The purpose of this report is to consider the application made for a dwelling at 936 Oceana Drive, Tranmere (CT 136675/4).

**RELATION TO PLANNING PROVISIONS**

The land is zoned Particular Purpose 1 – Urban Growth Zone and is subject to the Parking and Access Code, Stormwater Management Code, Waterway and Coastal Protection Code and Historic Heritage Code 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 the 19 June 2019 as agreed with the applicant.

**CONSULTATION**

The proposal was advertised in accordance with statutory requirements and no representations were received.

**RECOMMENDATION:**

- A. That the Development Application for a dwelling at Lot 4, 936 Oceana Drive, Tranmere (CT 136675/4) (CI Ref D-2019/121) be approved subject to the following conditions and advice.
1. GEN AP1 – ENDORSED PLANS.
  2. The works must be 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 the foreshore area must be avoided.

3. The development must meet all required Conditions of Approval specified by the *Tasmanian Heritage Council Notice of Decision* dated 27 May 2019 (THC Works Reference: 58700).

**ADVICE**

- a. This Permit will lapse after 2 years from the date on which it is granted unless the development/use has been substantially commenced. Upon request, under Section 53(5A) of the *Land Use Planning and Approvals Act 1993* Council may grant an extension of time for a further 2 years. A further 2 years may be granted upon request under Section 53(5B) of the *Land Use Planning and Approvals Act 1993*. Any such requests must be made in writing and within 6 months of the day on which the permit has lapsed.
- b. This is a Development Permit only. An application for a Building Permit, including any demolition work, must be submitted and approved prior to the commencement of works.
- c. Council's Building Department have advised that the proposed work is located within a bushfire prone area and therefore a BAL and bushfire assessment report will be required to be included as part of the future certified building permit application documents. In addition to the proposed access way, a bushfire assessment is likely to specify requirements for water storage for firefighting, hardstand areas, vehicle turning point and requirements for building and plumbing materials.
- d. The site may contain relics which are protected under the *Aboriginal Relics Act 1975* and the applicant is therefore responsible to ensure compliance with the provisions of that Act. Applicants are advised to seek independent technical advice in relation to identification and protection of any relics.
- e. It is advised that the development of a bushfire hazard management plan as part of the building permit application stage may determine that the existing access track from Oceana Drive requires upgrading to satisfy current bushfire regulations. This may result in impacts upon native vegetation covered by the Natural Assets Code which may require further separate planning approval.
- f. It is advised that if any title providing access to Lot 4, 936 Oceana Drive, Tranmere (CT136675/4) is transferred to any other party the current property owner must make arrangements for a legal means of access to Lot 4, 936 Oceana Drive, Tranmere without delay.
- g. Non-compliance with this permit is an offence under Section 63 of the *Land Use Planning and Approvals Act 1993* and may result in enforcement action under Division 4A of the *Land Use Planning and Approvals Act 1993* which provides for substantial fines and daily penalties.

- 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.

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## **ASSOCIATED REPORT**

### **1. BACKGROUND**

Council is in the process of developing the *Tranmere/Rokeby Peninsula Structure Plan* (draft Structure Plan). The development of the draft Structure Plan was workshopped with Council on 3 June 2019. The impact of the proposed development upon the development of the draft Structure Plan will be considered in detail further below.

### **2. STATUTORY IMPLICATIONS**

- 2.1.** The land is zoned Particular Purpose Zone 1 – Urban Growth Zone under the Scheme.
- 2.2.** The proposal is discretionary because it does not meet the Acceptable Solutions under the Scheme relating to building and works within the Urban Growth Zone, heritage, buildings and works within a Waterway and Coastal Protection Area, and stormwater management.
- 2.3.** The relevant parts of the Planning Scheme are:
- Section 8.10 – Determining Applications;
  - Section 32.0 – Particular Purpose Zone 1 – Future Urban Growth Zone;
  - Section E6.0 – Parking and Access Code;
  - Section E7.0 – Stormwater Management Code;
  - Section E11.0 – Waterway and Coastal Protection Code; and
  - Section E13.0 – Historic Heritage Code.
- 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 subject site forms a 20.23ha lot located at the southern end of the Tranmere /Rokeby peninsula. A location plan is included in the attachments. The land is accessed by an existing track from Oceana Drive and has title to the high-water mark. The southern tip of the site, known as Trywork Point, is the area proposed to support the new dwelling. The proposed dwelling would be located along the coastline which has a gentle south facing grade. The northern end of the site is covered in native woodland which is protected through the Natural Assets Code.

The site rises at a moderate grade from the Derwent shoreline. To the north to the hill top. The site is vacant and is accessed from the southern end of Oceana Drive which is currently in the same ownership.

The site is listed on the Tasmanian Heritage Register as the Droughty Point Farm and William Collins Bay Whaling Station. In 1985, an artefact scatter was recorded on Tryworks Point, near the area of the proposed development. However, two recent Archaeological Reports indicate that the reported artefact scatter on Trywork Point was not found in the survey and it was concluded that the whaling station/tryworks themselves were located further eastward than the current proposed development site. The reports conclude that any artefact scatters in this location are likely to be largely disturbed from decades of ploughing. As a precaution, the most recent survey recommends monitoring of any future earthwork, or a brief survey following the next time the area is ploughed, to ensure archaeology inadequately considered as part of the future usage of this part of the site.

The southern tip of the site is not serviced with reticulated sewer, water or stormwater infrastructure.

#### **3.2. The Proposal**

Application is made to construct a contemporary single storey dwelling at the southern end of the property as shown in Attachment 2.



The dwelling would be located between 11.83m and 17.45m from the boundary with the foreshore (High water mark) and would occupy a long, narrow footprint. The dwelling would have a total floor area of 372.86m<sup>2</sup> and would consist of a low profile, rectangular architectural building comprised of three linked segments. The dwelling would have a maximum height of 4.4m above natural ground level and would be clad with vertical board timber cladding, hardwood timber screening, natural stone feature walls and extensive use of floor to ceiling glazing. A deck is proposed to extend from the southern elevation of the dwelling. A garage and carport would be integrated into the western wing.

The existing vehicle track would provide access to the proposed dwelling with modifications proposed at the southern end to provide for a turning circle to the north of the dwelling.

#### **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 Schemes relevant Acceptable Solutions of the Particular Purpose Zone 1 – Urban Growth Zone and the Parking and Access Code, Stormwater Management Code, Waterway and Coastal Protection Code and Historic Heritage Code with the exception of the following.

**Particular Purpose Zone 1 – Urban Growth Zone**

<b>Clause</b>	<b>Standard</b>	<b>Acceptable Solution (Extract)</b>	<b>Proposed</b>
32.4.1 A1	Buildings and Works	<p>Development must comply with any of the following:</p> <p>(a) be for an addition to an existing dwelling, an ancillary dwelling or a home-based business;</p> <p>(b) be for a single dwelling and is on a lot no more than 2,000m<sup>2</sup> in size;</p> <p>(c) be of a temporary nature able to be readily removed prior to the development of the land for urban purposes.</p>	Does not comply – a building and works are proposed within the Particular Purpose Zone 1 – Urban Growth Zone.

The proposed variation must be considered pursuant to the Performance Criteria (P1) of the Clause 32.4.1 as follows.

<b>Performance Criteria</b>	<b>Proposal</b>
<i>“P1 - Development must not preclude or hinder the effective and efficient future subdivision and development of the land to urban densities.</i>	<p>The Planning Report submitted with the application indicates that the dwelling has been designed to be located close to the foreshore in an area that avoids coastal hazards, archaeological values of the former Droughty Point Whaling Station and Aboriginal Heritage sites.</p> <p>The future release of land within the Urban Growth Zone is guided by the <i>Southern Tasmanian Regional Land Use Strategy</i> (STRLUS). The land release guidelines within the STRLUS require the preparation of a Precinct Structure Plan for incorporation into a future planning scheme. Consistent with the land release guideline, Council has recently engaged Niche Planning Studio to prepare a Structure Plan for the Tranmere/Rokeby peninsula.</p>

The structure planning process has advanced and the latest draft presented to Council on 3 June 2019 takes into consideration future subdivision layout, including foreshore public open space networks and recreation facilities having regard to adopted Council Strategy. Council's *Tracks and Trails Strategy 2012* and *Tracks and Trails Action Plan 2015-202* both identify a desired future continuous coastal pathway around Droughty Point as part of a public coastal reserve.

Niche Planning Studio have been consulted in relation to the dwelling proposal and have advised that the location of the proposed dwelling will impact both the draft options presented to Council.

The first option for the Structure Plan design is to include a standard 30m foreshore reservation around the peninsula with an abutting 20m road reserve. If the draft Structure Plan were approved and its recommendations implemented through a future rezoning process, dwellings will be required to maintain a 50m setback from the high-water mark with a further front setback as required by the zone front setback standard.

The second option (and Niche's preferred plan) for the draft Structure Plan design includes a variable width foreshore reserve to avoid known constraints including coastal hazards, steep topography and indigenous sites. Attachment 5 is a plan provided by Niche showing the location of the proposed house plan overlaid on top of the "Option 2" draft Structure Plan.

As can be seen from Attachment 5, the siting of the proposed dwelling will impact upon both preferred options outlined above.

	<p>In response to the above, the consultants have recommended that the dwelling be relocated 5m further to the north to avoid the potential indigenous sites and to enable the construction of a 2.5m shared path to continue around the foreshore above the steep bank.</p> <p>Whilst it would be desirable for a foreshore reserve to follow the coastline of the peninsula to incorporate open space and passive recreational opportunities as envisaged by the draft Structure Plan, the proposed development would not preclude the obtaining of an “<i>effective and efficient subdivision layout to urban densities</i>” as required by the Performance Criteria. This is because the proposed dwelling could be readily incorporated into a residential lot as part of any future subdivision design and would not prevent the construction of a foreshore trail that, if necessary, deviates from the coast around the northern perimeter of the dwelling. The proposed single dwelling could be removed in the unlikely event that it is necessary to implement the final Masterplan and facilitate a future subdivision.</p> <p>It is likely that the proposed dwelling will impact upon the recommendations of the draft Structure Plan and Council will be required to consider this impact in the progression of the structure planning process. Despite this, the proposal is considered to satisfy the specified performance criteria in that the presence of the dwelling on the site would not prejudice the efficient future utilisation of the site for urban development given it proposes an urban form capable of being accommodated within an urban sized lot.</p>
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**Parking and Access Code**

<b>Clause</b>	<b>Standard</b>	<b>Acceptable Solution (Extract)</b>	<b>Proposed</b>
E6.7.3 A1	Vehicular passing areas along an access	<p>Vehicular passing areas must:</p> <p>(a) be provided if any of the following applies to an access:</p> <p>(i) it serves more than 5 car parking spaces;</p> <p>(ii) is more than 30m long;</p> <p>(iii) it meets a road serving more than 6000 vehicles per day;</p> <p>(b) be 6m long, 5.5m wide, and taper to the width of the driveway;</p> <p>(c) have the first passing area constructed at the kerb;</p> <p>(d) be at intervals of no more than 30m along the access.</p>	<p>Does not comply – the vehicular access driveway extending from the southern constructed end of Oceana Drive comprises a single lane unformed access track meandering through Lot 3, 936 Oceana Drive, Tranmere.</p> <p>The access shown on the proposal plans does not provide for passing bays as required by Clause (b) and (d).</p>

The proposed variation must be considered pursuant to the Performance Criteria (P1) of the Clause E6.7.3 as follows.

<b>Performance Criteria</b>	<b>Proposal</b>
<i>“P1 - Vehicular passing areas must be provided in sufficient number, dimension and siting so that the access is safe, efficient and convenient, having regard to all of the following:</i>	See below assessment.
<i>(a) avoidance of conflicts between users including vehicles, cyclists and pedestrians;</i>	The vehicular access services 10 titles comprising the southern end of the Droughty Point peninsula. These properties are in the same ownership and are known as 936 Oceana Drive. A single lane access would not cause conflict between users including vehicles, cyclists and pedestrians given the access is not currently shared with multiple property owners and is not publicly accessible land.

<p>(b) <i>avoidance of unreasonable interference with the flow of traffic on adjoining roads;</i></p>	<p>The vehicular access would commence at the southern constructed end of Oceana Drive. The location of the access point at the terminating end of a road will not cause any unreasonable interference with traffic flows along the southern end of Oceana Drive.</p> <p>The low speed environment at this location and limited number of access points servicing adjoining properties will further reduce the potential for conflict.</p>
<p>(c) <i>suitability for the type and volume of traffic likely to be generated by the use or development;</i></p>	<p>The subject site is located within a bushfire prone area therefore a Bushfire Hazard Management Plan will be required to be prepared as part of the documentation submitted with a future building permit application.</p> <p>Current bushfire regulations require a higher standard of road access and includes an all-weather construction, a minimum carriageway width of 4m and passing bays of 2m additional carriageway (6m total) width and 20m length provided every 200m.</p> <p>It is likely that the current access will require upgrading to comply with current bushfire regulations, however, this will be determined at the building permit stage. It is also likely that widening of the access road may require vegetation removal in an area covered by the Natural Assets Code. This clearing may be subject to further Council approval and advice is recommended to this effect.</p> <p>Should it be determined that the existing access requires upgrading, these upgrades will ensure an access which is suitable for emergency vehicles in the event of a bushfire whilst allowing for ease of egress for the occupants should these vehicle movements conflict.</p>

(d) <i>ease of accessibility and recognition for users”.</i>	Should it be determined that the existing access requires upgrading, these upgrades will ensure an access which is suitable for emergency vehicles in the event of a bushfire whilst allowing for ease of egress for the occupants should these vehicle movements conflict.
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**Historic Heritage Code**

Clause	Standard	Acceptable Solution (Extract)	Proposed
E13.7.2 A1	Buildings and works other than demolition on a heritage place	No Acceptable Solution.	Does not comply – given there is no Acceptable Solution, consideration is required under the Performance Criteria.

In this instance the proposal must be considered pursuant to the Performance Criteria (P1) of the Clause E13.7.2 as follows.

Performance Criteria	Proposal
<i>“P1 - Development must not result in any of the following:</i>	See below assessment.
(a) <i>loss of historic cultural heritage significance to the place through incompatible design, including in height, scale, bulk, form, fenestration, siting, materials, colours and finishes;</i>	<p>The site is listed on the Tasmanian Heritage Register as the Droughty Point Farm and William Collins Bay Whaling Station. The site has been subject to at least three archaeological surveys as part of a wider site formerly known as 936 Oceana Drive. An Archaeological Impact Assessment was undertaken for the proposed development, as informed by previous archaeological surveys.</p> <p>An artefact scatter was identified on Trywork Point in 1987, near the area of the proposed development, but concluded that the tryworks (whaling station) was further east. An archaeological report conducted in 2009 found that any artefact scatters in the location of the proposed development are likely to be largely disturbed from decades of ploughing.</p>

	<p>The Archaeological Impact Assessment submitted with the current application has found that based on the minor nature of the excavation works, over a limited area, and the poorly defined precise extent of the previously noted artefact scatter, the proposed dwelling is unlikely to have a substantial impact upon any significant archaeological remains. Nevertheless, as a precaution, the assessment recommends the following archaeological management:</p> <ul style="list-style-type: none"><li>• The excavation crew and the site foreman be briefed on the possibility of archaeological remains and their likely nature.</li><li>• If any such remains are encountered during excavations, then an archaeologist be called into assess the nature, extent and significance of such.</li><li>• If the archaeologists determine that any remains are significant, then these be managed in accordance with the Tasmanian Heritage Council's Practice Note 2.</li></ul> <p>The application was referred to the Tasmanian Heritage Council who have advised that it is necessary to ensure archaeological features and deposits are properly assessed for their heritage value and to ensure that records are kept of areas where excavation has occurred, and no archaeological potential exists. The Tasmanian Heritage Council have issued a Notice of Heritage Decision requiring works to be monitored by a suitably qualified historical arachnologist along with management prescriptions should any potentially significant archaeological features and/or deposits be revealed during ground disturbing works.</p>
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<i>(b) substantial diminution of the historic cultural heritage significance of the place through loss of significant streetscape elements including plants, trees, fences, walls, paths, outbuildings and other items that contribute to the significance of the place”.</i>	Council’s Heritage Advisor has advised that the proposal would not cause any diminution of the historic cultural heritage significance of the place.
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<b>Clause</b>	<b>Standard</b>	<b>Acceptable Solution (Extract)</b>	<b>Proposed</b>
E13.7.2 A2	Buildings and works other than demolition on a heritage place	No Acceptable Solution.	Does not comply – given there is no Acceptable Solution, consideration is required under the Performance Criteria.

In this instance, the proposal must be considered pursuant to the Performance Criteria (P2) of the Clause E13.7.2 as follows.

<b>Performance Criteria</b>	<b>Proposal</b>
<i>“P2 - Development must be designed to be subservient and complementary to the place through characteristics including:</i> <i>(a) scale and bulk, materials, built form and fenestration;</i> <i>(b) setback from frontage;</i> <i>(c) siting with respect to buildings, structures and listed elements;</i> <i>(d) using less dominant materials and colours”.</i>	Council’s Heritage Advisor has reviewed the proposal and has advised that the building is of low-level proportions and appears appropriately articulated using form, materials and colour that could be considered compatible with the surrounding environment.

<b>Clause</b>	<b>Standard</b>	<b>Acceptable Solution (Extract)</b>	<b>Proposed</b>
E13.7.2 A3	Buildings and works other than demolition on a heritage place	No Acceptable Solution.	Does not comply – given there is no Acceptable Solution, consideration is required under the Performance Criteria.

In this instance the proposal must be considered pursuant to the Performance Criteria (P3) of the Clause E13.7.2 as follows.

<b>Performance Criteria</b>	<b>Proposal</b>
<i>“P3 - Materials, built form and fenestration must respond to the dominant heritage characteristics of the place, but any new fabric should be readily identifiable as such”.</i>	Council’s Heritage Advisor has advised that the buildings form, materials and colour will be visually sensitive to the heritage values located further east at the Whaling Station site.

### **Waterway and Coastal Protection Code**

<b>Clause</b>	<b>Standard</b>	<b>Acceptable Solution (Extract)</b>	<b>Proposed</b>
E11.7.1 A1	Buildings and Works within a Waterway and Coastal Protection Area	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.	Does not comply – the proposed dwelling would be located within a Waterway and Coastal Protection Area.

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

<b>Performance Criteria</b>	<b>Proposal</b>
<i>“P1 - Buildings and works within a Waterway and Coastal Protection Area must satisfy all of the following:</i>	See below assessment.
<i>(a) avoid or mitigate impact on natural values;</i>	The proposed dwelling would be sited on cleared pasture and subject to appropriate drainage management, the proposal would not impact upon natural values.
<i>(b) mitigate and manage adverse erosion, sedimentation and runoff impacts on natural values;</i>	Stormwater will be required to be managed on-site to avoid erosion and sedimentation impacts upon the nearby coastline.
<i>(c) avoid or mitigate impacts on riparian or littoral vegetation;</i>	The proposed dwelling would be sited within cleared pasture therefore will avoid impact on existing riparian or littoral vegetation.
<i>(d) maintain natural streambank and streambed condition, (where it exists);</i>	The proposed dwelling would not be located within close proximity to a watercourse therefore would not impact upon streambed condition.
<i>(e) maintain in-stream natural habitat, such as fallen logs, bank overhangs, rocks and trailing vegetation;</i>	The proposal would be located clear of any watercourse therefore will avoid impacts upon in stream natural habitat.

<i>(f) avoid significantly impeding natural flow and drainage;</i>	The dwelling would be located on relatively flat land therefore requiring limited excavation works. The proposal is therefore unlikely to impact upon natural flow and drainage.
<i>(g) maintain fish passage (where applicable);</i>	The proposed dwelling would be located well away from the coastline therefore would not impact upon fish passage.
<i>(h) avoid landfilling of wetlands;</i>	The proposal would not involve fill or a wetland.
<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>	Given the proximity of the dwelling to the coast, it is recommended that a condition be included requiring the works to be carried out in accordance with the 'Wetlands and Waterways Works Manual' (DPIWE, 2003) and "Tasmanian Coastal Works Manual" (DPIPWE, Page and Thorp, 2010).

**Stormwater Management Code**

<b>Clause</b>	<b>Standard</b>	<b>Acceptable Solution (Extract)</b>	<b>Proposed</b>
E7.7.1 A1	Stormwater drainage and disposal	Stormwater from new impervious surfaces must be disposed of by gravity to public stormwater infrastructure.	Does not comply – there is no Council stormwater infrastructure located within the area for the development to collect stormwater disposed by the development.

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

<b>Performance Criteria</b>	<b>Proposal</b>
<i>"P1 - Stormwater from new impervious surfaces must be managed by any of the following:</i>	See below assessment.
<i>(a) 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>	Council's Development Engineer has advised that the land area of the property is sufficient to enable all stormwater to be detained and/or reused on the site.
<i>(b) collected for re-use on the site;</i>	As per above.

(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> ”.	There is no public stormwater infrastructure available to the site in which to direct stormwater to. Notwithstanding, the proposal complies with Clauses (a) and (b) above therefore there is no requirement to comply with clause (c).
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## **5. REPRESENTATION ISSUES**

The proposal was advertised in accordance with statutory requirements and no representations were received.

## **6. EXTERNAL REFERRALS**

The application was referred to TasWater who have advised that they do not object to the proposed development and did not provide any condition to be included as part of any approval.

The application was referred to Aboriginal Heritage Tasmania (AHT) for comment. AHT have advised that there is an aboriginal heritage site recorded within or in very close proximity to the proposed development area. Accordingly, an Aboriginal Heritage assessment has been recommended to determine whether the proposed development will impact on Aboriginal Heritage and to provide mitigation and management advice, including any permit requirements under the *Aboriginal Heritage Act 1975*. An Aboriginal heritage assessment was undertaken as part of previous subdivision approvals for Droughty Point and an Aboriginal Heritage Assessment has been commissioned by the Clarence City Council as part of the draft Structure Plan. It is recommended that advice be included on the planning permit altering the property owner to their responsibility to ensure compliance with the provision of the *Aboriginal Heritage Act 1975*.

## **7. COUNCIL COMMITTEE RECOMMENDATION**

The application was considered by Council’s Recreation Planner – Trails and Cycleways on behalf of the Tracks and Trails Committee. Concern is raised that the proposal is premature considering the development of the Tranmere Rokeby Peninsula Structure Plan as the proposal fails to indicate how it would be capable of being accommodated within a future broader subdivision plan for the area.



Specifically, concern is raised that the location of the dwelling may compromise the development of a continuous coastal walking track around Droughty Point as part of a future public coastal reserve. It was submitted that the proposal may sever a future coastal trail and alienate public access around the coastline.

Council's Recreation Planner recommends that the building be setback 30-40m from the top of the rocky shoreline to leave adequate space for a public walking track and foreshore reserve without compromising the privacy of residents. Ultimately it is the view of the Recreation Planner that the development is insensitive to the visual, cultural and recreation values of the area.

- **Comment**

While the above observations, concerns and recommendations are valid, in this instance it is considered that the limited scope afforded under the performance criteria at Clause 32.4.1 of the Scheme does not extend to these matters and accordingly are not sufficient to warrant refusal of the proposal.

## **8. STATE POLICIES AND ACT OBJECTIVES**

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

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

## **9. COUNCIL STRATEGIC PLAN/POLICY IMPLICATIONS**

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

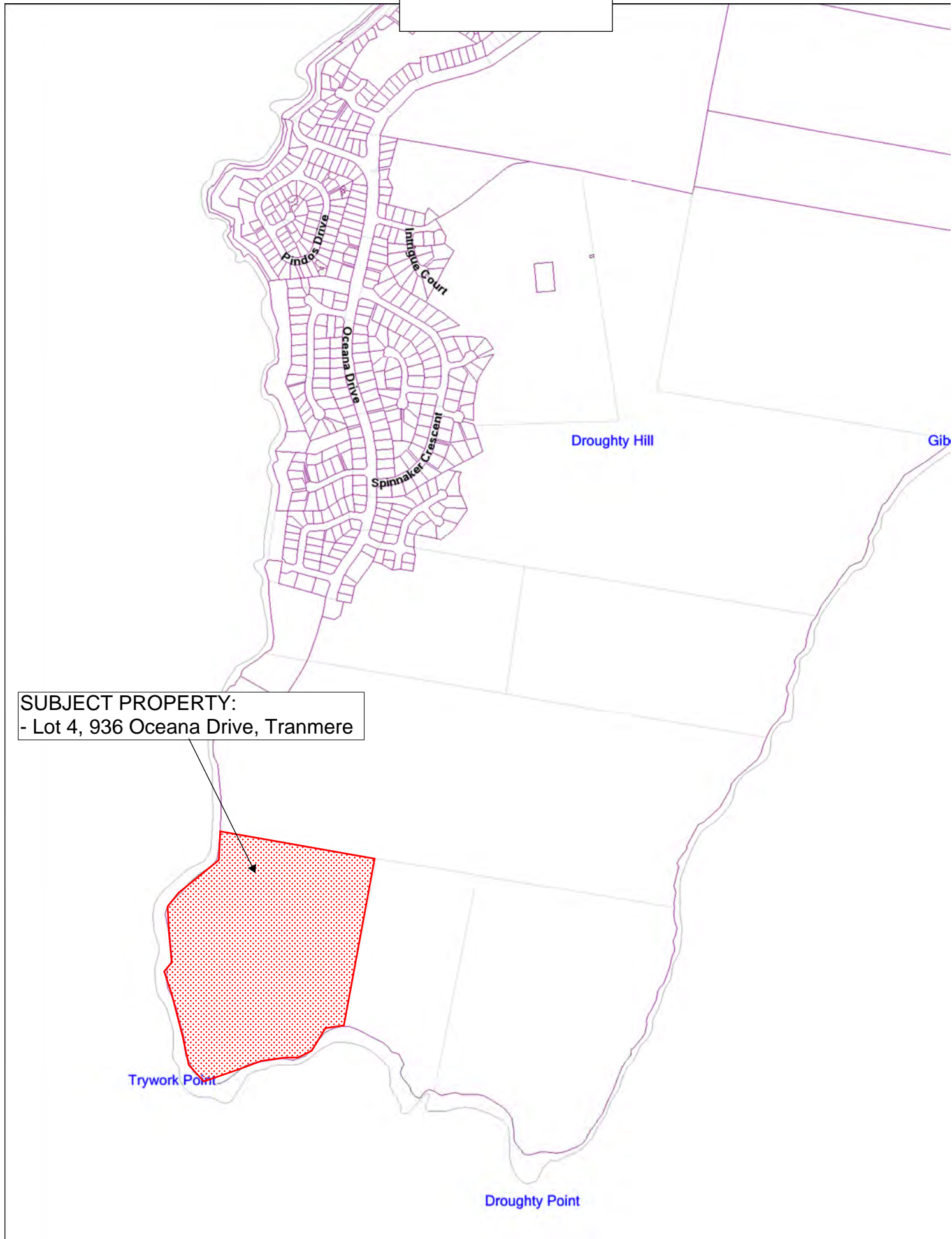
## **10. CONCLUSION**

The proposal for a dwelling at 936 Oceana Drive, Tranmere (CT136675/4) is considered to satisfy all relevant acceptable solutions and performance criteria of the Scheme and is accordingly recommended for conditional approval.

Attachments: 1. Location Plan (1)  
2. Proposal Plan (4)  
3. Site Photo (1)  
4. Notice of Heritage Decision (2)  
5 Draft Tranmere/Rokeby Peninsula Structure Plan – Foreshore Reserve Arrangement [Option 2] (1)

Dan Ford  
**ACTING MANAGER CITY PLANNING**

## Attachment 1



**Disclaimer:** This map is a representation of the information currently held by Clarence City Council. While every effort has been made to ensure the accuracy of the product, Clarence City Council accepts no responsibility for any errors or omissions. Any feedback on omissions or errors would be appreciated. Copying or reproduction, without written consent is prohibited. **Date:** Friday, 31 May 2019 **Scale:** 1:12,050 @A4

AREAS:  
PROPOSED LIVING AREAS = 272.51M2  
PROPOSED DECK = 36.00M2  
PROPOSED GARAGE = 41.58M2  
PROPOSED CARPORT = 55.78M2  
  
SITE AREA (CT: 136675/4) = 20.23HA

- LEGEND:
- [Grey Box] = PROPOSED DWELLING
  - [Circle with dot] = EXISTING VEGETATION (NONE - CLEAR LAND)
  - [Dashed line] = ROOF, EAVE OR STRUCTURE OVER
  - [Contour line with 'x'] = EXISTING GROUND CONTOUR LINE AND RL
  - [Diamond with 'X'] = PLANNING SCHEME SETBACK DIAGRAM (NOT APPLICABLE)
  - [Line with double slash] = EXISTING FENCELINE

RIVER  
DERWENT

LOT 4  
CT: 136675/4  
20.23HA  
  
(OWNER: AJ CARR DEVELOPMENT CORPORATION PTY LTD)

PASTURE/CLEARED LAND -  
NO ESTABLISHED VEGETATION  
TO BE REMOVED

NEIGHBOURING PROPERTY  
LOT 3  
CT: 136675/3  
(OWNER: AJ CARR DEVELOPMENT CORPORATION PTY LTD)

NEIGHBOURING PROPERTY  
LOT 5  
CT: 136675/5  
(OWNER: AJ CARR DEVELOPMENT CORPORATION PTY LTD)

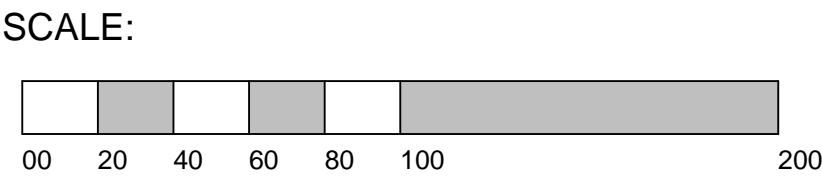
CHINAMAN'S  
BEACH

RALPHS  
BAY

PROPOSED  
DWELLING

TRYWORK  
POINT

SITE LOCATION PLAN - SCALE 1:2000



PROPOSED DWELLING  
LOT 4 (CT: 136675/4) DROUGHTY POINT/TRANMERE

SITE LOCATION PLAN

Drawn XW CC:1660	Scale - 1:2000 (A2)
Date: FEB 2019	Checked

DW+  
PO Box 4564, Bathurst Street  
Hobart, TAS 7000  
P: 0362 348777 F: 0362 348988  
info@dwadesign.com.au



AREAS:

PROPOSED LIVING AREAS = 272.51M2  
PROPOSED DECK = 36.00M2  
PROPOSED GARAGE = 41.58M2  
PROPOSED CARPORT = 55.78M2

SITE AREA (CT: 136675/4) = 20.23HA

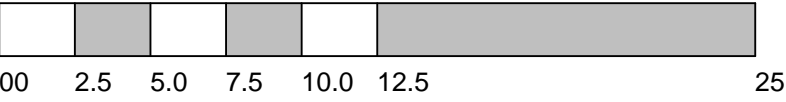
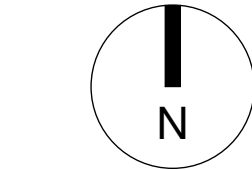
LEGEND:

- = PROPOSED DWELLING
- = EXISTING VEGETATION (NONE - CLEAR LAND)
- = ROOF, EAVE OR STRUCTURE OVER
- = EXISTING GROUND CONTOUR LINE AND RL
- = PLANNING SCHEME SETBACK DIAGRAM (NOT APPLICABLE)
- = EXISTING FENCELINE

RIVER  
DERWENT

LOT 4  
CT: 136675/4  
20.23HA

RALPHS  
BAY



SITE PLAN - SCALE 1:500

PROPOSED DWELLING  
LOT 4 (CT: 136675/4) DROUGHTY POINT/TRANMERE

SITE PLAN

Drawn XW CC:1660

Scale - 1:500 (A2)

Date: FEB 2019

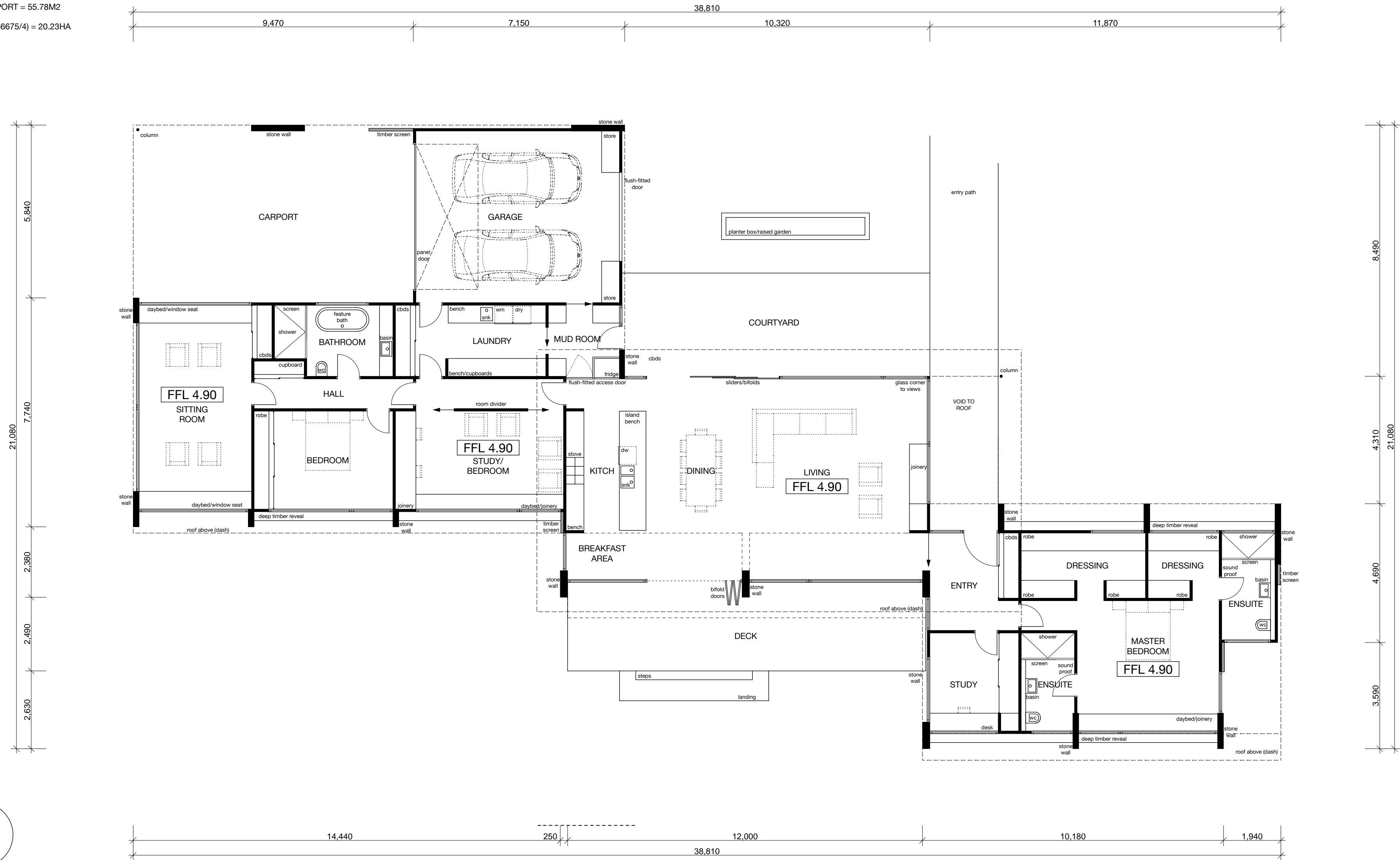
Checked



PO Box 4564, Bathurst Street  
Hobart, TAS 7000  
P: 0362 348777 F: 0362 348988  
info@dwadesign.com.au

AREAS:

PROPOSED LIVING AREAS = 272.51M2  
PROPOSED DECK = 36.00M2  
PROPOSED GARAGE = 41.58M2  
PROPOSED CARPORT = 55.78M2  
SITE AREA (CT: 136675/4) = 20.23HA



FLOOR PLAN - SCALE 1:100

SHEET 03

PROPOSED DWELLING  
LOT 4 (CT: 136675/4) DROUGHTY POINT/TRANMERE

FLOOR PLAN

Drawn XW CC:1660

Scale - 1:100 (A2)

Date: FEB 2019

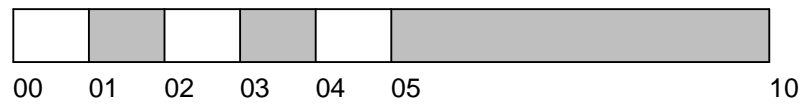
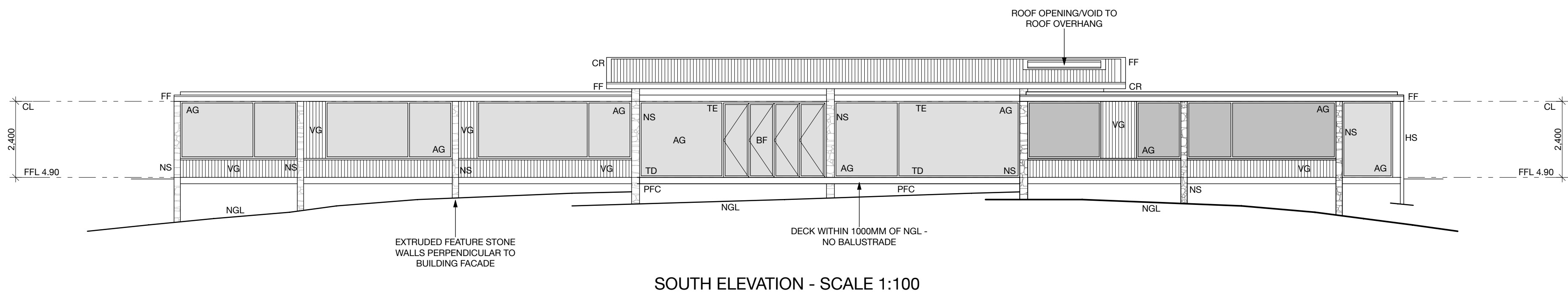
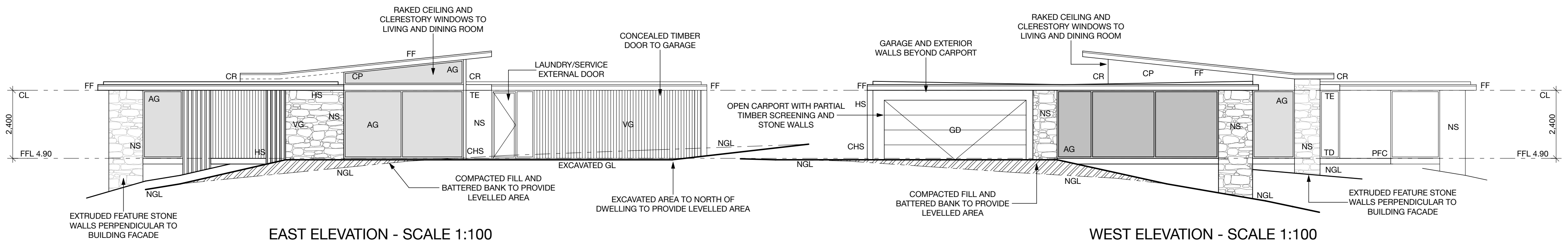
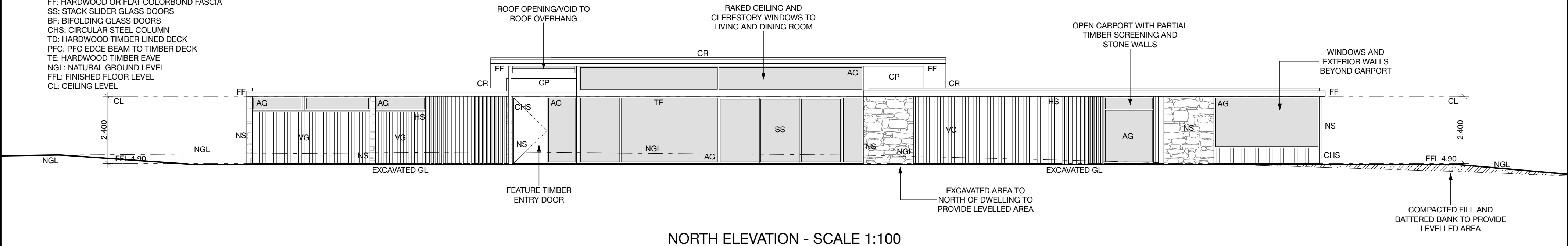
Checked

DW+A

PO Box 4564, Bathurst Street  
Hobart, TAS 7000  
P: 0362 348777 F: 0362 348988  
info@dwadesign.com.au

LEGEND:

HS: HARDWOOD TIMBER CLADDING/SCREEN (NATURAL)  
VG: VERTICAL GROOVE TIMBER CLADDING (DARK FINISH)  
GD: GARAGE PANEL LIFT DOOR  
CP: PAINTED CEMENT SHEET CLADDING (WHITE)  
AG: ALUMINIUM FRAMED DOUBLE GLAZING  
NS: NATURAL STONE FEATURE WALL  
CR: COLORBOND ROOF SHEETING  
FF: HARDWOOD OR FLAT COLORBOND FASCIA  
SS: STACK SLIDER GLASS DOORS  
BF: BIFOLDING GLASS DOORS  
CHS: CIRCULAR STEEL COLUMN  
TD: HARDWOOD TIMBER LINED DECK  
PFC: PFC EDGE BEAM TO TIMBER DECK  
TE: HARDWOOD TIMBER EAVE  
NGL: NATURAL GROUND LEVEL  
FFL: FINISHED FLOOR LEVEL  
CL: CEILING LEVEL



SHEET 04

PROPOSED DWELLING  
LOT 4 (CT: 136675/4) DROUGHTY POINT/TRANMERE

PROPOSED  
ELEVATIONS

Drawn XW CC:1660  
Date: FEB 2019

Scale - 1:100 (A2)  
Checked

DW+A  
PO Box 4564, Bathurst Street  
Hobart, TAS 7000  
P: 0362 348777 F: 0362 348988  
info@dwadesign.com.au

**Lot 4, 936 Oceana Drive, Tranmere**



***Photo 1:*** The site when viewed from the southern constructed end of Oceana Drive which forms the main access point to the site.



***Photo 2:*** The location of Tryworks Point when viewed from the Bellerive Bluff.





Tasmanian Heritage Council  
GPO Box 618 Hobart Tasmania 7000  
Level 3, 200 Collins St, Hobart Tasmania 7000  
Tel: 1300 850 332  
[enquiries@heritage.tas.gov.au](mailto:enquiries@heritage.tas.gov.au)  
[www.heritage.tas.gov.au](http://www.heritage.tas.gov.au)

PLANNING REF: D-2019/121  
THC WORKS REF: 58700  
REGISTERED PLACE NO: 1037  
FILE NO: 09-70-36THC  
APPLICANT: David Wakefield and Assoc  
DATE: 27 May 2019

## NOTICE OF HERITAGE DECISION

*(Historic Cultural Heritage Act 1995)*

The Place: Droughty Point Farm and William Collins Bay Whaling Station,  
Oceana Drive, Tranmere.  
Proposed Works: Domestic dwelling.

Under section 39(6)(b) of the *Historic Cultural Heritage Act 1995*, the Heritage Council gives notice that it consents to the discretionary permit being granted in accordance with the documentation submitted with Development Application D-2019/121, advertised on 04/05/2019, subject to the following conditions:

- I. Works involving ground disturbance must be monitored by a suitably qualified historical archaeologist; and, if potentially significant archaeological features and/or deposits are revealed by this work, then:**
  - (a) Work in the vicinity must stop immediately and the discovery reported to Heritage Tasmania's Works Manager; and,**
  - (b) Archaeological recording and recovery of artefacts must occur prior to works in that area restarting if the supervising archaeologist determines that the features or deposits are significant; and,**
  - (c) A report detailing the findings must be submitted to the Heritage Council within six (6) months of the commencement of the archaeological work.**

**If no intact features or deposits are identified in the course of this work, a letter report confirming this fact and the location and depth of excavations should be submitted to the Heritage Council with six (6) months of the commencement of the works involving ground disturbance.**

### Reason for condition

To ensure that archaeological features and deposits are properly assessed for their heritage value and, if necessary, are appropriately investigated and managed; and to ensure that records are kept of areas where excavation has occurred and no archaeological potential exists.

Advice

Potentially significant archaeological features may include subsurface foundations, buried or subsurface paving, pathways and drains; or concentrations of historic refuse including ceramics, glass, metal, and bone and shell fragments the construction or deposition date of which can reasonably be determined to be associated with the whaling station or early farming activities.

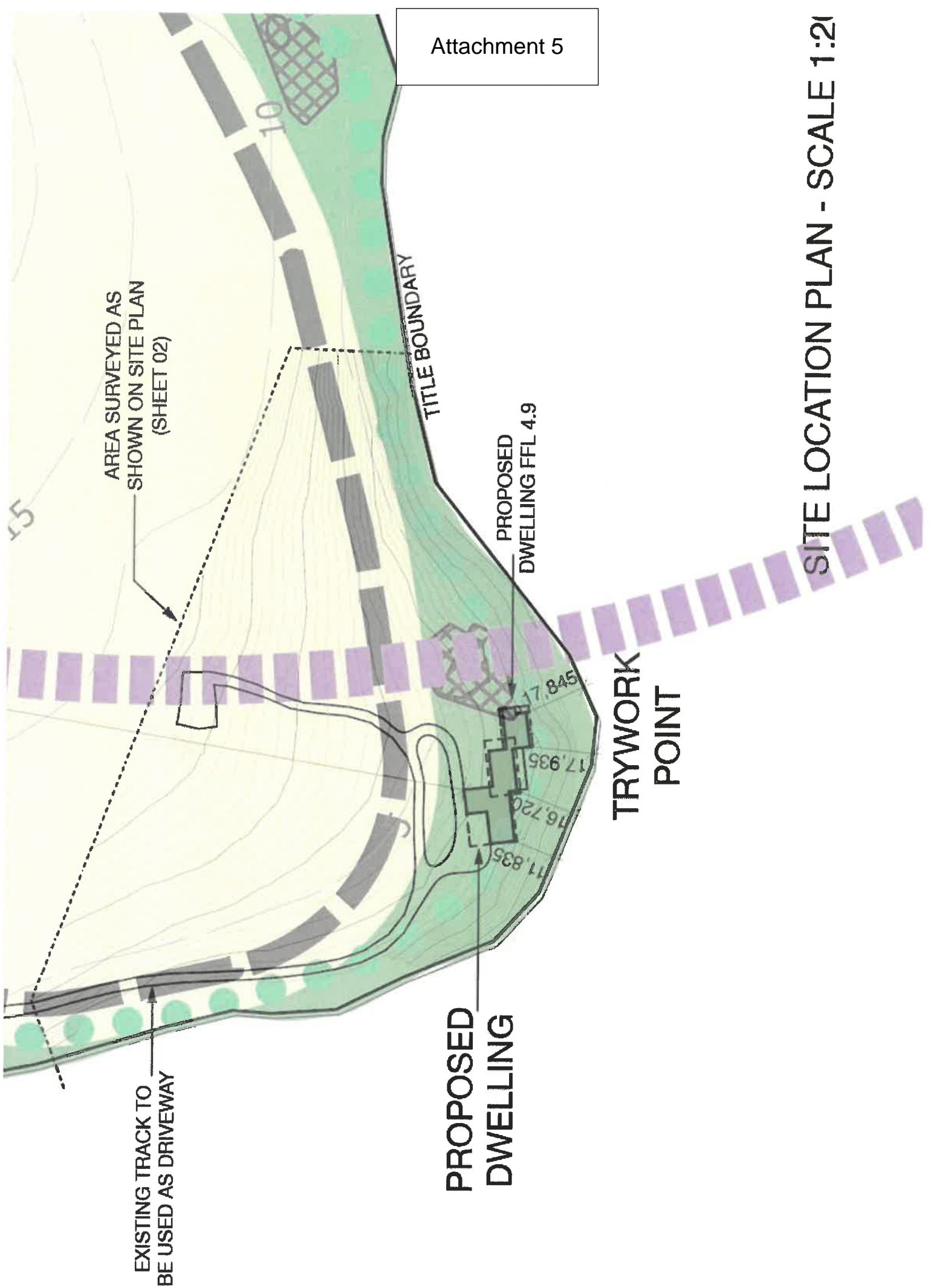
Should you require clarification of any matters contained in this notice, please contact Russell Dobie on 1300 850 332.



Ian Boersma

**Works Manager – Heritage Tasmania**

*Under delegation of the Tasmanian Heritage Council*



**11.3.7 DEVELOPMENT APPLICATION D-2019/001067 – 31 PIER ROAD, OPOSSUM BAY- BOAT RAMP EXTENSION**  
(File No D-2019/001067)**EXECUTIVE SUMMARY****PURPOSE**

The purpose of this report is to consider the application made for an extension to the Boat Ramp at 31 Pier Road, Opossum Bay.

**RELATION TO PLANNING PROVISIONS**

The land is zoned Open Space and subject to the Coastal Erosion Hazard Area, Waterway and Coastal Protection, Stormwater Management and Parking and Access 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 21 June 2019.

**CONSULTATION**

The proposal was advertised in accordance with statutory requirements and 1 representation was received raising the issue of the design of the boat ramp extension

**RECOMMENDATION:**

- A. That the Development Application for multiple dwellings at 31 Pier Road, Opossum Bay (CI Ref D-2019/001067) be approved subject to the following conditions and advice.
  - 1. GEN AP1 – ENDORSED PLANS.
- 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.



**DEVELOPMENT APPLICATION D-2019/001067 –31 PIER ROAD, OPOSSUM BAY-  
BOAT RAMP EXTENSION /contd...**

---

**ASSOCIATED REPORT****1. BACKGROUND**

No previous planning or building permits have been issued for the boat ramp.

Council has an existing Crown Licence (B5597 R/35) for the area containing existing boat ramp. Marine and Safety Tasmania (MAST) owns the existing jetty adjoining the boat ramp.

**2. STATUTORY IMPLICATIONS**

**2.1.** The land is zoned Open Space under the Scheme.

**2.2.** The proposal is discretionary 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;
- Section 10 – Open Space Zone; and
- Section 10 – Open Space Zone; and
- Section E6.0 – Coastal Erosion Hazard Area (0.6%), Waterway and Coastal Protection Areas (0.6%), Stormwater Management and Parking and Access.

**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 site is a 771m<sup>2</sup> rectangular shaped allotment, located at Pier Road, Opossum Bay.

The site contains an existing boat ramp currently licenced to Clarence City Council and a jetty owned and managed by MAST. The area surrounding the site is zoned Village.

The proposed activity is within the Opossum Marine Conservation Area, administered under National Parks and Reserves Management Act 2002. Opossum Marine Conservation Area is not subject to a statutory management plan.

#### **3.2. The Proposal**

An application is made to extend the existing boat ramp. The boat ramp would be extended by 4m. The new boat ramp would occupy a land area of 121.6m<sup>2</sup>. The proposed works would include partly resurfacing the existing concrete surface and structural works involving the construction of the ramp extension.

The works would not involve any permanent external lighting or continued commercial vehicle movements.

Currently, the existing boat ramp is too short, and some marine vessels get stuck at the end of the ramp. The deficiency in the boat ramp discourages some recreational boat users. The works will facilitate improved services catering for greater range of marine vessels in Opossum Bay.

Construction will involve boxing the area and filling it with clean fill before laying the concrete base. Construction will take place at low tide. The construction will not involve any excavation of the seabed. The concrete will be paved by using concrete pump in a calm weather therefore reducing the risk of scour occurring. Concrete will plume in the water but will be contained within the site.

#### **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**

Clause 9.9.1 of the Scheme provides that use or development of an existing or proposed accretion of land from the sea, whether natural or unnatural, located either partially or wholly outside the planning scheme area and including structures and use and development of the type referred to in s.7 (c) and s.7 (d) of the Act may be approved at the discretion of the planning authority having regard to all of the following:

*“(a) The provisions of the Environmental Management Zone;*

*(b) The purpose and any relevant standards of all Codes;*

*(c) The compliance with the planning scheme standards of any related use or development wholly contained within the planning scheme area;*

*(d) The provisions of the Open Space Zone”.*

In this instance the proposal is considered to meet the relevant requirements of Environmental Management zone, Open Space Zone and relevant Codes, including Waterway and Coastal Protection Code, with the exception of the following.

**E11.7.2- Waterway and Coastal Protection Code**

<b>Clause</b>	<b>Standard</b>	<b>Acceptable Solution</b>	<b>Proposed</b>
E11.7.2 A1	Buildings and Works Dependent on Coastal Location	An extension to an existing boat ramp, carpark, jetty, marina, marine farming shore facility or slipway must be no more than 20% of the size of the facility existing at the effective date.	Does not comply – the proposed extension is more than 20% of the size of the existing facility.

The proposed variation must be considered pursuant to the Performance Criteria (P1) of the Clause E11.7.2 as follows.

<b>Performance Criteria</b>	<b>Comment</b>
<i>“P1 - Building and works within a Waterway and Coastal Protection Area must satisfy all of the following:</i>	See below.
<i>(a) need for a coastal location is demonstrated;</i>	Complies - as the proposal is for extension and improvement of the existing boat, the need for coastal location is demonstrated.
<i>(b) new facilities are grouped with existing facilities, where reasonably practical;</i>	Complies - the proposal is for an extension of an existing boat ramp, and therefore new facilities are grouped with existing facilities.
<i>(c) native vegetation is retained, replaced or re-established so that overall impact on native vegetation is negligible;</i>	Complies - the proposal was referred to the Department of Primary Industries, Parks, Water and Environment and it is considered that the proposed development is compliant with relevant Acts, such as <i>Environment Protection and Biodiversity Conservation Act 1999</i> .
<i>(d) building design responds to the particular size, shape, contours or slope of the land and minimises the extent of cut and fill;</i>	Complies - the proposal will result in an upgrade of an existing facility, minimising environmental impacts. It will lead to a minor increase in footprint (in an already disturbed area).
<i>(e) impacts to coastal processes, including sand movement and wave action, are minimised and any potential impacts are mitigated so that there are no significant long-term impacts;</i>	Complies - the proposed development represents a minor upgrade to an existing facility, and therefore is unlikely to represent an increased risk to coastal processes.



(f) <i>waste, including waste from cleaning and repairs of vessels and other maritime equipment and facilities, is managed in accordance with current best practice so that significant impact on natural values is avoided”.</i>	Complies - the proposed development is intended to reduce and remove the existing area of propeller scour and benthic degradation at the termination of the boat ramp, and to maintain and improve the existing facility. Therefore, it is considered that the proposed development will not have significant impact on natural values.
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## 5. REPRESENTATION ISSUES

The proposal was advertised in accordance with statutory requirements and 1 representation was received. The following issues were raised by the representor.

### 5.1. The Design of the Boat Ramp

Representor is concerned that:

- the extension of the boat ramp would make it harder to launch your boat;
- the existing boat ramp and jetty were not very well designed in the first place.

Also, the representor has stated that: *“The reason is the distance from the end of the Boat Ramp at low tide to the kink in the Jetty is about 3-4m. If you have a boat that is say 5m, you will need at least 12-15m clearance to launch your boat. This is impossible to achieve in 3-4m.*

- **Comment**

The detailed engineering design will need to meet the relevant *Australian Standards*.

Council’s Engineers and building officers are satisfied that the proposed development is fit for purpose and complies with all the relevant development standards of the Scheme.

**6. EXTERNAL REFERRALS**

Referrals to the Aboriginal Heritage Tasmania and the Department of Primary Industries, Parks, Water and Environment were undertaken as part of this application.

The proposal was referred to the Department of Primary Industries, Parks, Water and Environment and it received Crown consent for the proposed works in May 2019. Council was advised that the proposed activity is broadly consistent with the objective “*to encourage appropriate tourism, recreational use and enjoyment (including private uses) consistent with the conservation of the Conservation Areas natural and cultural values*”. It was also noted that Opossum Bay Marine Conservation Area is important habitat for endangered spotted handfish (*Brachionichthys hirsutus*) and other marine listed species under *Threatened Species Protection Act 1995*. The Sensitive Marine Receptors Assessment undertaken on behalf of the proponent did not result in the location of handfish or live bearing seastars.

Aboriginal Heritage Tasmania (AHT) has advised that they have completed a search of the Aboriginal Heritage Register (AHR) and can advise that there are no Aboriginal heritage sites recorded within or close to the works area.

**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 is for a boat ramp extension at 31 Pier Road, Opossum Bay. The proposal satisfies all of the relevant development standards of the Scheme and is recommended for conditional approval.

Attachments: 1. Location Plan (1)  
2. Proposal Plan (2)  
3. Site Photo (1)

Dan Ford  
**ACTING MANAGER CITY PLANNING**



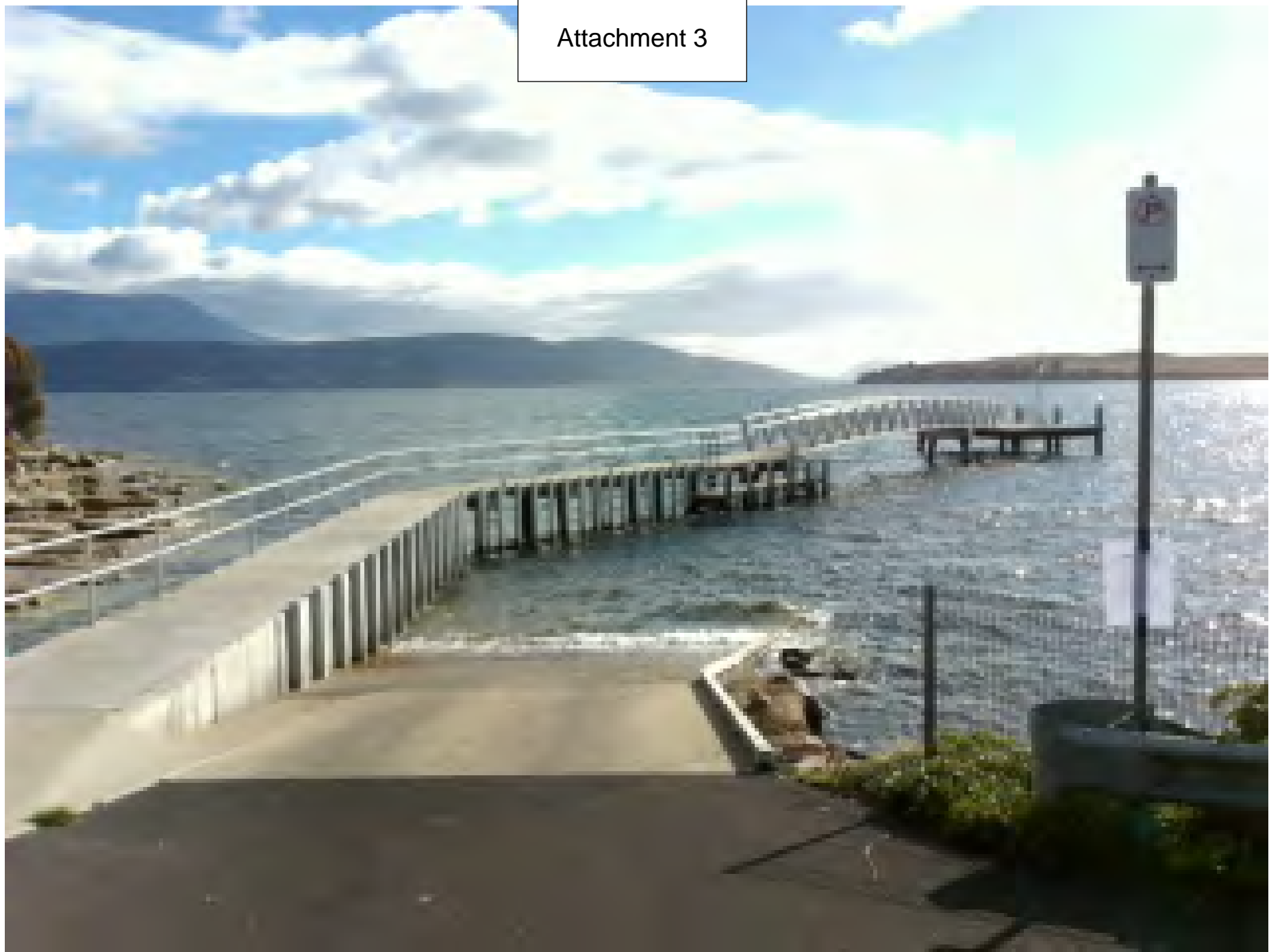
**Disclaimer:** This map is a representation of the information currently held by Clarence City Council. While every effort has been made to ensure the accuracy of the product, Clarence City Council accepts no responsibility for any errors or omissions. Any feedback on omissions or errors would be appreciated. Copying or reproduction, without written consent is prohibited. **Date:** Monday, 3 June 2019 **Scale:** 1:1,373 @A4







Attachment 3



*Photo. Site viewed from Pier Road*

**11.3.8 APPLICATION D-2019/108 – 56, 66, 68 AND 70 BRIDGE STREET, RICHMOND – CONSTRUCTION OF FOOTPATH AND STEPS**  
(File No D-2019/108)**EXECUTIVE SUMMARY****PURPOSE**

The purpose of this report is to consider the application made for the construction of footpaths and steps at 56, 66, 68 and 70 Bridge Street, Richmond.

**RELATION TO PLANNING PROVISIONS**

The land is zoned Open Space and subject to the Waterway & Coastal Protection Code, Historic Heritage Code and the Inundation Prone Areas Code 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 has been extended with the applicant's consent until 19 June 2019.

**CONSULTATION**

The proposal was advertised in accordance with statutory requirements and 1 representation was received raising the following issues:

- appearance of the proposed footpath; and
- keep the old Richmond Bridge steps.

**RECOMMENDATION:**

A. That the application for Construction of footpaths and steps at 56, 66, 68 and 70 Bridge Street, Richmond (Cl Ref D-2019/108) be approved subject to the following conditions and advice.

1. GEN AP1 – ENDORSED PLANS.



2. The development must meet all required Conditions of Approval specified by TasWater notice dated 14/03/2019 (TWDA 2019/00287-CCC).
3. The development must meet all required Conditions of Approval specified by the *Tasmanian Heritage Council Notice of Decision* dated 16 May 2019 (THC Works Reference: 5878).

**ADVICE**

- a. This Permit will lapse after 2 years from the date on which it is granted unless the development/use has been substantially commenced. Upon request, under Section 53(5A) of the *Land Use Planning and Approvals Act 1993* Council may grant an extension of time for a further 2 years. A further 2 years may be granted upon request under Section 53(5B) of the *Land Use Planning and Approvals Act 1993*. Any such requests must be made in writing and within 6 months of the day on which the permit has lapsed.
  - b. This is a Development Permit only. An application for a Building Permit, including any demolition work, must be submitted and approved prior to the commencement of works.
  - c. Non-compliance with this permit is an offence under Section 63 of the *Land Use Planning and Approvals Act 1993* and may result in enforcement action under Division 4A of the *Land Use Planning and Approvals Act 1993* which provides for substantial fines and daily penalties.
- 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.

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**ASSOCIATED REPORT****1. BACKGROUND**

No relevant background.

**2. STATUTORY IMPLICATIONS**

**2.1.** The land is zoned Open Space under the Scheme.

**2.2.** The proposal is discretionary because it does not meet the Acceptable Solutions under the Scheme relating to building and works within the Historic Heritage Code and Inundation Prone Areas Code.

**2.3.** The relevant parts of the Planning Scheme are:

- Section 8.10 – Determining Applications;
- Section 19 – Open Space Zone;
- Section E11.0 – Waterway & Coastal Protection Code;
- Section E13.0 – Historic Heritage Code; and
- Section E15.0 – Inundation Prone Areas Code.

**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 subject site is a Council owned parkland that provides public access to the Coal River, with walking tracks, viewing platforms, parking and barbeque facilities. The proposed works are located on a 1.89ha area comprising of four separate Titles. The subject site is the parkland on the western river bank of the Coal River, with the Richmond Bridge located at the northern end and a Council carpark located at the southern end as shown in the attachments.

#### **3.2. The Proposal**

Council seeks to improve pedestrian access to the western river bank below the Richmond Bridge with the construction of new paths and stairs leading from Bridge Street that meets the requirements of the Disability Discrimination Act 1992 (DDA).

The works also include the removal of the concrete block viewing platform, demolition of existing stairs, jetty and portions of the existing pathway. The old jetty will be replaced with a 116m<sup>2</sup> wooden landing located that will be connected to the proposed DDA compliant path.

The design of the paths, stairs and landing have been considered in accordance with the applicable policies of the *Richmond Bridge Conservation Management Plan (CMP)*, along with other relevant legislation and heritage requirements of the site. In principle, the proposal for DDA access is one which is supported by the CMP and is consistent with the values and objectives for accessibility of the Bridge and its surrounding reserves.

Council engaged Purcell to prepare a Heritage Impact Assessment to assess the impacts of the proposed works on the historic values of the bridge and surrounding area. The report concluded that the proposed DDA access and associated works do not present an impact to the values of the place.

A Statement of Archaeological Potential (SoAP) was prepared for the site in relation to the proposed works and concluded that the works are unlikely to result in the disturbance of ground considered to be of archaeological sensitivity, however, supervision of the proposed works are recommended as appropriate, and are included in the conditions provided in the Tasmania Heritage Council Notice attached.

#### **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 Open Space Zone, Waterway and Coastal Protection Code, Historic Heritage Code and Inundation Prone Areas Code with the exception of the following:

**Historic Heritage Code**

The Richmond Bridge and surrounds is listed as a Heritage Place under Table 13.1 of the Historic Heritage Code, however, the proposed footpath, steps and landing are not located within the area covered by the Richmond Bridge Heritage Place. Nevertheless, the footpath and steps located at 66 Bridge Street is located within the Richmond Village Heritage Precinct as listed under Table E13.2 of the Code and is subject to the requirements of the Historic Heritage Code.

Clause	Standard	Acceptable Solution (Extract)	Proposed
E13.8.2 A1	Buildings and Works other than Demolition – Heritage Precinct	No Acceptable Solution.	Given there is no Acceptable Solution in which to satisfy, the proposal must be considered against the corresponding Performance Criteria.

In this instance, the proposal can be supported pursuant to the Performance Criteria (P1) of the Clause 13.8.2 as follows.

Performance Criteria	Comment
<i>“Design and siting of buildings and works must not result in detriment to the historic cultural heritage significance of the precinct, as listed in Table E13.2”.</i>	<p>The proposed development has been considered by the Tasmanian Heritage Council, Council's Heritage Advisor and an independent heritage consultant, Purcell, who all concluded the proposal would not have a detrimental effect on any of the values listed in Table E13.2.</p> <p>According to the Heritage Impact Assessment undertaken by Purcell, the proposed footpath and steps have been designed to be compatible to the historic context of both the site itself, the Richmond Bridge Precinct and the Richmond township.</p>



	<p>The siting of the footpaths and stairs have been designed to ensure limited impacts to the views and vistas to, from and through the Richmond Bridge. The scale of the development is considered a compatible and discrete addition within this heritage context.</p> <p>Furthermore, the proposed concrete set gravel has been chosen to fit within the traditional riverside walking paths of the area, with the colour being subservient to the sandstone of Richmond Bridge so as not to visually dominate the site.</p> <p>The application was referred to the Tasmanian Heritage Council who have advised that it is necessary to ensure archaeological features and deposits are properly dealt with in accordance with Part 7 of the Tasmanian Heritage Council's Practice Note 2: Managing Historical Archaeological Significance in the Works Process [Version 4: November 2014]. The Tasmanian Heritage Council have issued a Notice of Heritage Decision requiring caution to be exercised during excavations and a notification protocol be in place during excavation, building and landscaping work, and that excavation must immediately cease should any features or deposits of an archaeological nature are uncovered. Advice should then be sought from an archaeological consultant.</p>
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<b>Clause</b>	<b>Standard</b>	<b>Acceptable Solution (Extract)</b>	<b>Proposed</b>
E13.8.2 A2	Buildings and Works other than Demolition – Heritage Precinct	No Acceptable Solution.	Given there is no Acceptable Solution in which to satisfy, the proposal must be considered against the corresponding Performance Criteria.

In this instance, the proposal can be supported pursuant to the Performance Criteria (P2) of the Clause 13.8.2 for the following reason.

<b>Performance Criteria</b>	<b>Comment</b>
<i>“Design and siting of buildings and works must comply with any relevant design criteria / conservation policy listed in Table E13.2, except if a heritage place of an architectural style different from that characterising the precinct”.</i>	<p>The design and siting of the footpath and steps comply with the design criteria listed in Table E13.2 as set out below:</p> <ul style="list-style-type: none"> <li>a) The proposed development has been designed to enhance the historic integrity of the Richmond Bridge precinct and streetscape by selecting non-intrusive elements and keeping the landscaping elements consistent with the surrounding area.</li> <li>b) The proposed works have been designed to follow as closely as possible to the existing topography of the site. As discussed above, the materials have been chosen to reduce the visual impact on the surrounding distinctive character of Richmond and heritage listed properties.</li> <li>c) The views to and from the Richmond Bridge were considered as part of the design of the project, and neither view will be compromised.</li> </ul>

<b>Clause</b>	<b>Standard</b>	<b>Acceptable Solution (Extract)</b>	<b>Proposed</b>
E13.8.2 A5	Buildings and Works other than Demolition – Heritage Precinct	No Acceptable Solution.	Given there is no Acceptable Solution in which to satisfy, the proposal must be considered against the corresponding Performance Criteria.

In this instance, the proposal can be supported pursuant to the Performance Criteria (P5) of the Clause 13.8.2 for the following reason.

<b>Performance Criteria</b>	<b>Comment</b>
<i>“The design of new development must be sympathetic to the heritage locality in terms of bulk, setbacks, materials, colour scheme, form, and character of the place, streetscape and surrounding area. It therefore must:</i>	

<i>(a) not be confused with the original historic fabric associated with nearby historic places in the locality;</i>	The choice of materials selected are to compliment the surrounding historic fabric and be less visually prominent. These materials will not be confused as replicas or compete the existing historic fabric.
<i>(b) be compatible with the architectural design, colour and aesthetic characteristics of the historic places in the area;</i>	The Conservation Management Plan for the Richmond Bridge states that the “gravel material of the tracks complements the informal character of the place”, therefore an exposed concrete aggregate has been chosen to closely resemble the current gravel tracks.
<i>(c) not visually dominate an existing heritage place or street in terms of size, height and bulk when viewed from the street frontage or frontages;</i>	The siting of the paths and stairs and the selection of materials will complement the surrounding historic fabric and be less visually prominent.
<i>(d) adopt a contemporary architectural character of an understated appearance to minimise the visual dominance over adjacent contributory buildings, the heritage place or historic places in the locality, in terms of size, height or bulk;</i>	as above
<i>(e) repeats the particular rhythm, spatial characteristics and character of historic places and other contributory buildings in the area;</i>	not applicable
<i>(f) relates to and uses as reference points the materials, front and side setbacks, roof form, colours and details of adjacent buildings and the surrounding precinct;</i>	The materials chosen have been selected to blend in as far as possible with the existing gravel and colour of the paths. The materials that have been selected are also less visually prominent to not compete with the Richmond Bridge.
<i>(g) avoid blank walls at ground and upper floor levels when viewed from surrounding streets;</i>	not applicable
<i>(h) utilise landscaping, fencing or other techniques to enhance the property and to reduce conflict with historic streetscapes”.</i>	The proposed works are considered landscaping and have been designed to be more complementary to the setting of the Richmond Bridge and Coal River than the existing works.

**Inundation Prone Areas Code**

<b>Clause</b>	<b>Standard</b>	<b>Acceptable Solution (Extract)</b>	<b>Proposed</b>
E15.7.4 A3	Riverine Inundation Hazard Areas	The total floor area of all non-habitable buildings, outbuildings and Class 10b buildings under the Building Code of Australia, on a site must be no more than 60m <sup>2</sup> .	Does not comply – the proposed landing will be approximately 116m <sup>2</sup> .

The proposed variation must be considered pursuant to the Performance Criteria (P3) of the Clause E15.7.4 as follows.

<b>Performance Criteria</b>	<b>Proposal</b>
<i>“P3 – A non-habitable building, an outbuilding or a Class 10b building under the Building Code of Australia, must satisfy all of the following:</i>	See below assessment.
<i>(a) risk to users of the site, adjoining or nearby land is acceptable;</i>	Council’s Engineers are satisfied that the proposed landing will not impose any additional risk to users of the site or to nearby land.
<i>(b) risk to adjoining or nearby property or public infrastructure is acceptable;</i>	Council’s Engineers are satisfied that the proposed landing will not impose a risk to adjoining or nearby property or public infrastructure.
<i>(c) need for future remediation work is minimised;</i>	It is not expected that remediation work will not be required.
<i>(d) provision of any developer contribution required pursuant to policy adopted by Council for riverine flooding protection works”.</i>	not applicable

<b>Clause</b>	<b>Standard</b>	<b>Acceptable Solution (Extract)</b>	<b>Proposed</b>
E15.7.5 A2	Riverine, Coastal Investigation Area, Low, Medium, High Inundation Hazard Areas	No acceptable Solution	Given there is no Acceptable Solution in which to satisfy, the proposal must be considered against the corresponding Performance Criteria.

In this instance, the proposal must be considered pursuant to the Performance Criteria (P2) of the Clause E15.7.5 as follows.

<b>Performance Criteria</b>	<b>Proposal</b>
<i>“P2 – Mitigation measures, if required, must satisfy all of the following:</i>	See below assessment.
<i>(a) be sufficient to ensure habitable rooms will be protected from flooding and will be able to adapt as sea levels rise;</i>	Not applicable - there are no proposed habitable rooms.
<i>(b) not have a significant effect on flood flow”.</i>	<p>The landing is an open structure therefore will not impede flood flow and will be located close to the existing bridge structure which is presently a major determinant to flood behaviour.</p> <p>The proposed landing is therefore not expected to have any significant impact on flood flow.</p>

## **5. REPRESENTATION ISSUES**

The proposal was advertised in accordance with statutory requirements and 1 representation was received. The following issues were raised by the representor.

### **5.1. Concrete Path will not blend in with the Natural Environment**

The representor stated that the area currently has a nice path that fits perfectly in the natural landscape, the path is mainly flat and wide enough for people to walk with prams, wheelchairs, etc. A brand new concrete path, with an aggregate finish would be a “eye sore” and would not blend in with the natural environment.

- **Comment**

While the current path fits in with the surrounding natural landscape, the path is not DDA compliant and therefore does not allow the area to be accessible to everybody, and in order for the path to be DDA compliant, a firm and stable surface was required. Careful consideration has been given to the siting and material selection of the paths and stairs so as to enhance the cultural landscape and to blend in as far as possible with the gravel and colour of the existing paths.



Therefore, an exposed aggregate concrete was chosen which also closely matches Option 3 (Hanson Decorative Aggregate Concrete Systems – ‘Canvas’ 5%) colour of the Conservation Management Plan.

## **5.2. Keep the Original Stairs coming from the Richmond Bridge**

A representor stated that the original steps should be preserved and kept as a feature so visitors could see the steps and their connection with the bridge.

- **Comment**

The original stairs that adjoin the Richmond Bridge on the southern side are heritage listed and are not proposed to be removed as part of this project.

## **6. EXTERNAL REFERRALS**

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 referred to the Tasmanian Heritage Council (THC) who consented to the planning application subject to a condition to be included on the planning permit in relation to the archaeological sensitivity of the area. A copy of the THC Notice of Approval is included in the attachments.

## **7. STATE POLICIES AND ACT OBJECTIVES**

**7.1.** The proposal is consistent with the outcomes of the relevant State Policies.

**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, including the following:

- Temporary Street Furniture and Policy Guidelines; and
- Local Highways – Bylaw 1 of 2004.

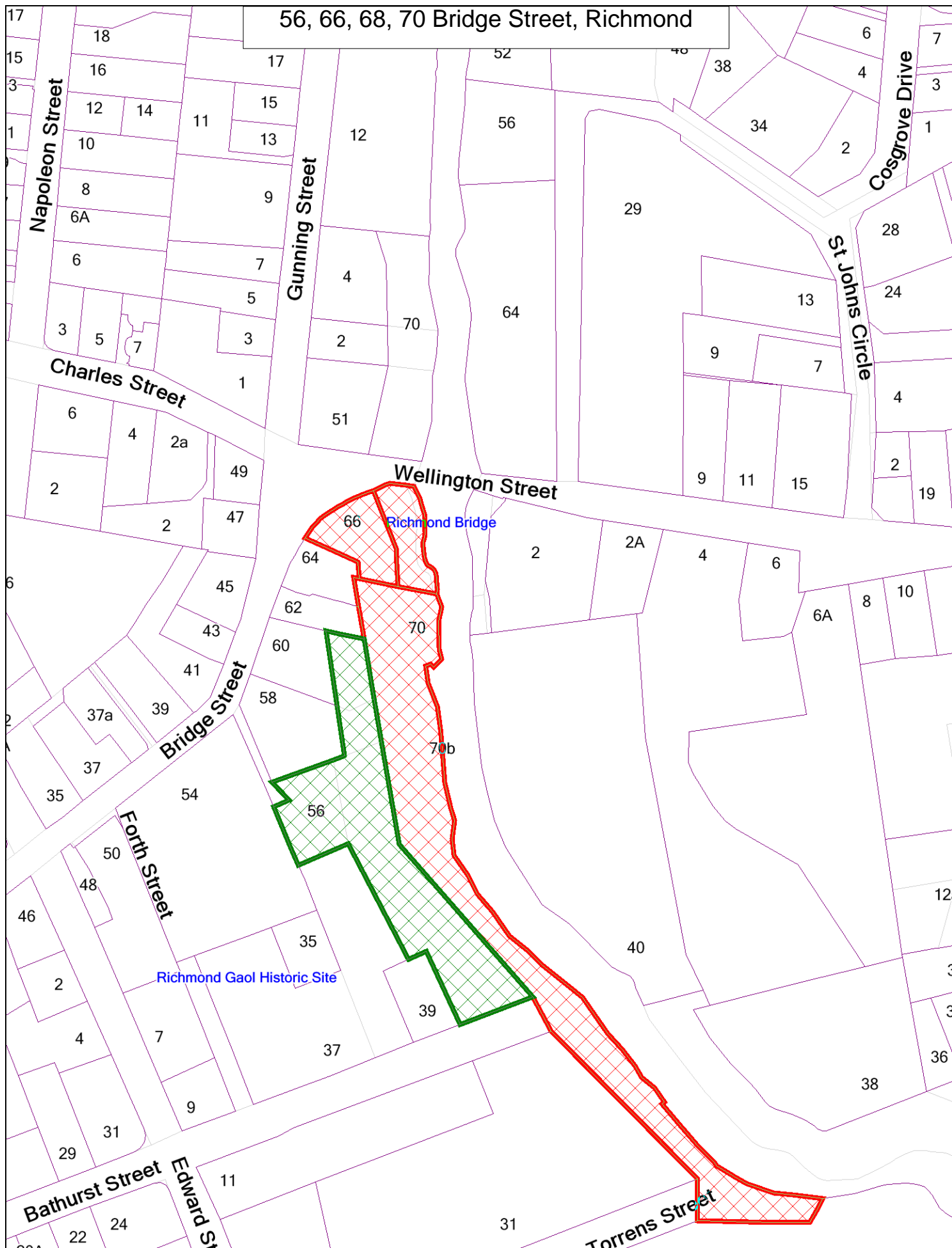
**9. CONCLUSION**

The proposal for a footpath, steps and landing at 56, 66, 68 and 70 Bridge Street, Richmond is considered to satisfy all relevant acceptable solutions and performance criteria of the Scheme and is accordingly recommended for conditional approval.

Attachments: 1. Location Plan (1)  
2. Proposal Plan (11)  
3. THC Notice of Decision (2)  
4. Site Photo (2)

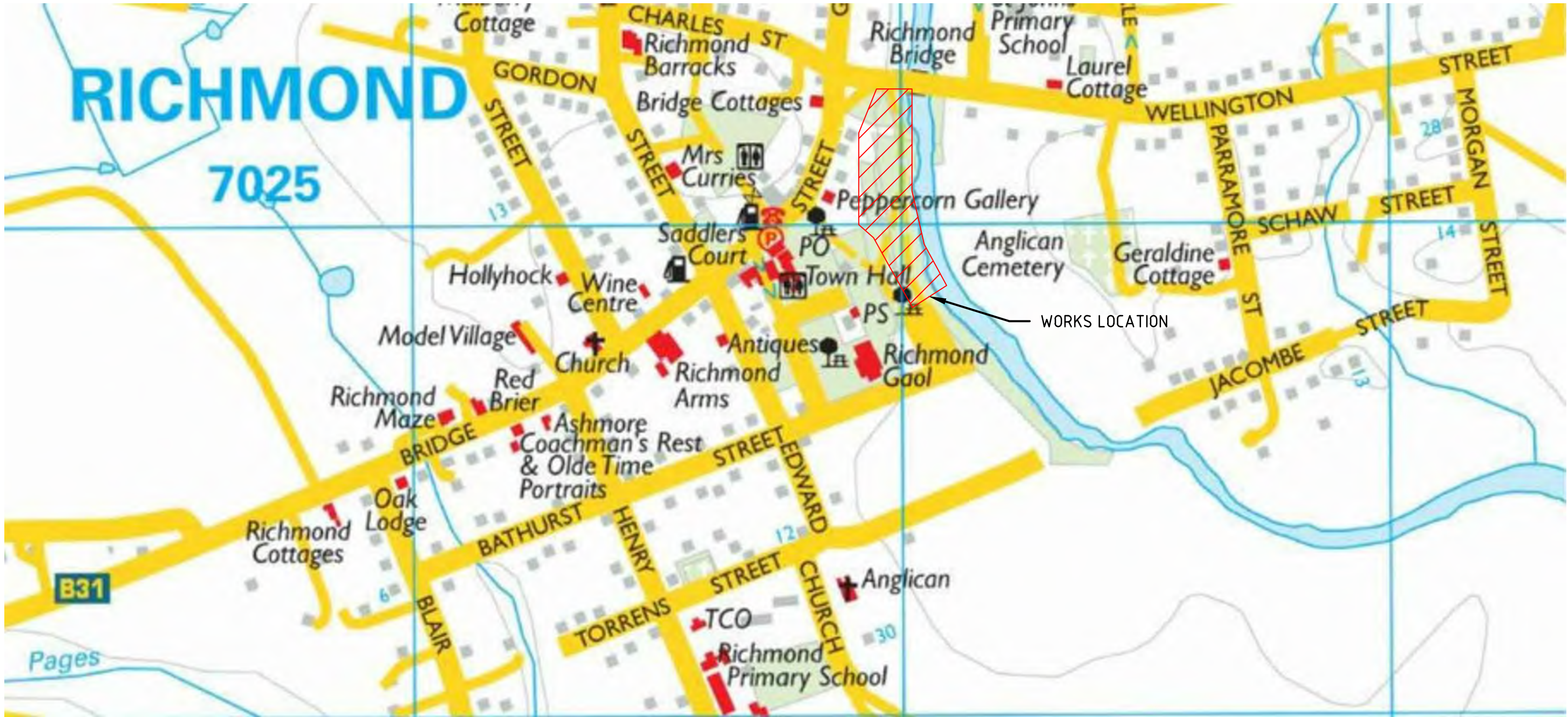
Dan Ford  
**ACTING MANAGER CITY PLANNING**

# Attachment 1



**Disclaimer:** This map is a representation of the information currently held by Clarence City Council. While every effort has been made to ensure the accuracy of the product, Clarence City Council accepts no responsibility for any errors or omissions. Any feedback on omissions or errors would be appreciated. Copying or reproduction, without written consent is prohibited. **Date:** Monday, 3 June 2019 **Scale:** 1:2,540 @A4





LOCALITY PLAN  
NTS

# RICHMOND BRIDGE WESTERN RESERVE DDA PATH AND BRIDGE STAIRS 6423

DRAWING LIST:

6423-1	LOCALITY PLAN & DRAWING LIST
6423-2	GENERAL ARRANGEMENT
6423-3	DETAIL SHEET 1 OF 3
6423-4	DETAIL SHEET 2 OF 3
6423-5	DETAIL SHEET 3 OF 3
6423-6	TYPICAL SECTIONS
6423-10	PATH-A LONGITUDINAL SECTION
6423-11	PATH-B,C,E,F,G LONGITUDINAL SECTION

LEGEND:

	EXPOSED AGGREGATE CONCRETE FOOTPATH AS PER LGAT STANDARD DRAWING TSD-R11. FINISH: HAZELL BROS SPEC __ DMXST/014
	NEW RED GRAVEL 100mm DEPTH ON 100mm DEPTH 20mm FCR BASE. EDGE PATH WITH 90x20 TREATED PINE USING 24 X 35mm POSTS AT 1m CENTERS.
	REFURBISH RED GRAVEL PATH. ENSURE MINIMUM 100mm DEPTH RED GRAVEL. EDGE PATH WITH 90x20 TREATED PINE USING 24 X 35mm POSTS AT 1m CENTERS.

NOTES:

- ALL WORKS TO BE IN ACCORDANCE WITH AS 1428.1 AND THE RICHMOND TOWNSCAPE STUDY (FEB 2014) UNLESS NOTED OTHERWISE. IF ANY CONTRADICTION OCCURS BETWEEN PROJECT DRAWINGS AND STANDARDS, THE PROJECT DRAWINGS TAKE PRECEDENCE.
- FULL SET-OUT INFORMATION WILL BE PROVIDED TO THE SUCCESSFUL TENDERER
- NO TREES OR VEGETATION MAY BE REMOVED OR ALTERED IN ANYWAY WITHOUT THE WRITTEN PERMISSION FROM THE SUPERINTENDENT.
- FOOTPATH CONSTRUCTION NOTES;
  - CONSTRUCTION: TO LGAT STANDARD
  - FINISH: TO RICHMOND TOWNSCAPE STUDY (MEDIUM EXPOSED AGGREGATE)
  - COLOUR: CONCRETE SYSTEMS 'CANVAS' 5%. COLOURED AT BATCHING PLANT.
- STAIR CONSTRUCTION NOTES - REFER TO DRAWINGS 6423-6 & 7
- ALL TOPSOIL BROUGHT TO SITE TO BE APPROVED BY SUPERINTENDENT PRIOR TO SUPPLY.
- ALL SERVICES TO BE LOCATED BY CONTRACTOR PRIOR TO THE COMMENCEMENT OF ANY WORK.
- ALL SERVICES, HORIZONTALLY AND VERTICALLY ARE INDICATED IN AN APPROXIMATE LOCATION ONLY.

**PRELIMINARY ISSUE**  
NOT TO BE USED FOR CONSTRUCTION

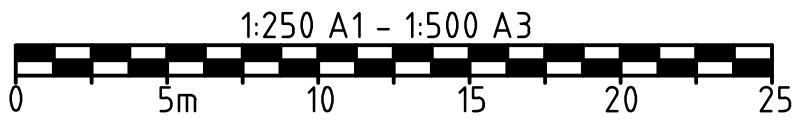
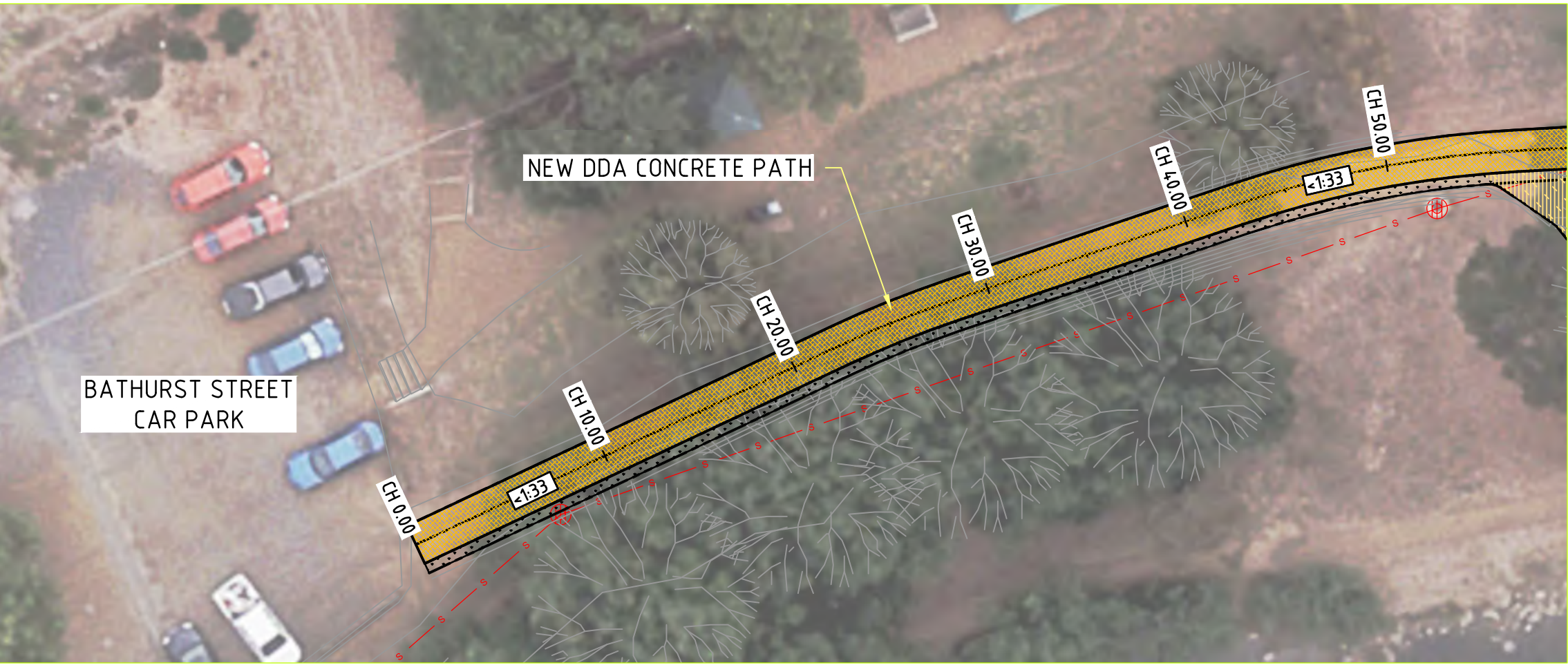
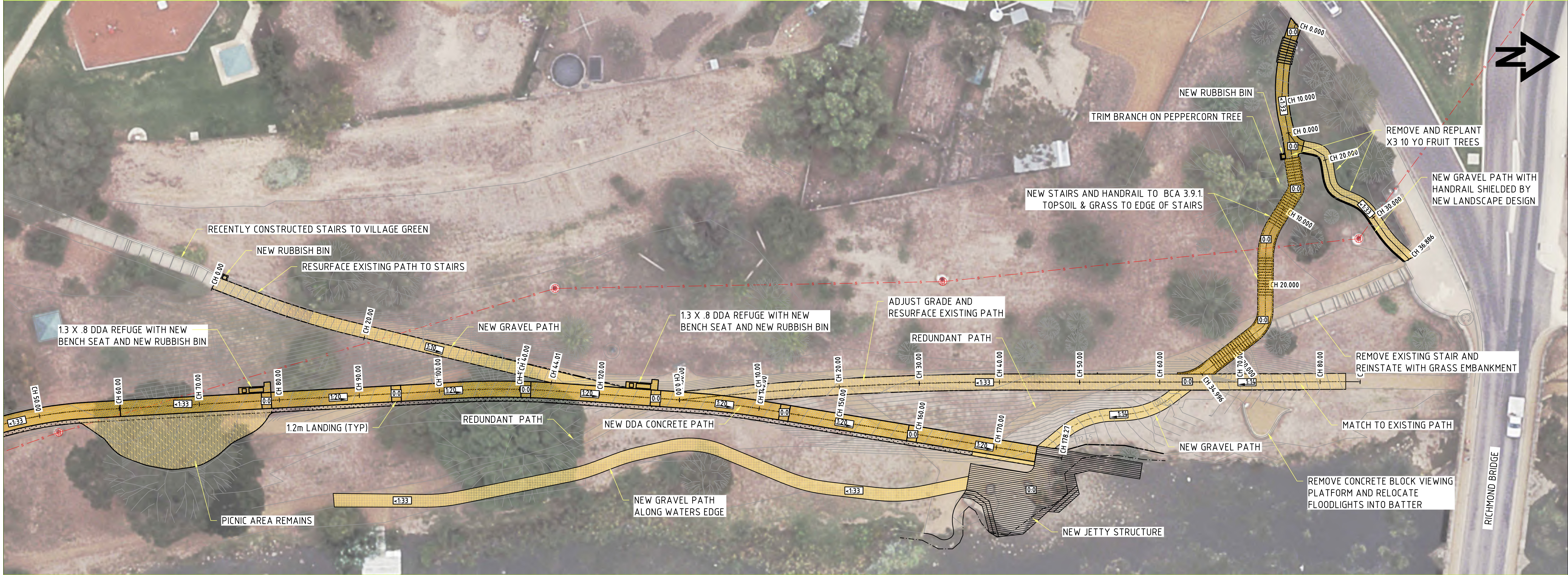
**SERVICES**  
NO GUARANTEE IS GIVEN THAT ALL SERVICES ARE SHOWN, OR THAT THE POSITION OF THOSE SHOWN IS ACCURATE. THE EXACT POSITION OF ALL SERVICES SHALL BE DETERMINED ON SITE BY THE CONTRACTOR BEFORE CONSTRUCTION COMMENCES.

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DATUM				GDA94/AHD	DATE
DRAWN				AWH	NOV 17
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A	UPDATED PRELIMINARY ISSUE	AWH	20.02.18	DESIGN CHECK	----
0	PRELIMINARY ISSUE	AWH	30.11.17	APPROVED	----
No.	REVISIONS	INITIAL	DATE	ENGINEER	



RICHMOND BRIDGE WESTERN RESERVE DDA PATH AND BRIDGE STAIRS LOCALITY PLAN & DRAWING LIST		
6423-1		A1
DRAWING NUMBER	PROJECT NUMBER	





**PRELIMINARY ISSUE**  
NOT TO BE USED FOR CONSTRUCTION

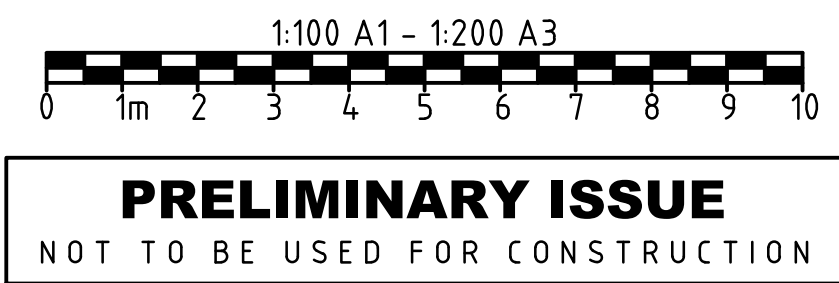
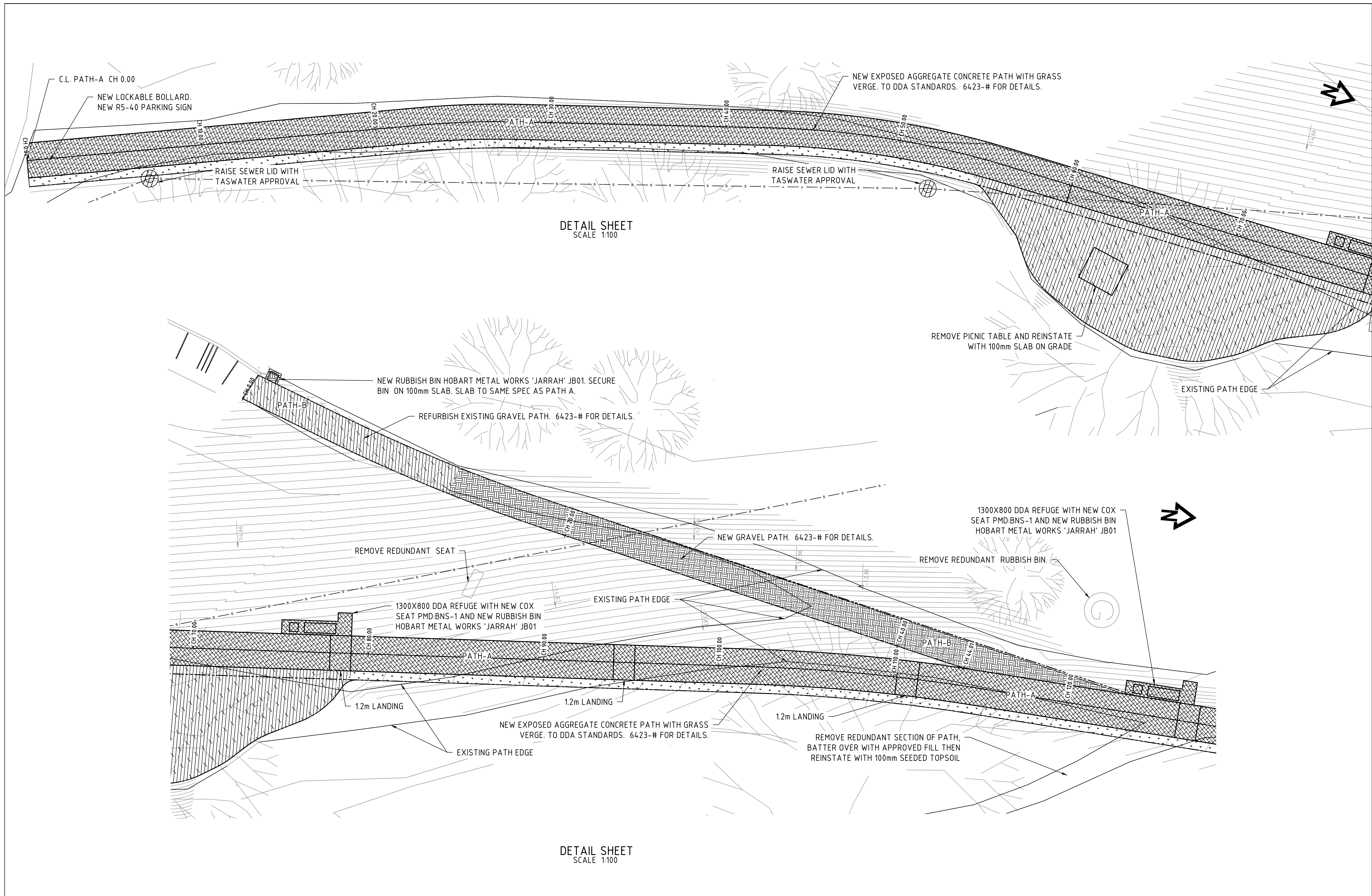
**SERVICES**  
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C	PRELIMINARY ISSUE - AUSTRAL TAS	AWH	16.08.18	DRAFT CHECK	----	----
B	PRELIMINARY ISSUE - HERITAGE TAS	AWH	19.06.18	DESIGN CHECK	----	----
0	PRELIMINARY ISSUE	AWH	30.11.17	APPROVED	----	----
No.	REVISIONS	INITIAL	DATE	ENGINEER		



RICHMOND BRIDGE WESTERN RESERVE DDA PATH AND BRIDGE STAIRS GENERAL ARRANGEMENT		
6423-2		A 1
DRAWING NUMBER	PROJECT NUMBER	





**SERVICES**

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No.	REVISIONS	INITIAL	DATE	ENGINEER			

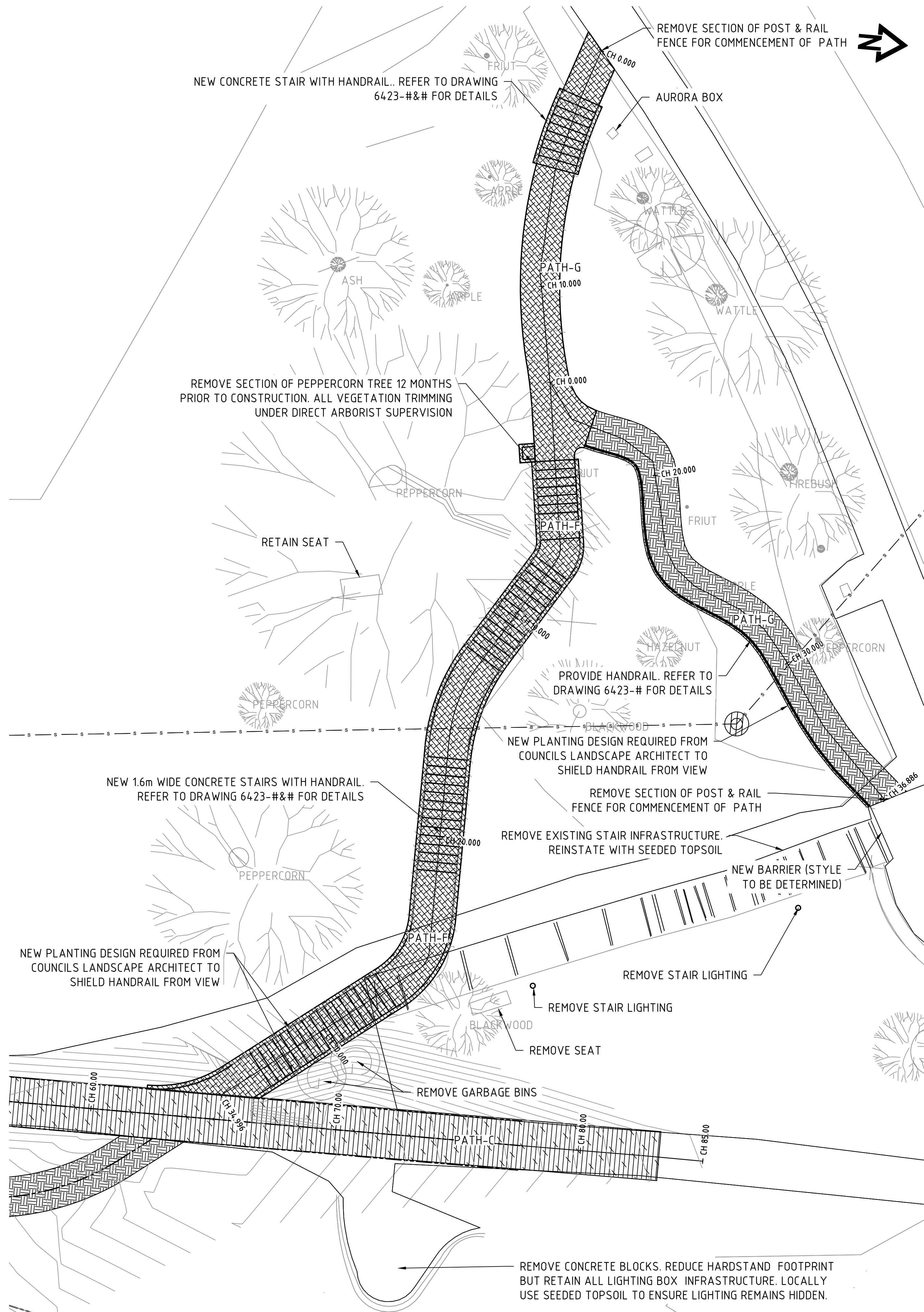


RICHMOND BRIDGE WESTERN RESERVE DDA PATH AND BRIDGE STAIRS DETAIL SHEET 1 OF 3		
6423-3	PROJECT NUMBER	A1
DRAWING NUMBER		





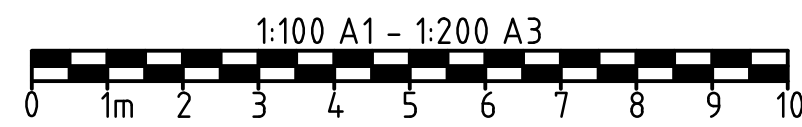




DETAIL SHEET  
SCALE 1:100

SERVICES

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**PRELIMINARY ISSUE**

NOT TO BE USED FOR CONSTRUCTION

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C	PRELIMINARY ISSUE - AUSTRAL TAS	AWH	16.08.18	DATE	NOV 17
B	PRELIMINARY ISSUE - HERITAGE TAS	AWH	19.06.18	DRAWN	AWH
A	UPDATED PRELIMINARY ISSUE	AWH	20.02.18	DRAFT CHECK	----
0	PRELIMINARY ISSUE	AWH	30.11.17	DESIGN CHECK	----
		APPROVED		----	
No.	REVISIONS	INITIAL	DATE	ENGINEER	



RICHMOND BRIDGE WESTERN RESERVE  
DDA PATH AND BRIDGE STAIRS  
DETAIL SHEET 3 OF 3

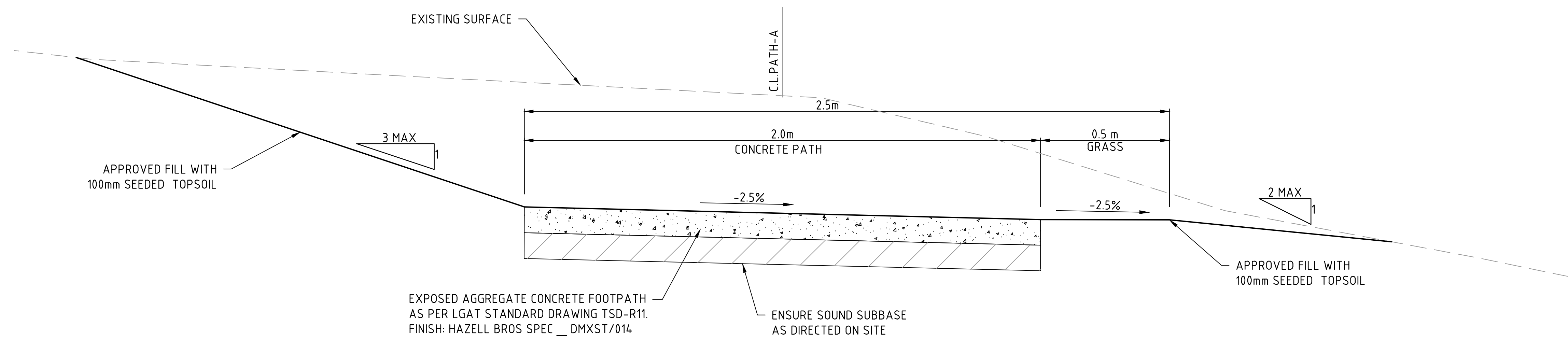
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DRAWING NUMBER

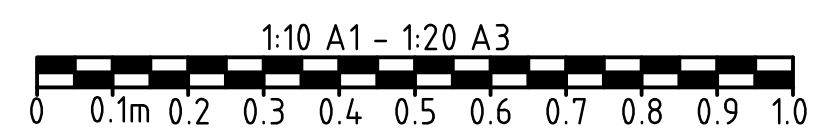
PROJECT NUMBER

A1





TYPICAL SECTION - C.L. PATH-A  
SCALE 1:10



**PRELIMINARY ISSUE**  
NOT TO BE USED FOR CONSTRUCTION

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0	PRELIMINARY ISSUE	AWH	30.11.17	APPROVED		----	----
No.	REVISIONS		INITIAL	DATE	ENGINEER		



RICHMOND BRIDGE WESTERN RESERVE  
DDA PATH AND BRIDGE STAIRS  
TYPICAL SECTIONS

6423-6  
DRAWING NUMBER


PROJECT NUMBER

A1

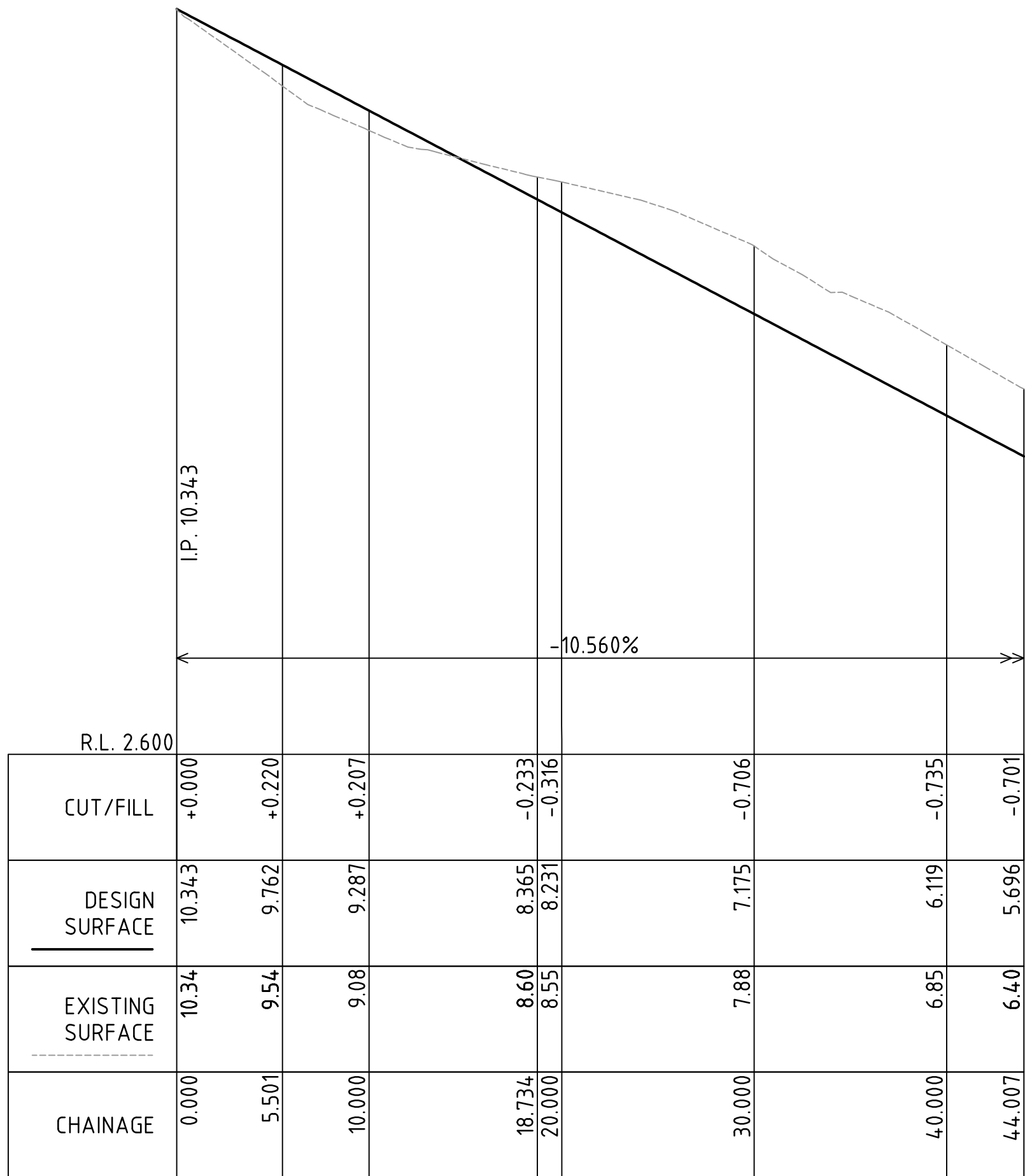


NO GUARANTEE IS GIVEN THAT ALL SERVICES ARE SHOWN, OR THAT THE POSITION OF THOSE SHOWN IS ACCURATE. THE EXACT POSITION OF ALL SERVICES SHALL BE DETERMINED ON SITE BY THE CONTRACTOR BEFORE CONSTRUCTION COMMENCES.

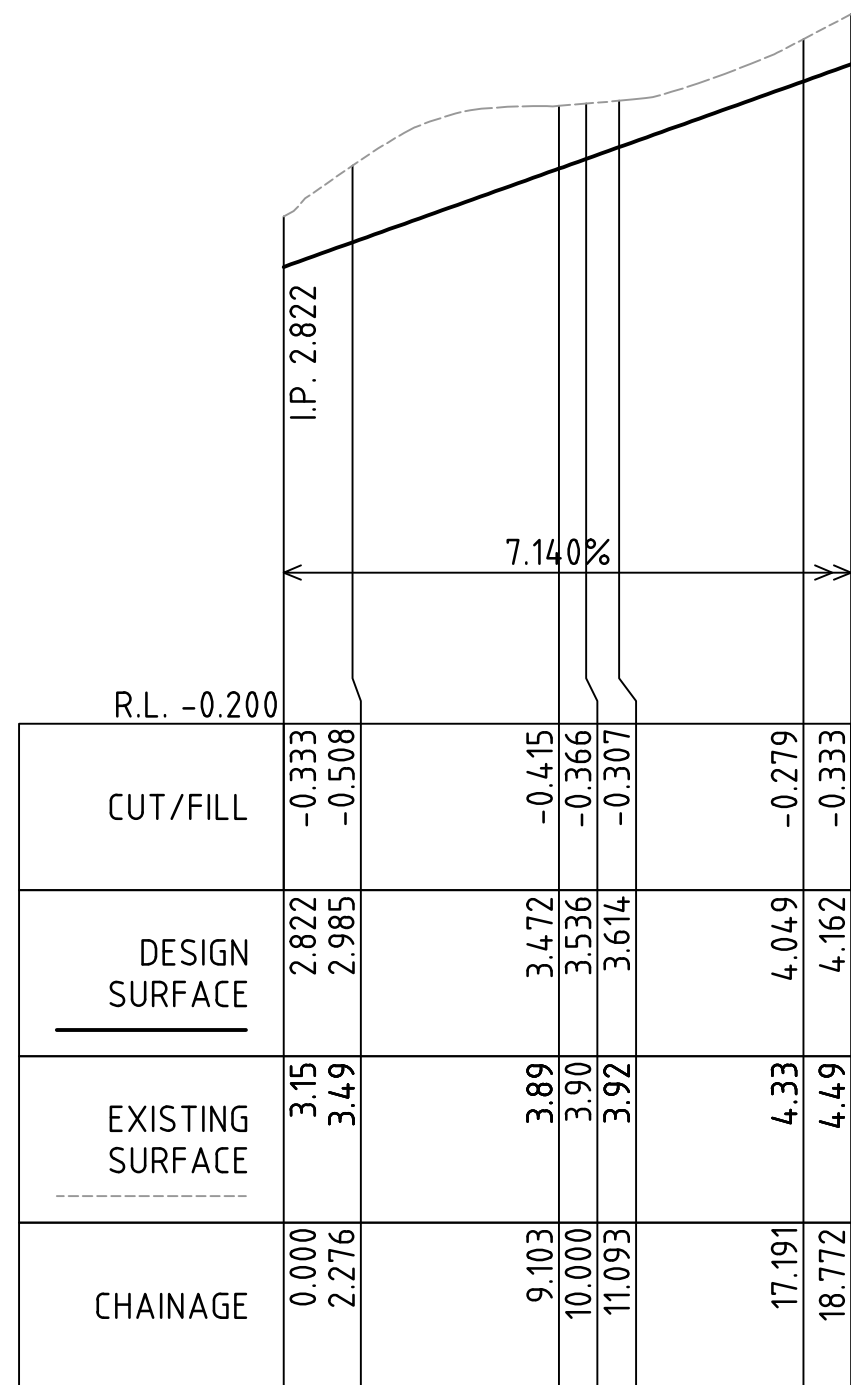
**PRELIMINARY ISSUE**  
NOT TO BE USED FOR CONSTRUCTION

			STATUS PRELIMINARY			 <b>Clarence... a brighter place</b> P.O. BOX 96, ROSNY PARK 7018 TELEPHONE: (03) 92 436 800 <a href="http://www.ccc.tas.gov.au">www.ccc.tas.gov.au</a>	RICHMOND BRIDGE WESTERN RESERVE		
			SCALE 1:25				DDA PATH AND BRIDGE STAIRS		
			DATUM GDA94 / AHD				PATH-A LONGITUDINAL SECTION		
			DRAWN	AWH	NOV 17				
			DRAFT CHECK						
			DESIGN CHECK						
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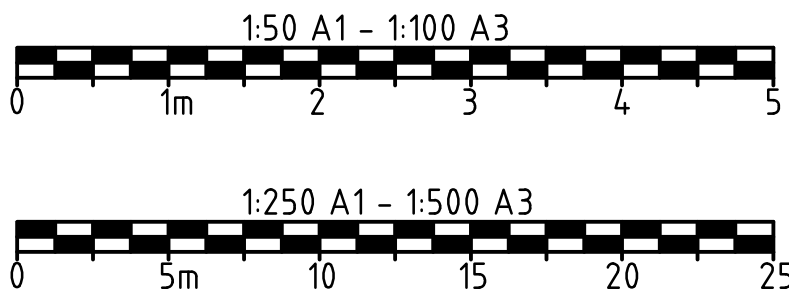




LONGITUDINAL SECTION - C.L. PATH-B  
SCALE 1:250H - 1:50V



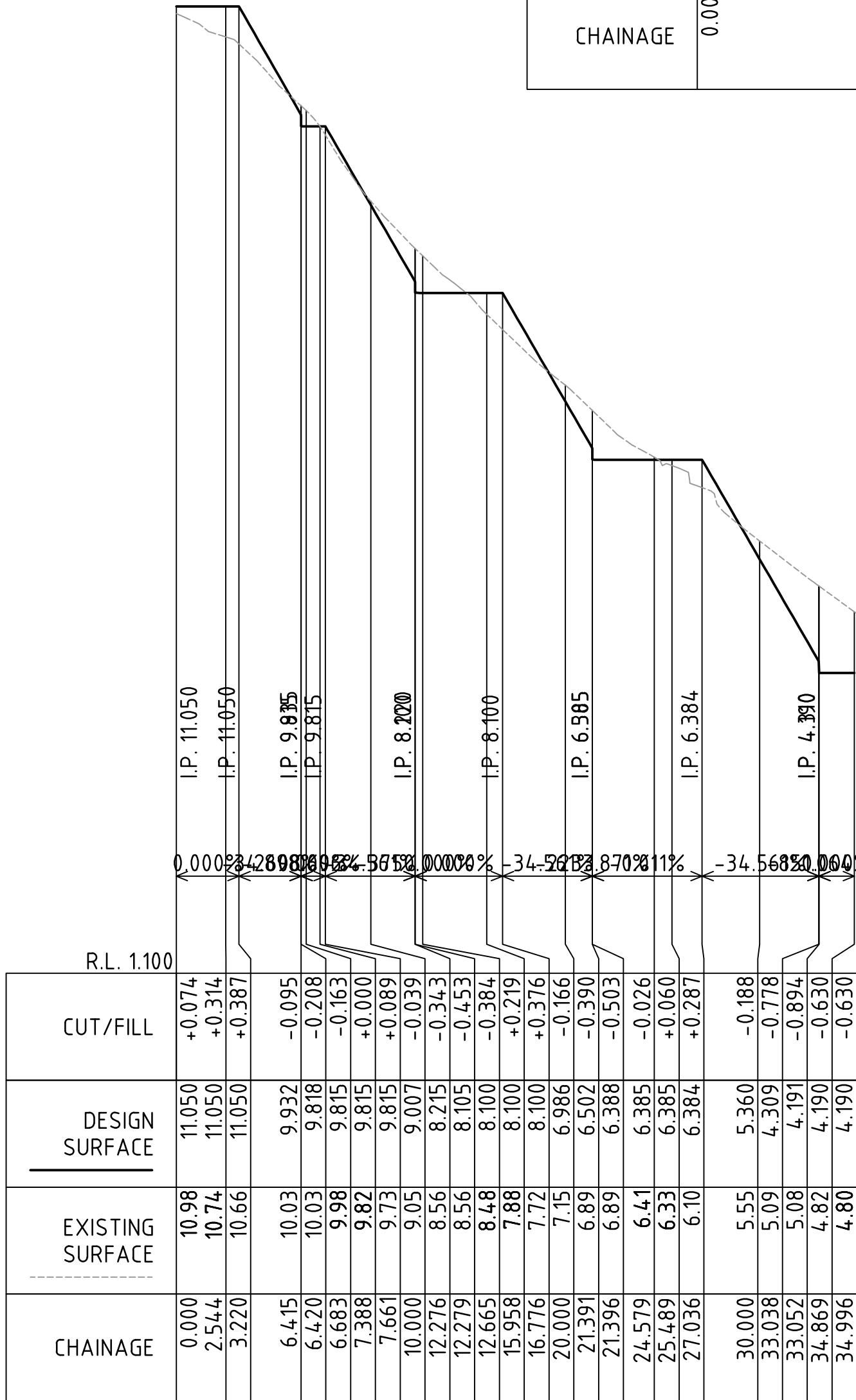
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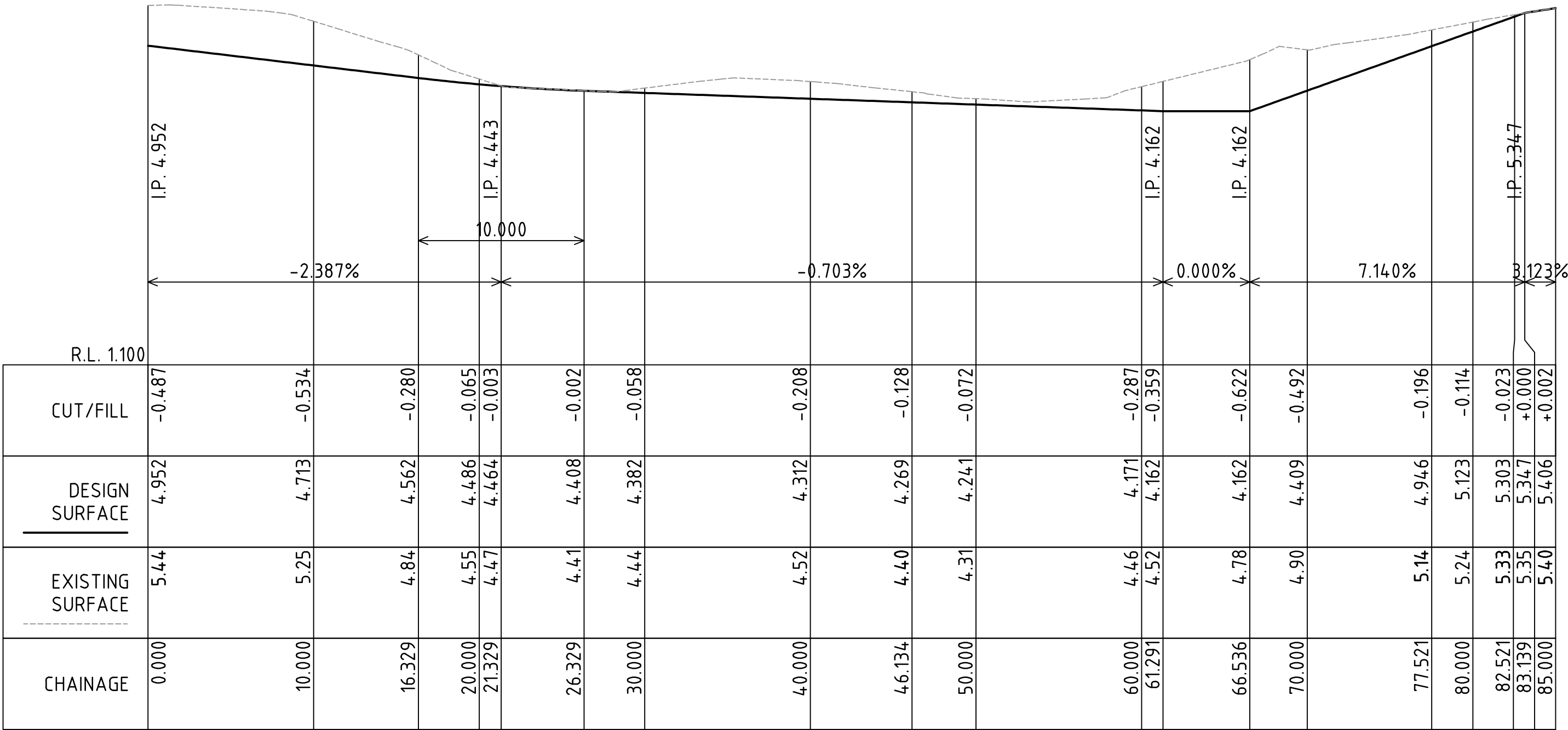
SERVICES

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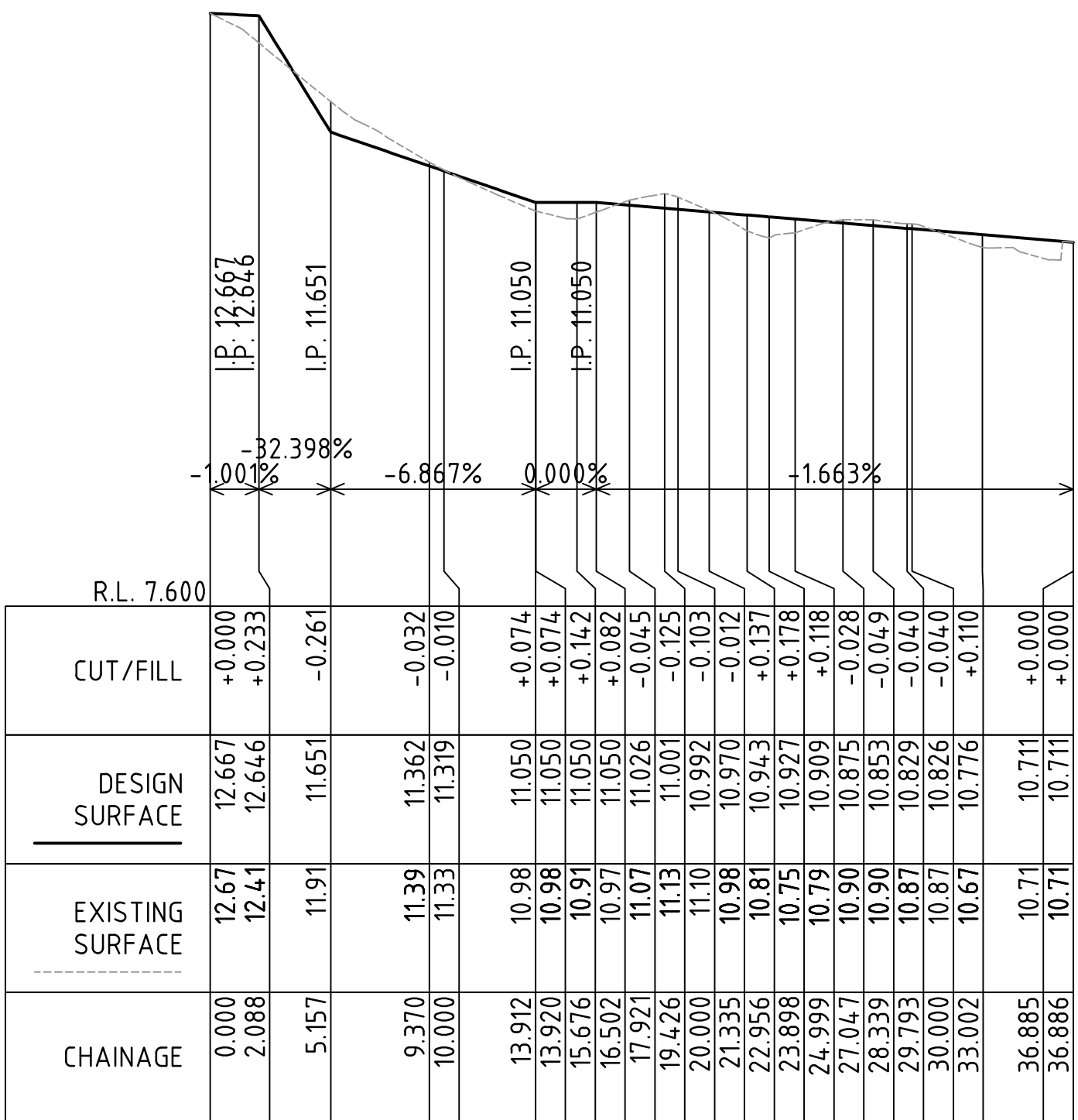
PRELIMINARY ISSUE  
NOT TO BE USED FOR CONSTRUCTION



LONGITUDINAL SECTION - C.L. PATH-F  
SCALE 1:250H - 1:50V



LONGITUDINAL SECTION - C.L. PATH-C  
SCALE 1:250H - 1:50V



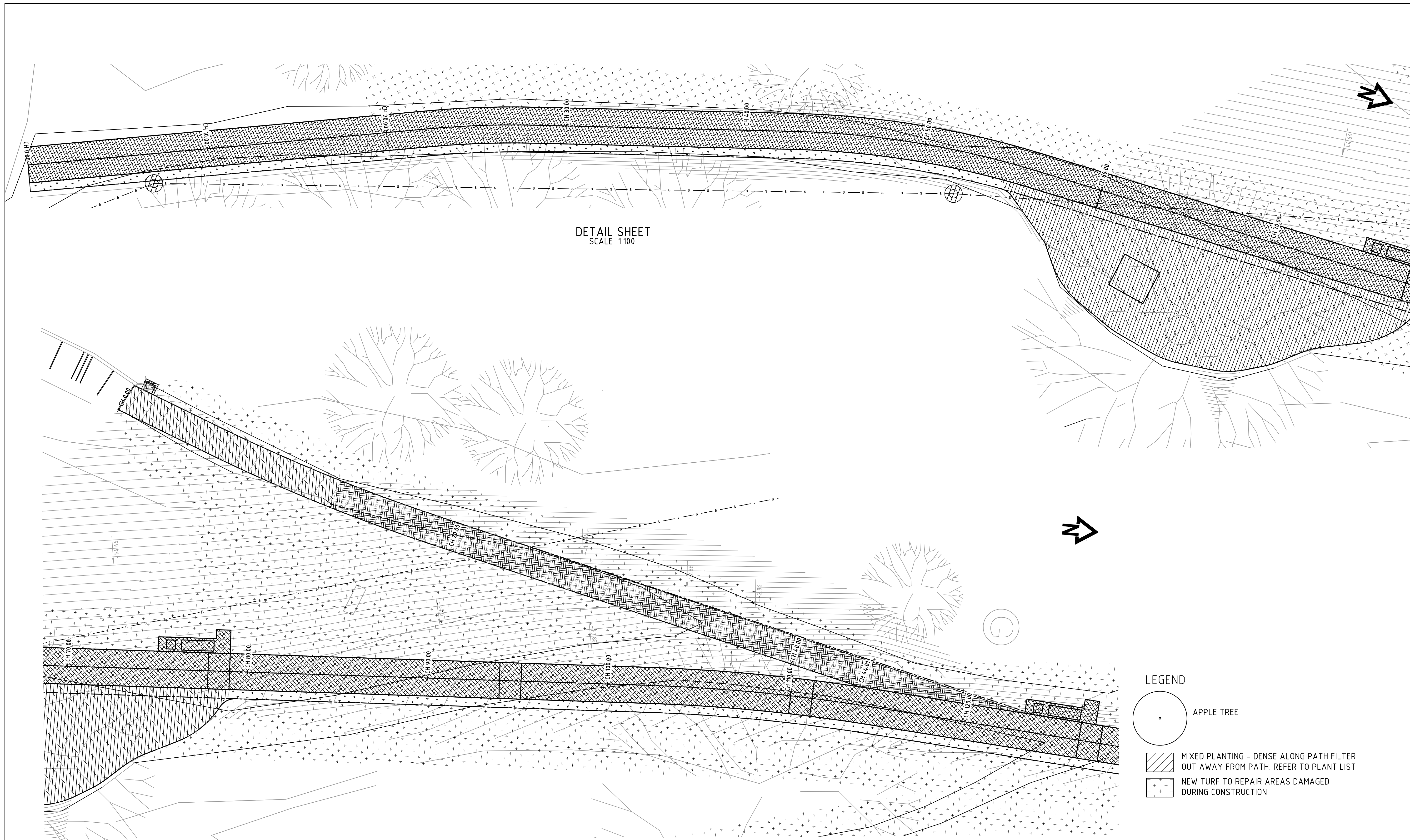
LONGITUDINAL SECTION - C.L. PATH-G  
SCALE 1:250H - 1:50V

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				DATUM	GDA94/AHD
				DRAWN	AWH
				DRAFT CHECK	----
				DESIGN CHECK	----
				APPROVED	----
				ENGINEER	----
B PRELIMINARY ISSUE - AUSTRAL TAS		AWH	20.08.18		
A PRELIMINARY ISSUE - AUSTRAL TAS		AWH	16.08.18		
0 PRELIMINARY ISSUE		AWH	30.11.17		
No.	REVISIONS	INITIAL	DATE		



RICHMOND BRIDGE WESTERN RESERVE DDA PATH AND BRIDGE STAIRS PATH-B,C,E,F,G LONGITUDINAL SECTION			A1
6423-11	DRAWING NUMBER	PROJECT NUMBER	

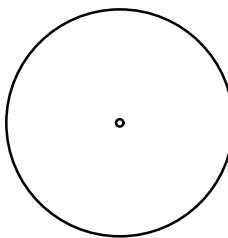




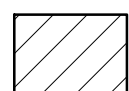
DETAIL SHEET  
SCALE 1:100

DETAIL SHEET  
SCALE 1:100

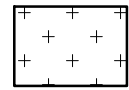
LEGEND



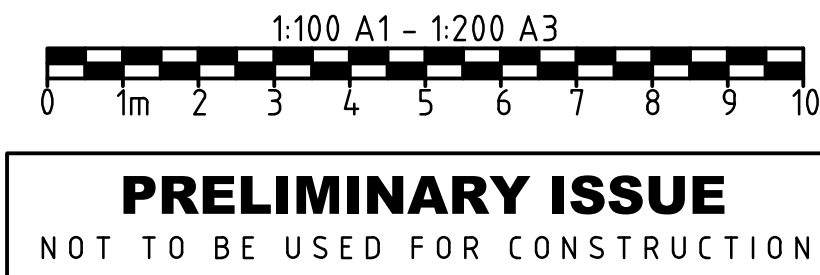
APPLE TREE



MIXED PLANTING - DENSE ALONG PATH FILTER  
OUT AWAY FROM PATH. REFER TO PLANT LIST



NEW TURF TO REPAIR AREAS DAMAGED  
DURING CONSTRUCTION



SERVICES

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		STATUS		PRELIMINARY	
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		DRAWN		CJJ	MAR 19
		DRAFT CHECK		----	----
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		APPROVED		----	----
		ENGINEER		----	----
0	PRELIMINARY ISSUE	AWH	14.3.19		
No.	REVISIONS	INITIAL	DATE		



RICHMOND BRIDGE WESTERN RESERVE  
DDA PATH AND BRIDGE STAIRS  
LANDSCAPE PLAN 1 OF 3

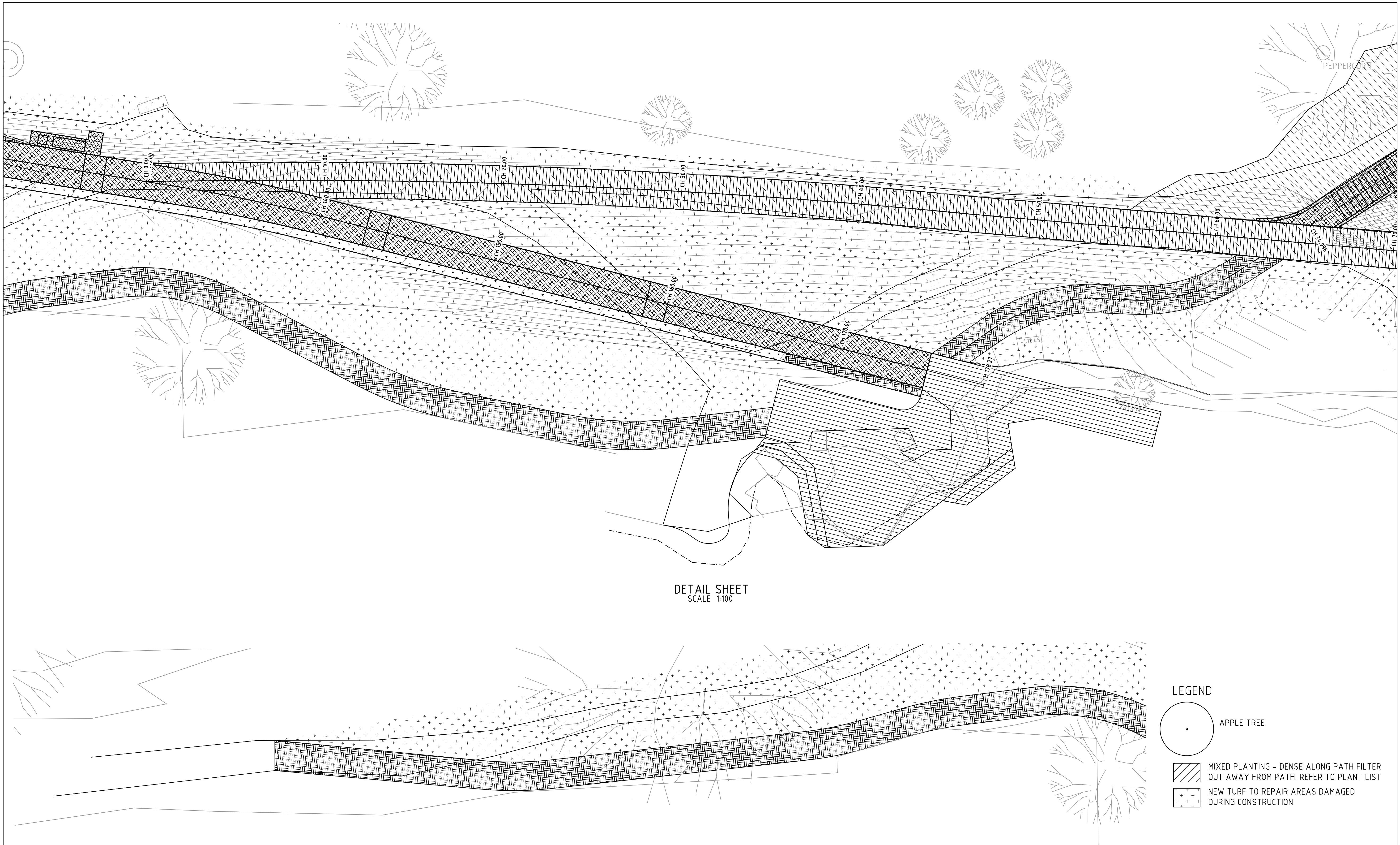
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DRAWING NUMBER

PROJECT NUMBER

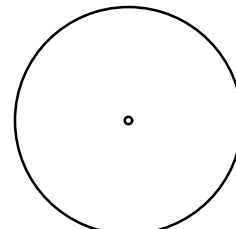
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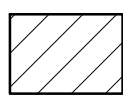


DETAIL SHEET  
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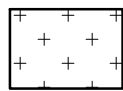
LEGEND



APPLE TREE

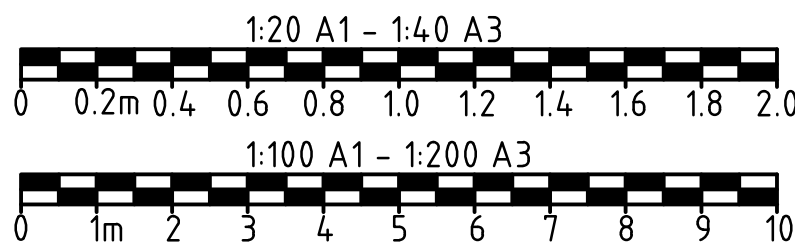


MIXED PLANTING - DENSE ALONG PATH FILTER  
OUT AWAY FROM PATH. REFER TO PLANT LIST



NEW TURF TO REPAIR AREAS DAMAGED  
DURING CONSTRUCTION

DETAIL SHEET  
SCALE 1:100



SERVICES

NO GUARANTEE IS GIVEN THAT ALL SERVICES  
ARE SHOWN, OR THAT THE POSITION OF  
THOSE SHOWN IS ACCURATE. THE EXACT  
POSITION OF ALL SERVICES SHALL BE  
DETERMINED ON SITE BY THE CONTRACTOR  
BEFORE CONSTRUCTION COMMENCES.

**PRELIMINARY ISSUE**  
NOT TO BE USED FOR CONSTRUCTION

				PRELIMINARY	
				SCALE	1:250
				DATUM	GDA94/AHD
				DATE	MAR 19
				DRAWN	CJJ
				DRAFT CHECK	----
				DESIGN CHECK	----
				APPROVED	----
				ENGINEER	----
0	PRELIMINARY ISSUE	CJJ	14.3.19		
No.	REVISIONS	INITIAL	DATE		



Clarence... a brighter place  
P.O. BOX 96, ROSNY PARK 7018  
TELEPHONE: (03) 62 459 600  
www.ccc.tas.gov.au

RICHMOND BRIDGE WESTERN RESERVE  
DDA PATH AND BRIDGE STAIRS  
LANDSCAPE PLAN 2 OF 3

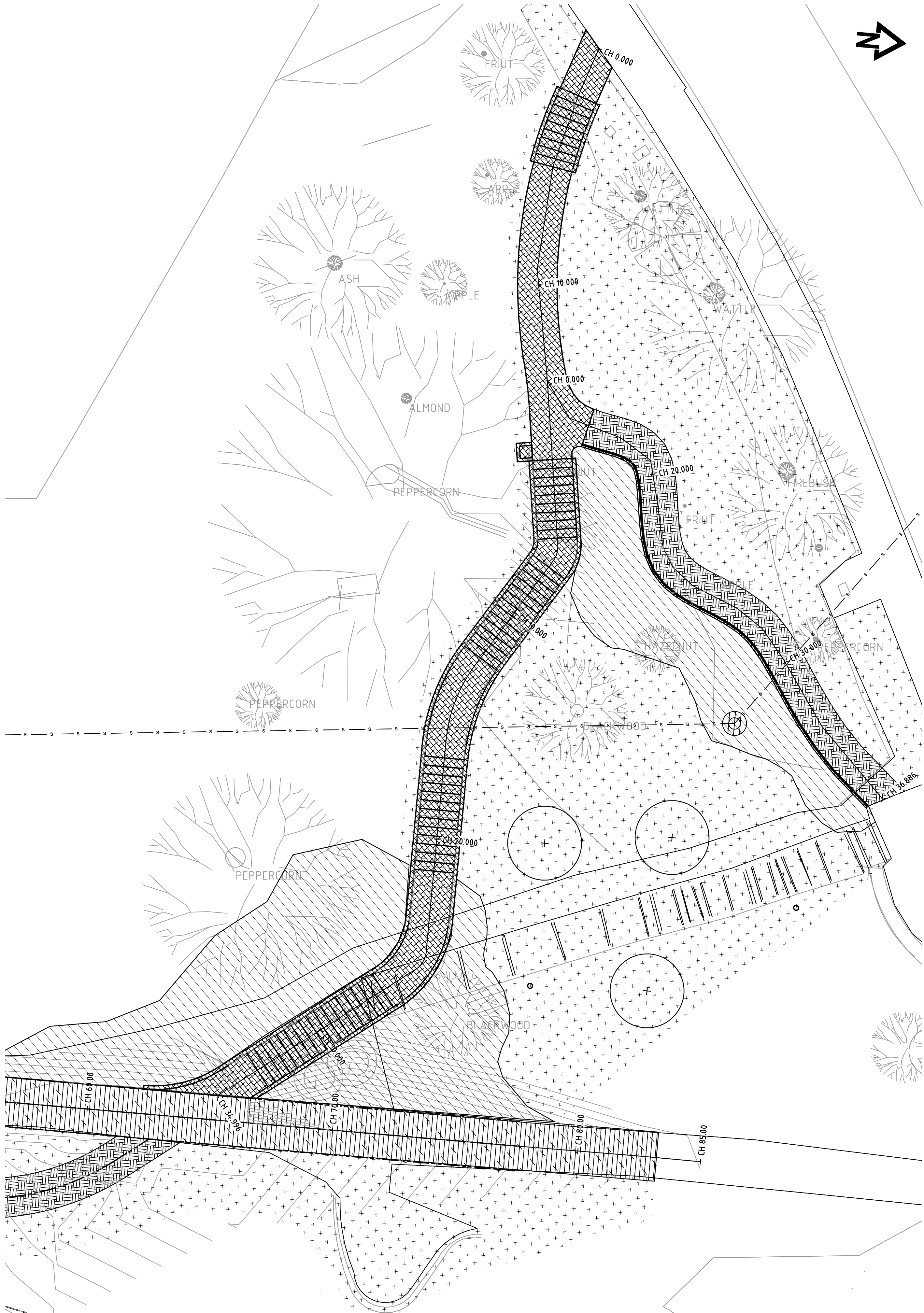
6423-14

DRAWING NUMBER

PROJECT NUMBER

A1





PLANT LIST								
ABBR	Latin Name	Common Name	Height	Width	Spacings	P/M²	Pot Size	Number
MDO	Malus domestica 'Pink Lady'	Pink Lady Semi Dwarfing	3	3	As Shown	As Shown	Bare rooted	3
MIXED PLANTING - RANDOM MIX OF PLANT IN CLUMPS OF 3 OR 5								
BMU	Brachyscome multifida	Native Daisy	0.3	0.5	0.25	4.00	140mm	129
CAP	Chrysocephalum apiculatum	Yellow Buttons	0.4	0.9	0.81	1.23	140mm	39
CAL	Correa alba	White Correa	1.5	1.5	2.25	0.44	140mm	14
DMO	Diplarrena moraea	Butterfly flag	0.7	0.75	0.5625	1.78	140mm	32
LAN	Lavandula angustifolia	English Lavender	0.9	0.9	0.81	1.23	140mm	39

LEGEND

+

APPLE TREE

MIXED PLANTING - DENSE ALONG PATH FILTER OUT AWAY FROM PATH. REFER TO PLANT LIST

NEW TURF TO REPAIR AREAS DAMAGED DURING CONSTRUCTION

SERVICES

NO GUARANTEE IS GIVEN THAT ALL SERVICES ARE SHOWN, OR THAT THE POSITION OF THOSE SHOWN IS ACCURATE. THE EXACT POSITION OF ALL SERVICES SHALL BE DETERMINED ON SITE BY THE CONTRACTOR BEFORE CONSTRUCTION COMMENCES.

1:100 A1 - 1:200 A3

01m2345678910

PRELIMINARY ISSUE

NOT TO BE USED FOR CONSTRUCTION

DETAIL SHEET  
SCALE 1:100

				STATUS PRELIMINARY	
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				DRAWN	CJJ MAR 19
				DRAFT CHECK	----
				DESIGN CHECK	----
0	PRELIMINARY ISSUE	CJJ	14.3.19	APPROVED	----
No.	REVISIONS	INITIAL	DATE	ENGINEER	----



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RICHMOND BRIDGE WESTERN RESERVE  
DDA PATH AND BRIDGE STAIRS  
LANDSCAPE PLAN 3 OF 3

6423-15

DRAWING NUMBER

PROJECT NUMBER

A1





Tasmanian Heritage Council  
 GPO Box 618 Hobart Tasmania 7000  
 Level 3, 200 Collins St, Hobart Tasmania 7000  
 Tel: 1300 850 332  
[enquiries@heritage.tas.gov.au](mailto:enquiries@heritage.tas.gov.au)  
[www.heritage.tas.gov.au](http://www.heritage.tas.gov.au)

PLANNING REF: DA-2019/108  
 THC WORKS REF: 5878  
 REGISTERED PLACE NO: 1101  
 FILE NO: 10-10-76THC  
 APPLICANT: Clarence City Council  
 DATE: 16 May 2019

## NOTICE OF HERITAGE DECISION

*(Historic Cultural Heritage Act 1995)*

The Places: 56, 66, 68 and 70 Bridge Street, Richmond.  
 The Registered Place: Richmond Bridge, 66, 68 and 70 Bridge Street, Richmond.  
 The Proposed Works: Construction of paths, steps and a landing to a public section of riverbank adjacent to the bridge.

Under section 39(6)(b) of the *Historic Cultural Heritage Act 1995*, the Heritage Council gives notice that it consents to the discretionary permit being granted in accordance with the documentation submitted with Development Application DA-2019/108, advertised on 03/04/2019, subject to the following condition:

- I. (i) **Caution must be exercised during excavations within the zone of archaeological sensitivity, as illustrated in Figure 1 of the Addendum to Statement of Archaeological Potential dated 20/11/2018 by Austral Tasmania. A copy of Figure 1 must be available on the site and all contractors must be made aware of the extent of the zone of archaeological sensitivity and the terms of this condition of approval.**
- (ii) **A notification protocol must be in place during excavation, building and landscaping work, whereby excavation must immediately cease and advice must be sought from the Archaeological Consultant in the event that features or deposits of an archaeological nature are uncovered during excavations in the area of archaeological sensitivity, or where doubt exists concerning the provenance of any strata revealed during excavations. The features or deposits may include, but are not limited to, the discovery of stone, bricks or other materials forming a likely surface on the approach to the ford crossing.**
- (iii) **In the event that significant archaeological features or deposits are encountered, these must be dealt with in accordance with Part 7 of the Tasmanian Heritage Council's Practice Note 2: Managing Historical Archaeological Significance in the Works Process [Version 4: November 2014].**

### Reason for condition

To ensure that sub-surface heritage information is properly considered and appropriately managed.



#### Advice

It is noted that the scope of the Statement of Archaeological Potential (SoAP) submitted as part of the application material is limited to a small section of the listed place, and that the SoAP includes a recommendation that a full archaeological assessment is carried out for the Richmond Bridge registered place. This recommendation is also included in the 2017 Conservation Management Plan. The Heritage Council also recommends that consideration is given to expanding the scope of archaeological assessment of the site, to inform future work to the site and as a worthwhile addition to the current Conservation Management Plan. The Heritage Council also recommends that the Clarence City Council works with the Department of State Growth in the preparation of an interpretation plan for the registered place, to further inform and enhance the visitor experience of the site. Heritage Tasmania would be glad to provide advisory support in relation to this.

Should you require clarification of any matters contained in this notice, please contact Deirdre Macdonald on 6165 3712 or 1300 850 332.

A handwritten signature in black ink, appearing to read 'Pete Smith', with a stylized, cursive script.

Pete Smith

**Director – Heritage Tasmania**

*Under delegation of the Tasmanian Heritage Council*

## Attachment 4

56, 66, 68 and 70 Bridge Street, Richmond



Looking from the south from the western side of the Richmond Bridge



Existing concrete block viewing platform





Existing path looking north towards the Richmond Bridge



Looking south towards the existing picnic area

**11.3.9 APPLICATION D-2019/174 – 11 GUNNING STREET, RICHMOND – 2  
MULTIPLE DWELLINGS**  
(File No D-2019/174)**EXECUTIVE SUMMARY****PURPOSE**

The purpose of this report is to consider the application made for two Multiple Dwellings at 11 Gunning Street, Richmond.

**RELATION TO PLANNING PROVISIONS**

The land is zoned General Residential and subject to the Historic Heritage, Stormwater Management and Parking & Access 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 has been extended with the written consent of the applicant and expires on 21 June 2019.

**CONSULTATION**

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

- Heritage incompatibility;
- density;
- loss of privacy to private open space; and
- increased traffic;

**RECOMMENDATION:**

A. That the Development Application for 2 Multiple Dwellings at 11 Gunning Street, Richmond (Cl Ref D-2019/174) be approved subject to the following conditions and advice.

1. GEN AP1 – ENDORSED PLANS.

2. GEN AP3 – AMENDED PLAN  
Amended plans showing any proposed landscaping, fencing or other techniques to enhance the property must be submitted to and approved by Council’s Manager City Planning prior to the commencement of the use/development. When approved, the plans will form part of the permit.
  3. ENG A5 – SEALED CAR PARKING.
  4. ENG M1 – DESIGN DA.
  5. The development must meet all required Conditions of Approval specified by TasWater notice dated 16/04/2019 (TWDA 2019/00504-CCCJ).
- 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**

The subject lot originally part of 13 and 15 Gunning Street which was comprised of two parcels (CT ref: 156060/1 and 65024/1).

The lot was created under subdivision approval SD-2013/9 which involved a boundary adjustment between 13 and 15 Gunning Street to create an internal lot (11 Gunning Street) and a lot fronting Gunning Street (15 Gunning Street).

### **2. STATUTORY IMPLICATIONS**

- 2.1. The land is zoned General Residential under the Scheme.
- 2.2. The proposal is discretionary 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;
  - Section 10 – General Residential Zone;
  - Section E6.0 – Parking and Access Code;



- Section E7.0 – Stormwater Management Code; and
- Section E13.0 – Historic Heritage Code.

**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 subject lot is an internal lot located on the western side of Gunning Street. A location plan is included in the Attachments.

The site is currently vacant and was created as part of subdivision approval SD-2013/9 as described above.

The site is accessible via an approximate 22m long x 4m wide access strip and is adjoined by 9 Gunning Street to the south, 13 and 15 Gunning Street to the east, 17 Gunning Street to the north and 10, 14 and 16 Napoleon Street to the west.

The adjacent properties at 9 Gunning Street (Former Sawyers Arms) and 15 Gunning Street (Landfall) are both listed on the Tasmanian Heritage Register.

#### **3.2. The Proposal**

The proposal is for 2 new single storey multiple dwellings. Each dwelling would have 3 bedrooms, patio, verandah, porch and 2 car integral garage.

The multiple dwellings would both have Colorbond “standing seam” wall cladding in a deep charcoal grey (Matt Monument). Roofing would have a 25 degree pitch and also be Colorbond “standing seam” in Matt Monument.

A copy of the proposal is included in the Attachments.

**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 General Residential Zone and relevant Codes with the exception of the following.

**Historic Heritage Code**

<b>Clause</b>	<b>Standard</b>	<b>Acceptable Solution (Extract)</b>	<b>Proposed</b>
E13.8.2 A1	Building and Works other than Demolition	No Acceptable Solution	The proposal includes two new multiple dwellings.

In this instance, the proposal must be considered pursuant to the Performance Criteria P1 of the Clause E13.8.2 as follows.

<b>Performance Criteria</b>	<b>Proposal</b>
<i>“Design and siting of buildings and works must not result in detriment to the historic cultural heritage significance of the precinct, as listed in Table E13.2”.</i>	<p>Complies - the proposed dwellings would be located within the building envelope for the General Residential Zone. As all the zone setback requirements are met, the siting of the dwellings would not encroach on the amenity of the adjacent heritage properties listed in Table E13.2 - 9 and 15 Gunning Street.</p> <p>In addition, the dwellings would be located on an internal lot behind the heritage listed properties which have frontage to Gunning Street.</p>

	For these reasons it is considered that the bulk, scale and location of the multiple dwellings will not compromise the cultural heritage significance of the Precinct.
--	--

**Historic Heritage Code**

Clause	Standard	Acceptable Solution (Extract)	Proposed
E13.8.2 A2	Building and Works other than Demolition	No Acceptable Solution	As above - the proposal includes two new multiple dwellings.

In this instance, the proposal must be considered pursuant to the Performance Criteria P2 of the Clause E13.8.2 as follows.

Performance Criteria	Proposal
<i>“Design and siting of buildings and works must comply with any relevant design criteria/conservation policy listed in Table E13.2, except if a heritage place of an architectural style different from that characterising the precinct”.</i>	Complies - the overall appearance of the proposal is reminiscent of simplistic gabled roof forms of period outbuildings and as such, are not considered detrimental to the significance of the heritage precinct.  The unambiguously modern design of this proposal adopts simplistic gabled roof forms and regular fenestration patterns that are considered compatible to scale and form of period outbuildings from the predominant Georgian style.

**Historic Heritage Code**

Clause	Standard	Acceptable Solution (Extract)	Proposed
E13.8.2 A5	Building and Works other than Demolition	No Acceptable Solution.	

In this instance, the proposal must be considered pursuant to the Performance Criteria P5 of the Clause E13.8.2 as follows.

<b>Performance Criteria</b>	<b>Proposal</b>
<p><i>“The design of new development must be sympathetic to the heritage locality in terms of bulk, setbacks, materials, colour scheme, form, and character of the place, streetscape and surrounding area. It therefore must:</i></p> <p>(a) <i>not be confused with the original historic fabric associated with nearby historic places in the locality;</i></p>	<p>Complies - this proposal presents as an unambiguously modern and compatible interpretation of period outbuildings that does not mimic historic detail of nearby heritage building stock or that of the precinct.</p>
<p>(b) <i>be compatible with the architectural design, colour and aesthetic characteristics of the historic places in the area;</i></p>	<p>Complies - the low scale, simplistic forms and recessive neutral colours of this proposal are anticipated to assist with its compatible insertion between adjacent heritage building stock.</p>
<p>(c) <i>not visually dominate an existing heritage place or street in terms of size, height and bulk when viewed from the street frontage or frontages;</i></p>	<p>Complies - the proposed buildings are located within an internal allotment and, as such, are set well back from the street frontage. Proposed form and colour will assist with the proposals ability to blend in with the background of the precinct when viewed from significant vantage points.</p>
<p>(d) <i>adopt a contemporary architectural character of an understated appearance to minimise the visual dominance over adjacent contributory buildings, the heritage place or historic places in the locality, in terms of size, height or bulk;</i></p>	<p>Complies - the simplistic forms, neutral colour palette and low scale will assist with the proposal’s anonymity within the backdrop of views to adjacent heritage property.</p>
<p>(e) <i>repeats the particular rhythm, spatial characteristics and character of historic places and other contributory buildings in the area;</i></p>	<p>Complies - the proposal adopts simplistic fenestration patterns, roof forms and rectilinear footprints that are prevalent within the heritage precinct.</p>
<p>(f) <i>relates to and uses as reference points the materials, front and side setbacks, roof form, colours and details of adjacent buildings and the surrounding precinct;</i></p>	<p>Complies - this proposal has adopted a low-scaled, simplistic-formed appearance with neutral tones that are prevalent within the precinct. It does not, however, mimic period detail which is considered an appropriate response.</p>
<p>(g) <i>avoid blank walls at ground and upper floor levels when viewed from surrounding streets;</i></p>	<p>Complies - this proposal does not contain any blank walls that that can be viewed from adjacent streets.</p>

<i>(h) utilise landscaping, fencing or other techniques to enhance the property and to reduce conflict with historic streetscapes”.</i>	Not applicable – whilst no detail has been provided, a condition is recommended as part of an approval.
---	---

## **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. Heritage Incompatibility**

As the proposal is adjacent to heritage listed places at 9 Gunning Street and 15 Gunning Street, concern was raised that the proposal for “2 large units on a small block” is incompatible with Gunning Street and Richmond with respect to bulk, construction materials and colour scheme. One representor stated that Matt Monument is a city colour and the heritage fabric of Richmond community and streetscape should be preserved.

- **Comment**

Council’s Heritage Officer has assessed the proposal against the Historic Heritage Code as provided in the assessment section of this Report. Council’s Heritage Officer is satisfied that the proposal design in terms of architectural style complies with the Performance Criteria.

Several design changes suggested by Council’s Heritage Officer were incorporated into revised plans prior to the advertising the proposal.

### **5.2. Density**

Concern was raised that the proposal results in infill at a density that is inappropriate within its setting surrounded by historic properties with vegetable gardens and orchards. In addition, existing dwellings on Gunning and Victoria Street are single dwellings surrounded by gardens.

- **Comment**

The General Residential Zone sets out the density standards for multiple dwellings with each dwelling requiring 325m<sup>2</sup> under the Acceptable Solution A1 for Clause 10.4.1.



Based on the site being 1051m<sup>2</sup> (excluding the access strip), the proposed area per dwelling would be 525m<sup>2</sup>. Owing to this, the proposed density is considered within the planning schemes strategic intent.

Furthermore, each dwelling meets the Acceptable Solution A1, Clause 10.4.3 requirements for site coverage and private open space.

### **5.3. Loss of Privacy to Private Open Space**

The representor states that there would be a loss of privacy when utilising their private open space.

- **Comment**

There is an existing approximately 1.8m high solid timber paling fence around the site's boundaries with all adjoining properties except for 13 and 9 Gunning Street. Owing to this, it is considered that there would be no loss of privacy to the representor's private open space.

### **5.4. Increased Traffic**

Concern was raised that the proposal would significantly add to traffic on Gunning Street in the vicinity of 12, 13 and 15 Gunning Street.

- **Comment**

The proposed multiple dwellings meet the Scheme requirements under the Parking and Access Code in terms of off street car parking and access to the site, and will not compromise the service capacity of the existing road network.

## **6. EXTERNAL REFERRALS**

The proposal was referred to the Tasmanian Heritage Council (THC) who advised that they no longer have input into works at a place which is adjacent to a place on the Heritage Register. Accordingly, they provided no comment on the proposed multiple dwellings at 11 Gunning Street adjacent 9 and 15 Gunning Street.

The proposal was also referred to Council's Heritage Officer and TasWater for review.

**7. STATE POLICIES AND ACT OBJECTIVES**

**7.1.** The proposal is consistent with the outcomes of the relevant State Policies.

**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**

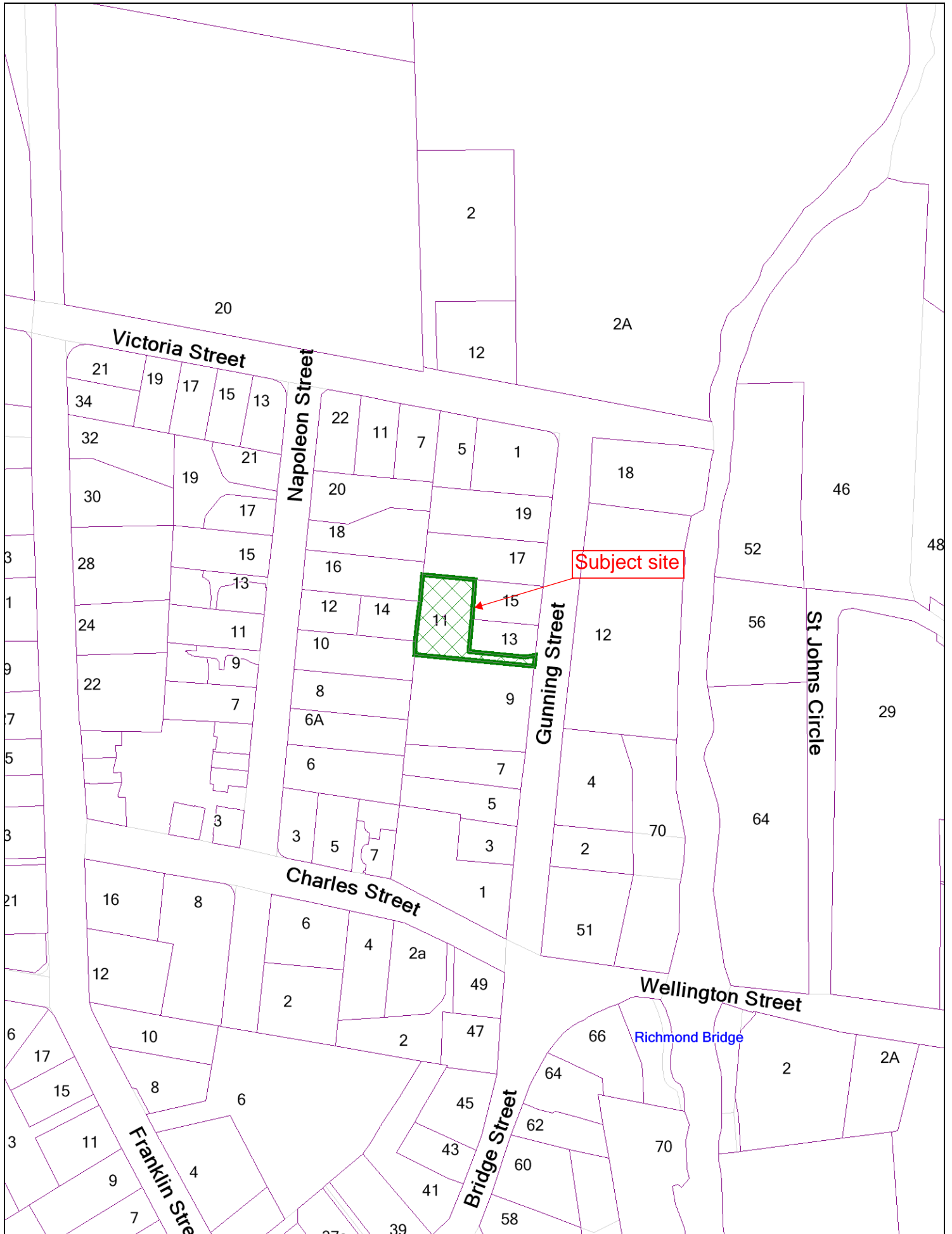
The proposal for 2 new multiple dwellings at 11 Gunning Street is considered to meet all relevant standards of the Scheme and is therefore recommended for approval.

Attachments: 1. Location Plan (1)  
2. Proposal Plan (11)  
3. Site Photo (5)

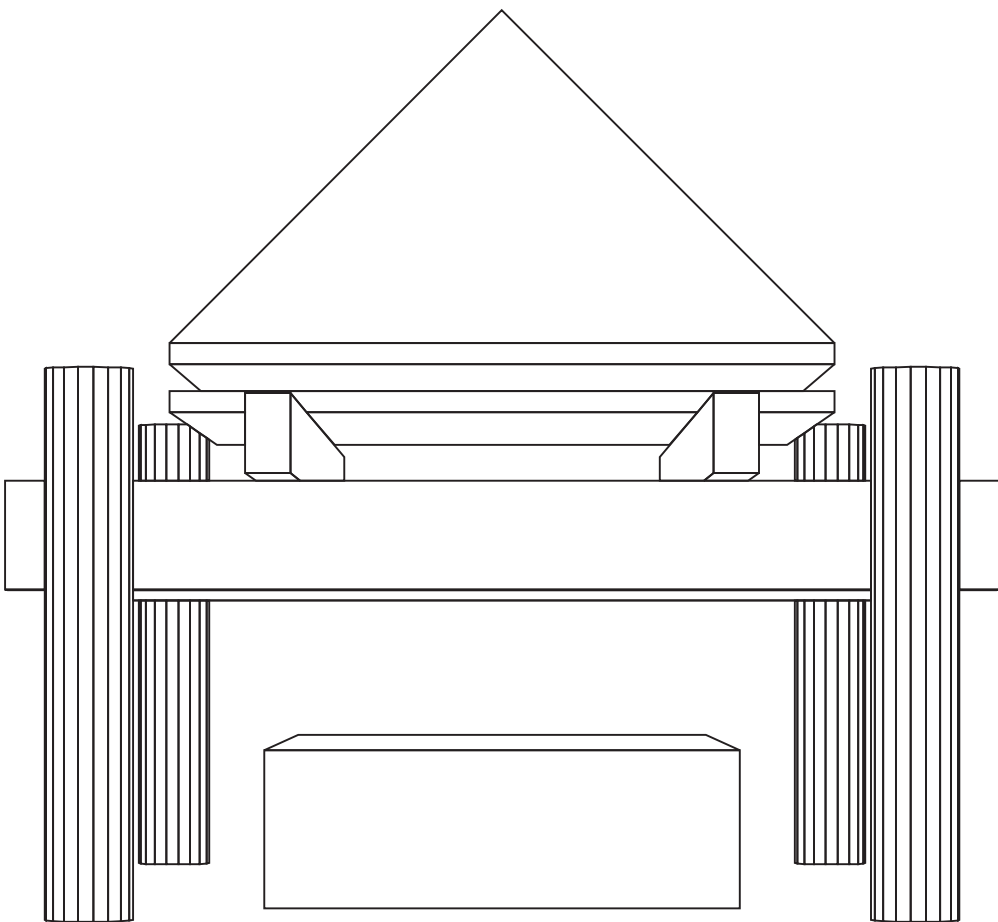
Dan Ford  
**ACTING MANAGER CITY PLANNING**

Council now concludes its deliberations as a Planning Authority under the Land Use Planning and Approvals Act, 1993.

# Attachment 1 - Location Plan



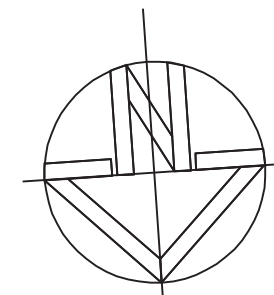
**Disclaimer:** This map is a representation of the information currently held by Clarence City Council. While every effort has been made to ensure the accuracy of the product, Clarence City Council accepts no responsibility for any errors or omissions. Any feedback on omissions or errors would be appreciated. Copying or reproduction, without written consent is prohibited. **Date:** Thursday, 6 June 2019 **Scale:** 1:2,426 @A4



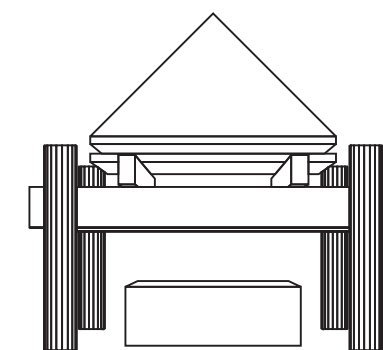
BURGESS RESIDENCES  
11 GUNNING STREET  
RICHMOND







MARCH 2019



TONY PARKER

6A Elboden St  
SOUTH HOBART 7004

(mob) 0419 583 048

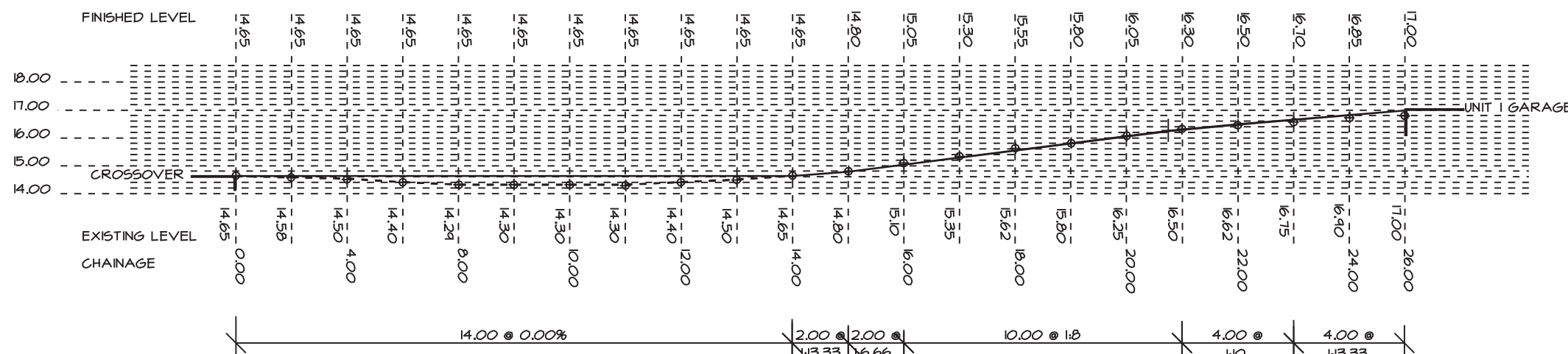
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**BURGESS  
RESIDENCES**

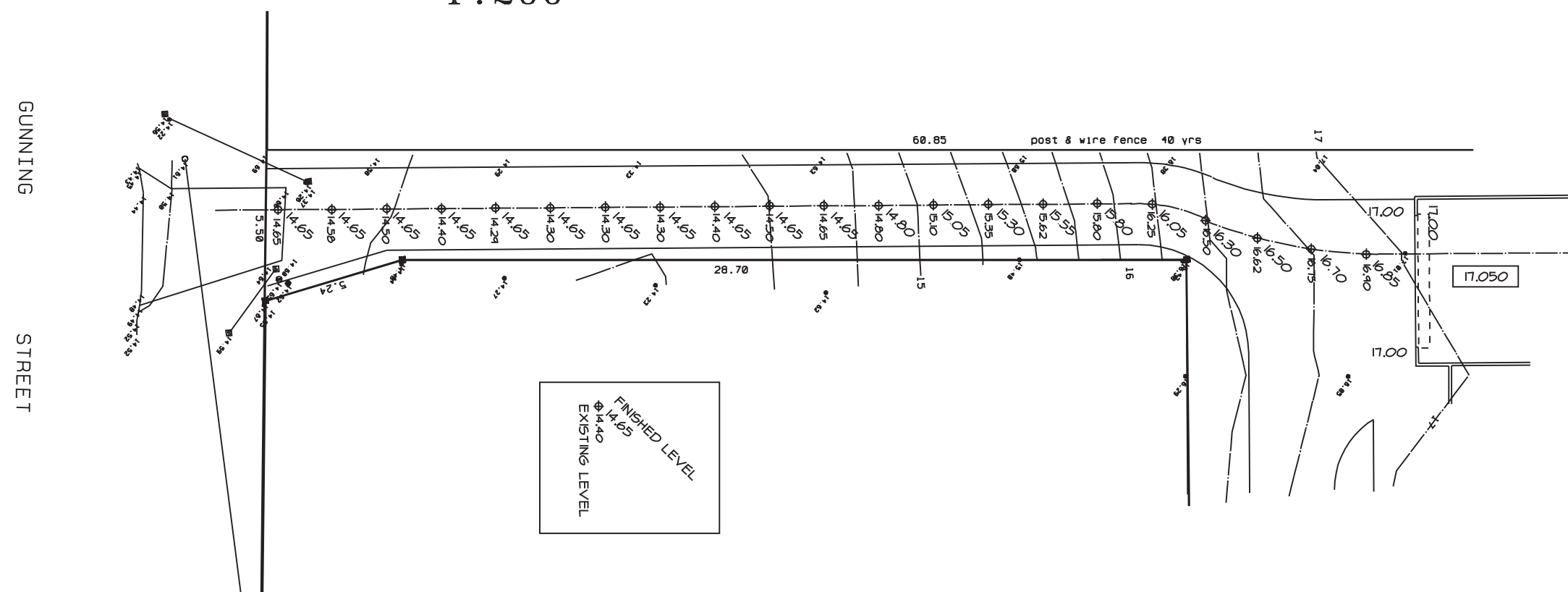
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RICHMOND

1:200

PD2355/1.1



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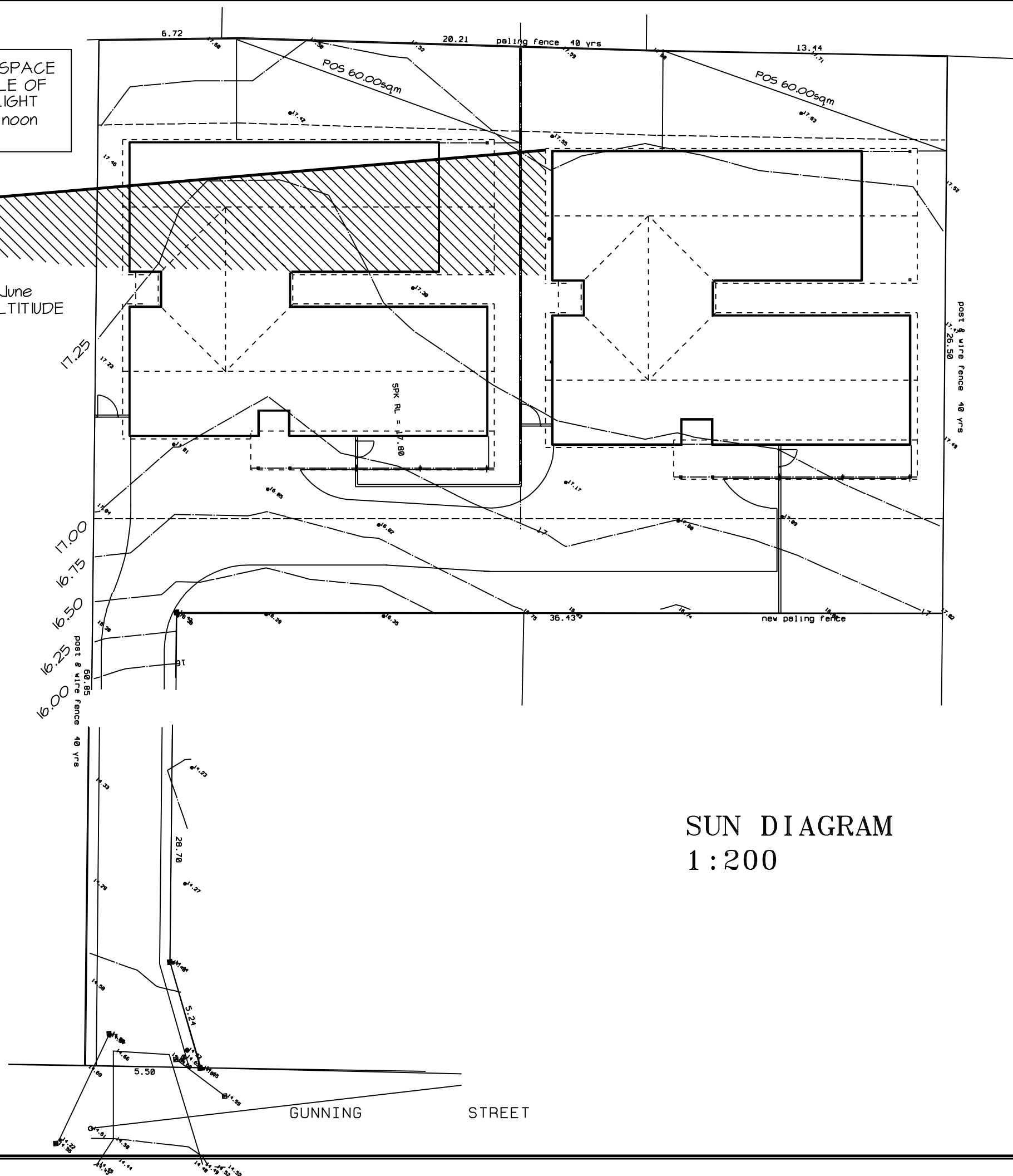


DRIVEWAY PLAN  
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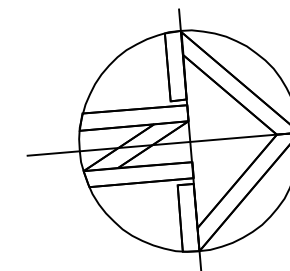


100% OF OPEN SPACE  
AREAS CAPABLE OF  
RECEIVING SUNLIGHT  
BETWEEN 12.00 noon  
AND 3.00pm

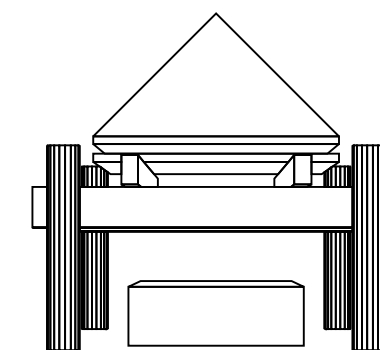
SHADOW LINE  
12.00 noon 21st June  
24 DEGREES ALTITUDE  
DUE NORTH



SUN DIAGRAM  
1:200



MARCH 2019



TONY PARKER

6A Elboden St  
SOUTH HOBART 7004

(mob) 0419 583 048

ACCREDITED PRACTITIONER  
NUMBER CC 2338 S

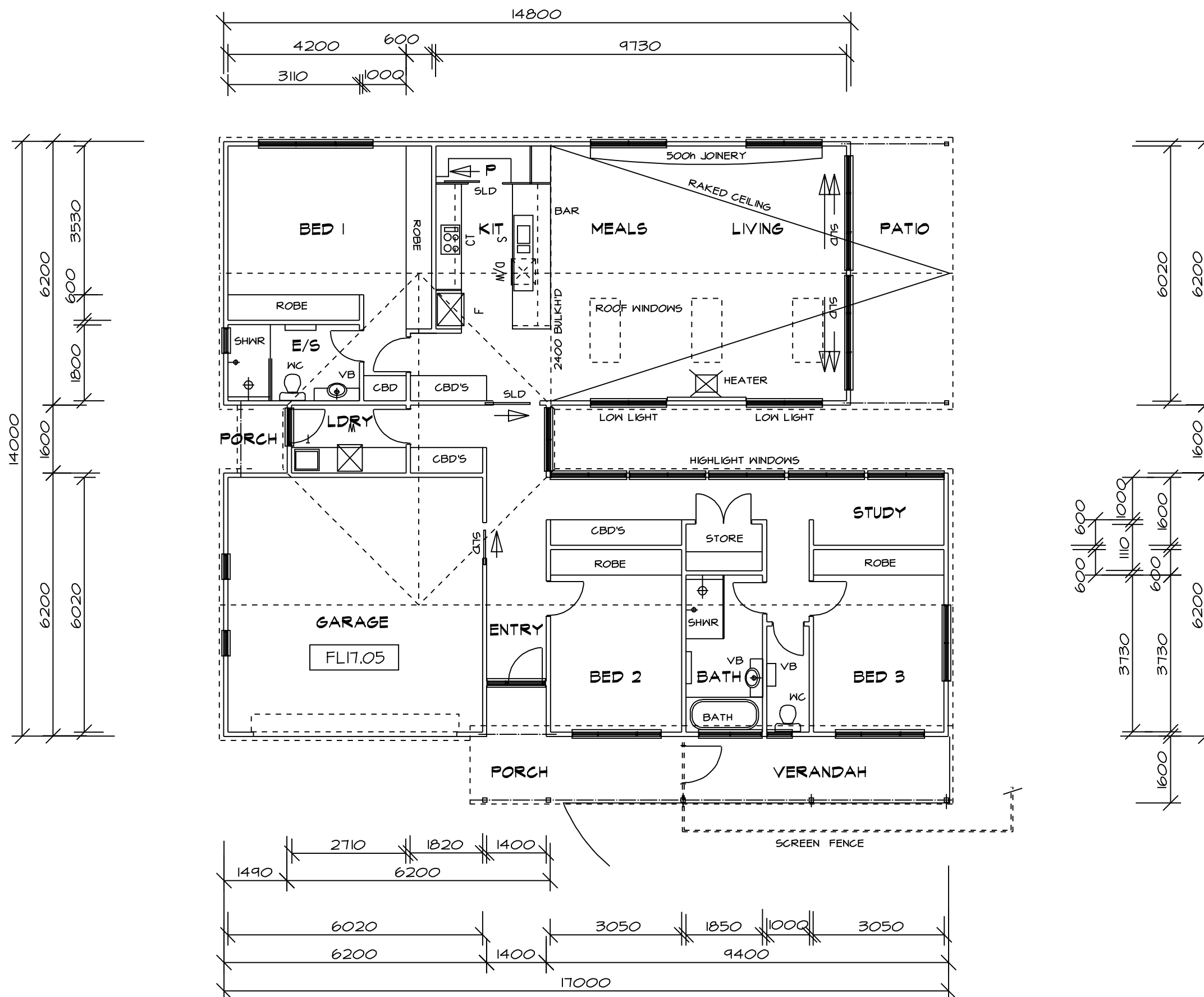
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RESIDENCES

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RICHMOND

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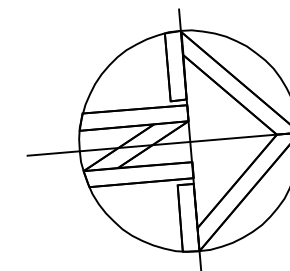
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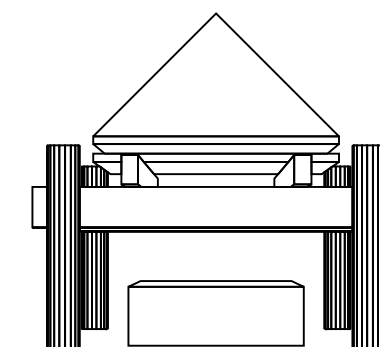


FLOOR PLAN  
1:100

UNIT 1



MARCH 2019



TONY PARKER

6A Elboden St  
SOUTH HOBART 7004

(mob) 0419 583 048

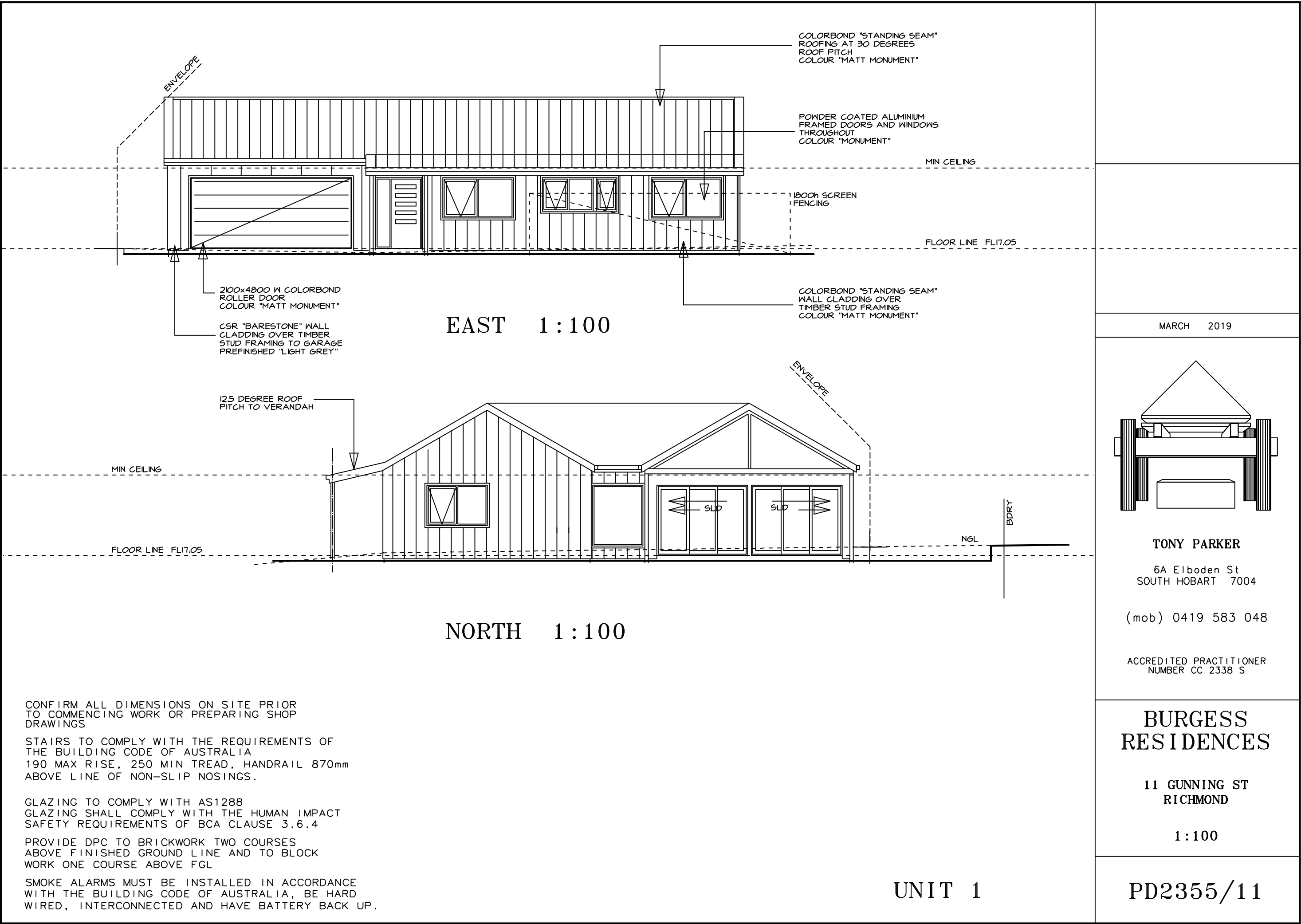
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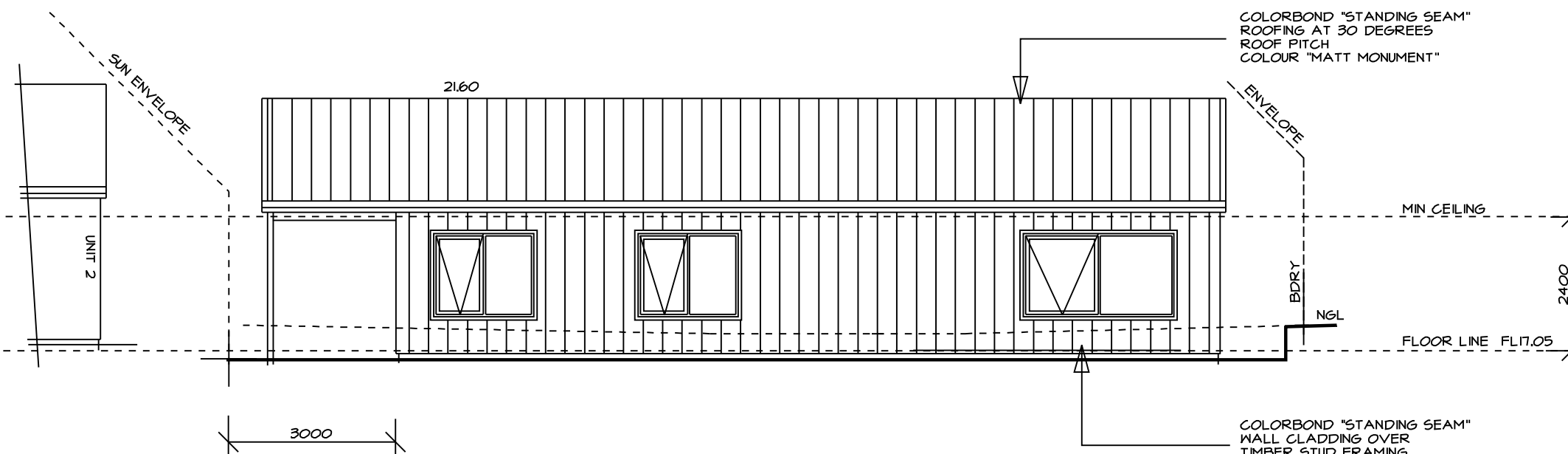
BURGESS  
RESIDENCES

11 GUNNING ST  
RICHMOND

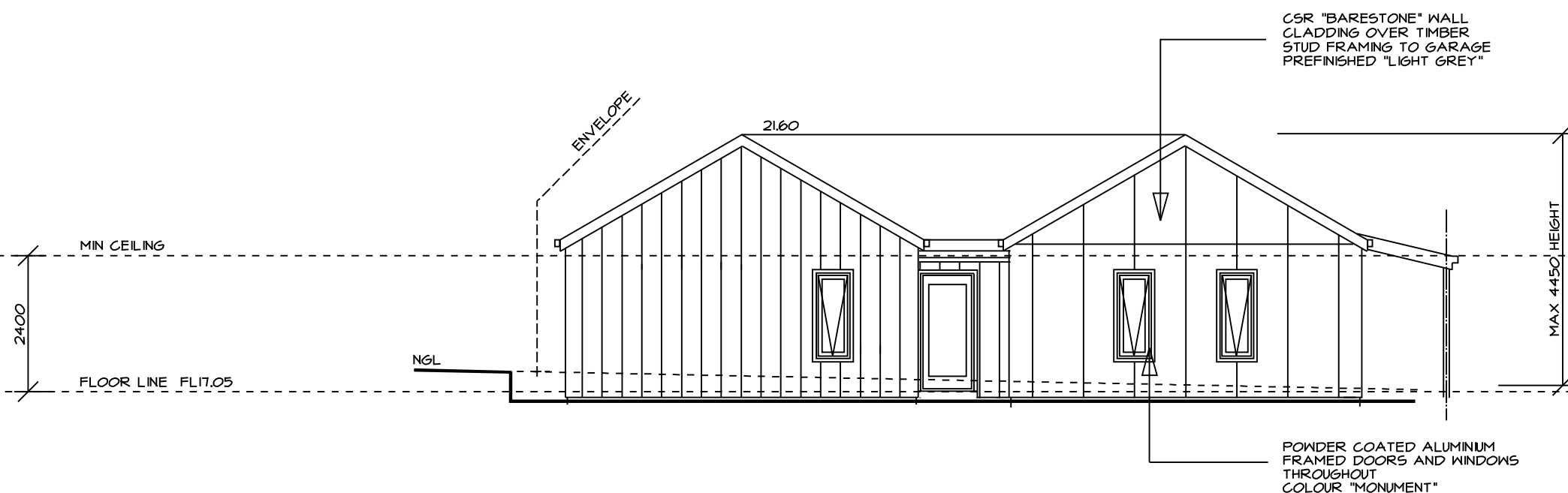
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PD2355/10





WEST 1 : 100



SOUTH 1 : 100

CONFIRM ALL DIMENSIONS ON SITE PRIOR TO COMMENCING WORK OR PREPARING SHOP DRAWINGS

STAIRS TO COMPLY WITH THE REQUIREMENTS OF THE BUILDING CODE OF AUSTRALIA  
190 MAX RISE, 250 MIN TREAD, HANDRAIL 870mm ABOVE LINE OF NON-SLIP NOSINGS.

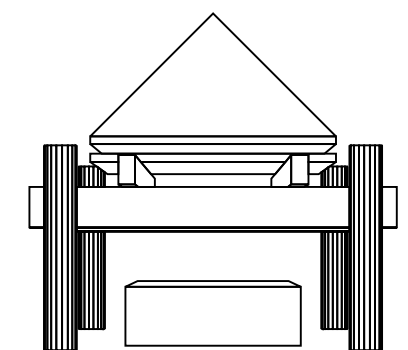
GLAZING TO COMPLY WITH AS1288  
GLAZING SHALL COMPLY WITH THE HUMAN IMPACT SAFETY REQUIREMENTS OF BCA CLAUSE 3.6.4

PROVIDE DPC TO BRICKWORK TWO COURSES ABOVE FINISHED GROUND LINE AND TO BLOCK WORK ONE COURSE ABOVE FGL

SMOKE ALARMS MUST BE INSTALLED IN ACCORDANCE WITH THE BUILDING CODE OF AUSTRALIA, BE HARD WIRED, INTERCONNECTED AND HAVE BATTERY BACK UP.

UNIT 1

MARCH 2019



TONY PARKER

6A Elboden St  
SOUTH HOBART 7004

(mob) 0419 583 048

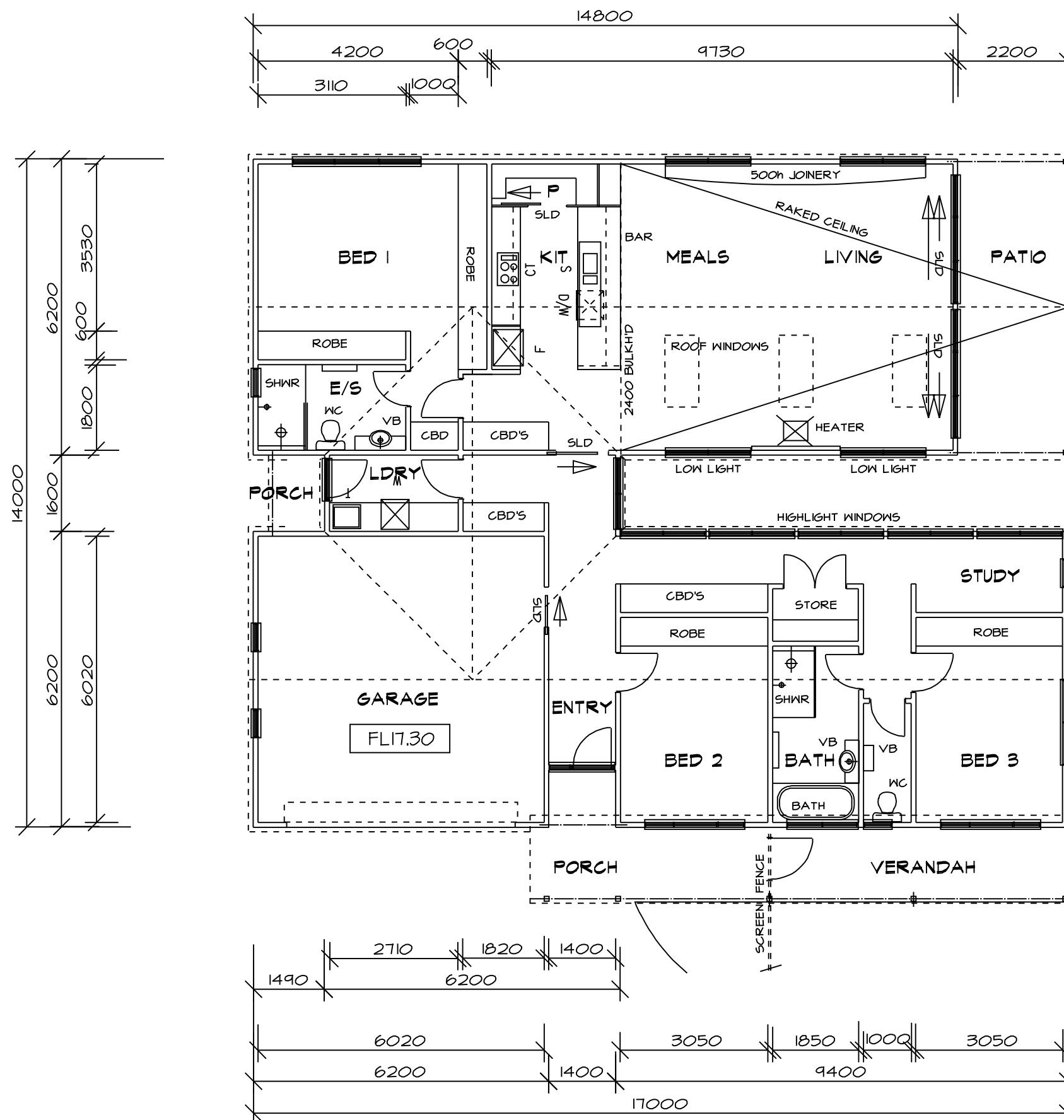
ACCREDITED PRACTITIONER  
NUMBER CC 2338 S

BURGESS  
RESIDENCES

11 GUNNING ST  
RICHMOND

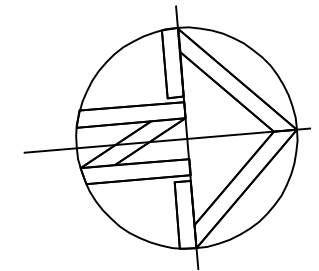
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PD2355/12

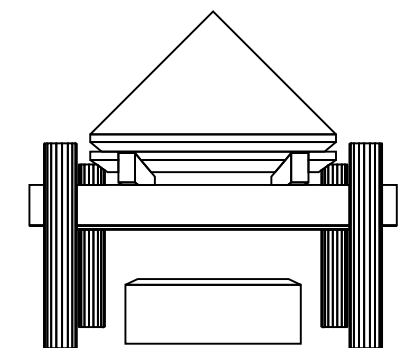


FLOOR PLAN  
1:100

UNIT 2



MARCH 2019



TONY PARKER

6A Elboden St  
SOUTH HOBART 7004

(mob) 0419 583 048

ACCREDITED PRACTITIONER  
NUMBER CC 2338 S

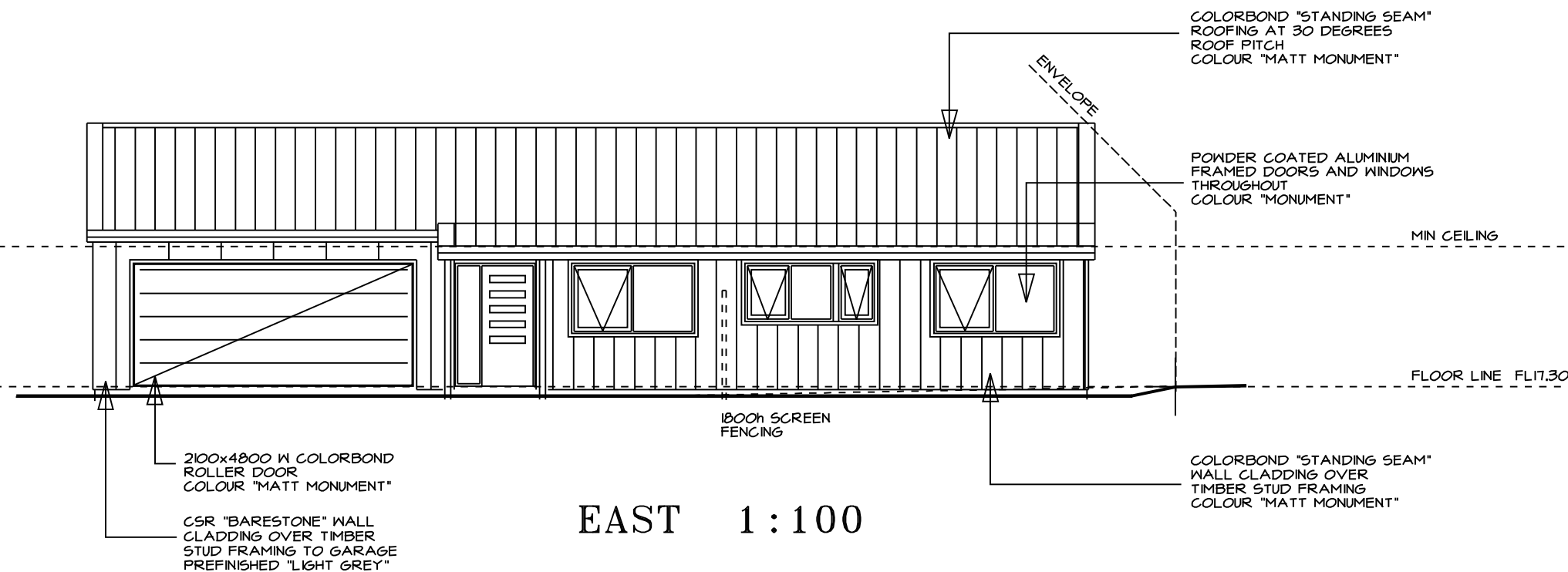
BURGESS  
RESIDENCES

11 GUNNING ST  
RICHMOND

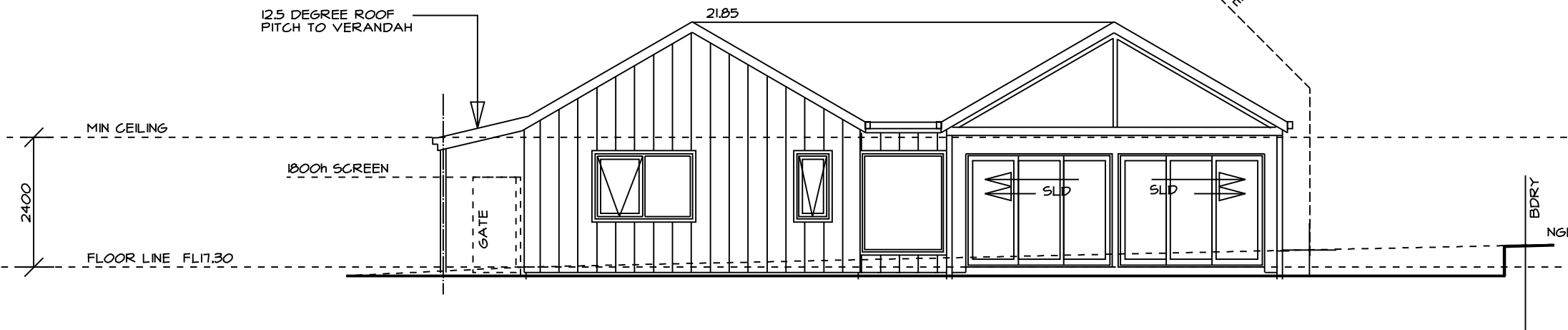
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PD2355/20





EAST 1 : 100



NORTH 1 : 100

CONFIRM ALL DIMENSIONS ON SITE PRIOR TO COMMENCING WORK OR PREPARING SHOP DRAWINGS

STAIRS TO COMPLY WITH THE REQUIREMENTS OF THE BUILDING CODE OF AUSTRALIA  
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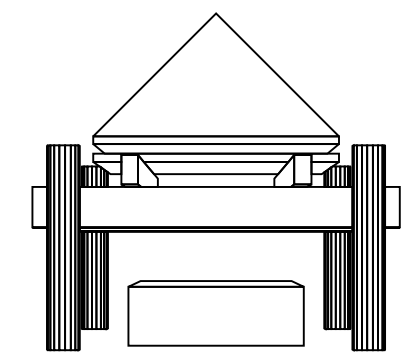
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SMOKE ALARMS MUST BE INSTALLED IN ACCORDANCE WITH THE BUILDING CODE OF AUSTRALIA, BE HARD WIRED, INTERCONNECTED AND HAVE BATTERY BACK UP.

UNIT 2

MARCH 2019



TONY PARKER

6A Elboden St  
SOUTH HOBART 7004

(mob) 0419 583 048

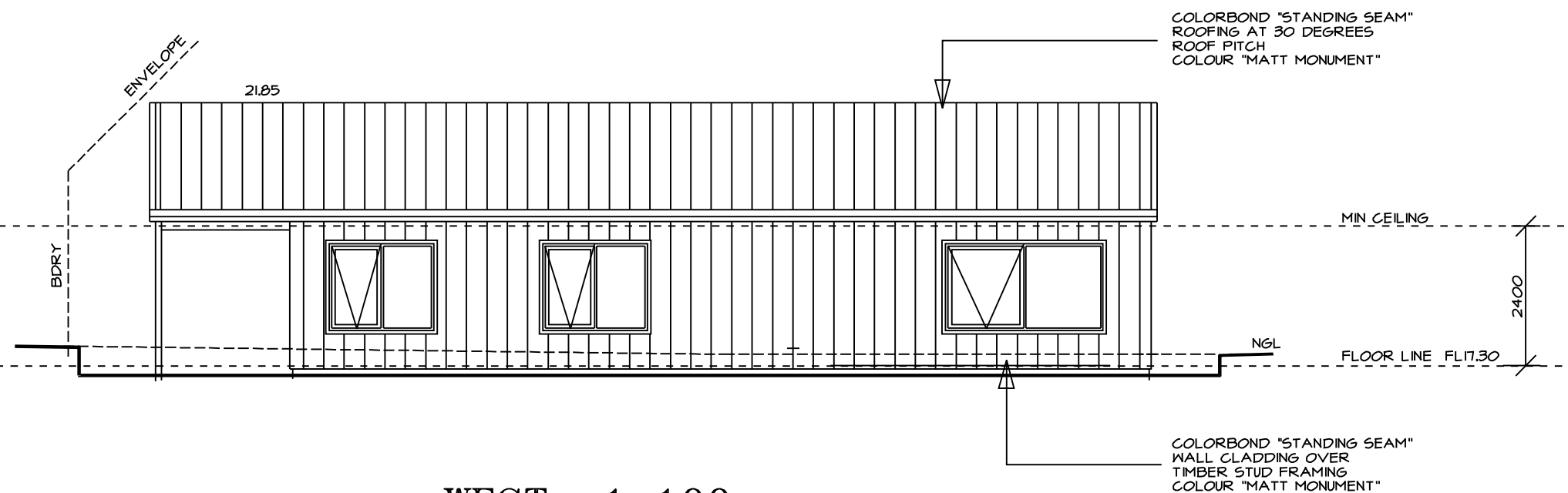
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BURGESS  
RESIDENCES

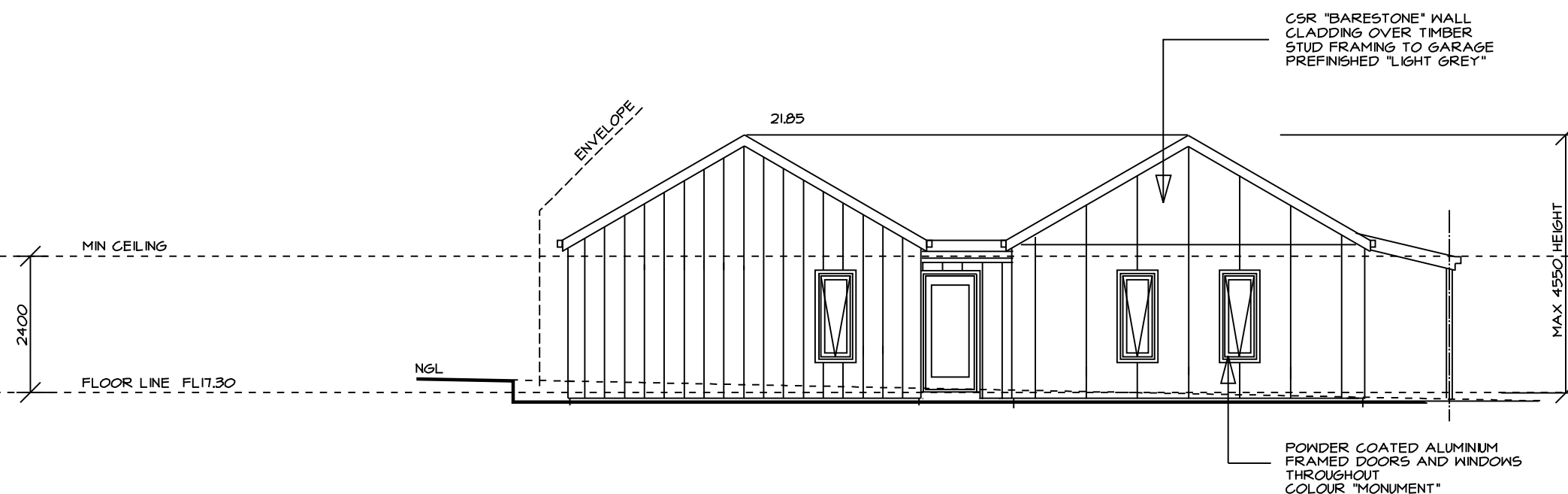
11 GUNNING ST  
RICHMOND

1 : 100

PD2355/21



WEST 1:100



SOUTH 1:100

CONFIRM ALL DIMENSIONS ON SITE PRIOR TO COMMENCING WORK OR PREPARING SHOP DRAWINGS

STAIRS TO COMPLY WITH THE REQUIREMENTS OF THE BUILDING CODE OF AUSTRALIA  
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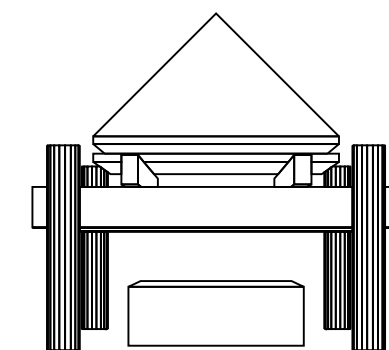
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MARCH 2019



TONY PARKER

6A Elboden St  
SOUTH HOBART 7004

(mob) 0419 583 048

ACCREDITED PRACTITIONER  
NUMBER CC 2338 S

BURGESS  
RESIDENCES

11 GUNNING ST  
RICHMOND

1:100

PD2355/22

## Attachment 3

### Attachment 3 – Site Photos

11 Gunning Street, Richmond



The site access strip and adjoining property at 13 Gunning Street when viewed from Gunning Street



The site looking east to its access strip and 13 Gunning Street



The site looking north towards the shared boundary with 17 Gunning Street



The site looking west towards the shared boundary with 14 and 16 Napoleon Street





The site looking south east to the shared boundary (wire fence) with 9 Gunning Street



The site looking south to the adjacent property's backyard - 9 Gunning Street



The site looking north east towards to 15 Gunning Street



The adjoining heritage listed property – 9 Gunning Street



The adjoining heritage listed property – 15 Gunning Street



<b>11.4 CUSTOMER SERVICE</b>
------------------------------

Nil Items.



**11.5 ASSET MANAGEMENT****11.5.1 SEVEN MILE BEACH COASTAL RESERVE ACTIVITY PLAN – 2019-2029**

(File No)

**EXECUTIVE SUMMARY****PURPOSE**

To consider the adoption of the Seven Mile Beach Coastal Reserve Activity Plan 2019-2029 following community consultation.

**RELATION TO EXISTING POLICY/PLANS**

Council's Strategic Plan 2016-2026, Clarence Bushland and Coastal Strategy 2011 and Community Participation Policy are relevant.

**LEGISLATIVE REQUIREMENTS**

Nil.

**CONSULTATION**

Extensive consultation was undertaken with the Seven Mile Beach Coastcare Group Inc, Hobart International Airport Pty Ltd, Triathlon South and the community in accordance with Council's Community Participation Policy.

**FINANCIAL IMPLICATIONS**

The adoption of the Seven Mile Beach Coastal Reserve Activity Plan 2019-2029 has no direct financial impact. The implementation of the Seven Mile Beach Coastal Reserve Activity Plan 2019-2029 is planned to be staged over a number of financial years, subject to Council approval of future Annual Plans.

**RECOMMENDATION:**

- A. Amend Recommendation 26 as follows:  
*"In consultation with the community, assess and prioritise the need for shade structure across all Seven Mile Beach park locations (including the junction of Lewis Avenue and Esplanade, Lewis Park and Day Use Areas 1 and 2)".*
- B. Add the following new Recommendations 20b, 29b, 31a, 33b and 33c into the Plan:
  - 1. Recommendation 20b  
*"Design and formalise car parking options and spaces at beach access points".*
  - 2. Recommendation 29b  
*"Install signage to direct people to toilets at beach access locations that are in proximity to the toilet block".*
  - 3. Recommendation 31a  
*"Update the Seven Mile Beach Bushfire Management Plan 2017 to include recent extensions to the reserve."*

4. Recommendation 33b  
*“Develop a Master Plan for the upgrade of Lewis Park involving extensive community consultation”.*
  5. Recommendation 33c  
*“Develop a Landscape plan for the upgrade of the recreational facilities at the junction of Lewis Avenue and Esplanade”.*
- C. That Council adopts the Seven Mile Beach Coastal Reserve Activity Plan 2019-2029 including the Amendments in Recommendations “A” and “B” above.

---

## **ASSOCIATED REPORT**

### **1. BACKGROUND**

- 1.1. Council provided funding in the 2018-2019 Annual Plan for the development of the Seven Mile Beach Coastal Reserve Activity Plan 2019-2029 (Plan).
- 1.2. Tasflora was engaged to develop the Plan which involved initial consultation with local community members and some key stakeholder groups with an on-site “walk and talk” event providing an opportunity for input into the development of the draft Plan.
- 1.3. Key issues identified from the initial stakeholder, “walk and talk” session and discussions with Seven Mile Beach Coastcare Group Inc, that formed the draft Plan were:
  - protection and enhancement of natural values and habitat of the Seven Mile Beach Reserve;
  - views on the treatment of mature gum trees overhanging roads and houses, ranging from retaining them for the character of the area and fauna habitat versus removing their removal;
  - views on retaining the pine plantation within the Reserve varying from their removal to their retention due to their contribution to the ambience of that area of the Reserve;

- concerns regarding the proliferation of the native coast wattle (*Acacia longifolia* subsp. *sophorae*) in the dune system, leading to displacement of natives and blocking paths;
- condition of the main walking track that runs parallel to Seven Mile Beach;
- construction of a new track adjacent to Surf Road;
- entrance signs to beach access ways;
- concerns regarding feral and domestic cats in the dunes;
- concerns were raised regarding dogs not being under effective control disturbing beach nesting birds;
- improvements to Day Use Areas 1 and 2;
- management concerns along the lower foreshore track within the 35 Kirra Road area of the Reserve; and
- public perception that fuel loads in remnant patches of coastal woodlands require better management.

## **2. REPORT IN DETAIL**

**2.1.** During December 2018 - January 2019, the draft *Seven Mile Beach Reserve Activity Plan 2019-29* was released for public consultation. A feedback form was sent to Seven Mile Beach Coastcare Group Inc, and all residents seeking comment on key components of the plan. Respondents were asked to circle yes or no and to provide comment. A comments sheet was also provided for additional feedback relating to the draft Plan.

### **Summary of Feedback Form Responses**

Sixty-six feedback forms were received from members of the community. The feedback response to each key component and a summary of the comments received is provided below.

#### **Develop a new Walking Track Linkage between Sunways Avenue and Day Use Area 1 and 2**

<b>YES</b>	<b>NO</b>	<b>UNDECIDED</b>
50	10	6

- Comment**

There was general support for the development of the new walking track linkages detailed in Appendix 7 of the draft Plan, with individual comments suggesting this would be desirable to improve the safety of pedestrians walking to Day Use Area 2. A small number of submissions questioned the need for this new linkage, with some stating that preservation of the dune system is a higher priority. One submission suggested that access for wheelchairs and mobility scooter is important in this area.

**Upgrade the Walking Track through the Reserve Parallel to Seven Mile Beach**

YES	NO	UNDECIDED
55	8	3

- Comment**

There was strong support for upgrading the existing walking track parallel to Seven Mile Beach. However, several submissions qualified this by suggesting that pruning encroaching native vegetation is all that is required to improve access, while others noted that only minor improvements are necessary to allow normal recreational walking for all ages. One submission proposed that this track should be more bicycle friendly.

**Retain the Groups of Mature Pines along the Dunes but remove isolated Pine Trees and Seedlings**

YES	NO	UNDECIDED
55	8	3

- Comment**

There was strong support for this recommendation. Reasons provided for the retention of mature pine stands were that they create a wind block, provide bird habitat and also provide a point of difference that is appreciated by many.



Several submissions noted the importance of replacing pines that are removed with native plants, in particular white gums. One respondent specifically commented on the unattractive debris left when mature pines have been previously felled in the area.

**Review the outdated Seven Mile Beach Vegetation Management Strategy 2002 in Consultation with the SMB Community.**

YES	NO	UNDECIDED
60	2	4

- Comment**

The majority of respondents supported Council undertaking a review of the *Seven Mile Beach Vegetation Management Strategy 2002*. Suggested objectives of this review included auditing existing street trees, evaluating locations for tree replacement planting along road reserves, developing incentive options for tree replacement within private properties, protecting and maintaining wildlife and bird habitat, limiting the removal of mature gums to those assessed as high risk and maintaining Villages sense of place by increasing community awareness of environmental values in the Seven Mile Beach.

**Create a permanent Triathlon Transition and Recovery/Post Event Area near Day Use Area 2**

YES	NO	UNDECIDED
48	14	4

- Comment**

There was general support for a permanent hub near Day Use Area 2, although in some instances this was qualified by stating that support was conditional on there being no impact on views or the daily usage of Day Use Area 2. One submission commented that this could be set up as required rather than permanently, while another observed that the area is not used enough for triathlons to warrant this.

**Prune Coastal Wattles Encroaching Tracks and Native Vegetation whilst avoiding Large Scale Removal**

<b>YES</b>	<b>NO</b>	<b>UNDECIDED</b>
58	5	3

- Comment**

Most respondents supported pruning of coast wattles encroaching tracks. There was also strong support for limiting large scale removal of coastal wattle in the Reserve, with many respondents specifically commenting that large-scale removal should be avoided. One submission noted that large scale removal is required further away from the dunes where they are outcompeting other native trees.

**Develop a Community Education Program on local Flora and Fauna**

<b>YES</b>	<b>NO</b>	<b>UNDECIDED</b>
54	6	6

- Comment**

There was general support for a Community Education Program on local flora and fauna. A small number of respondents were of the view that funding spent on this should be limited, with one suggesting that this could be achieved through updating interpretation signage.

**Install a Shade Structure over the Picnic Tables at the junction of Lewis Avenue and Esplanade**

<b>YES</b>	<b>NO</b>	<b>UNDECIDED</b>
51	12	3

- Comment**

Although there were most respondents in support of a shade structure at the junction of Lewis Avenue and Esplanade, those that were not supportive indicated that they considered that the existing tree canopy provided adequate shade and that it was more important to place shade structures in Lewis Park. Based on the feedback received, it is proposed that Recommendation 26 be amended as follows:

**Amended Recommendation 26**

*“In consultation with the community, assess and prioritise the need for shade structures across all Seven Mile Beach park locations (including the junction of Lewis Avenue and Esplanade, Lewis Park and Day Use Areas 1 & 2)”.*

**Summary of Other Feedback Received**

Further to the feedback described above, many additional comments and suggestions were received on the draft Plan. There was significant feedback received on the need to consider an upgrade to Lewis Park. Based on this feedback, a small number of changes to the recommendations in the draft Plan are proposed and are detailed in Table 1.

**2.2.** The Plan sets out actions to address the issues raised as part of consultation as well as the statutory, environmental and recreational management responsibilities Council has as a landowner. The main themes addressed in the Plan are:

- natural values of coastal reserves including native flora and fauna;
- Seven Mile Village tree-scape and ongoing tree removal without replacement
- recreational issues including dune tracks and beach access ways;
- stakeholder and community consultation;
- vegetation, bird and fauna habitat and weed management;
- car parking adjacent to beach and coastal reserve access ways;
- landscape upgrades for parks including Lewis Park;
- preservation and enhancement of the SMB “Village” character.

**2.3.** The main objectives of the Seven Mile Beach Coastal Reserve Activity Plan 2019-2029 are to:

- ensure the Reserve is sustainably managed to preserve and enhance its natural, cultural and social values;
- identify priority management activities to be undertaken within the Reserve by Council, community groups and/or volunteers as resources become available during the period 2019-2029; and

- encourage community involvement through raising awareness of the Reserves values and encourage participation in activities to minimise threats to these values.

**2.4.** As a result of the review and evaluation of public comments, ten amendments to the Draft Seven Mile Beach Coastal Reserve Activity Plan are recommended.

**2.5.** Table 1 summarises the recommendations for amended and new actions. All changes are highlighting in bold text.

**Table 1: Proposed Changes to the Seven Mile Beach Coastal Reserve Activity Plan 2019-29 following Community Consultation**

Feedback received		Response
<b>Lewis Park</b>		
	Should include landscaping to Lewis Park, ie provision of grass areas near BBQs that have reticulated water to enable better use of dirt areas.	<p>Include commentary on Lewis Park in Section 15 (“Supporting recreational activities”) and insert a <b>new recommendation</b> as follows</p> <p><b>Recommendation 33b</b>  <i>Develop a Master Plan for the upgrade of Lewis Park involving extensive community consultation.</i></p>
<b>R33b</b>	Lewis Park needs an upgrade	
	Would love to see a new toilet block and change room built in Lewis Park as the old one is outdated and an eyesore	
	Lewis Park needs shade cover over the children’s playground and the playground could use some additional or upgraded play equipment that is suitable for older children	
	Need more shade and covered tables in Lewis Park	
	It would be great to have Lewis Park upgraded similar to Lindisfarne foreshore park...the park is not adequate compared to what it at Bellerive and Howrah.	
	A major upgrade to the entire Lewis Park is desperately needed. Parking, play equipment, toilets, BBQ areas and the ground cover would be welcomed.	



	Signs stating no camping in the car park at Lewis Park	
Junction of Lewis Avenue and Esplanade		
	Pretty it up...make it more user friendly...needs a toilet.	Include commentary on this recreational area in Section 15 (“Supporting recreational activities”) and insert a <b>new recommendation</b> as follows:  <b>Recommendation 33c</b> <i>Develop a Landscape plan for the upgrade of the recreational facilities at the junction of Lewis Avenue and Esplanade.</i>
R33c	This area isn’t very inviting...would rather see funds go into prettying the area (e.g. flower beds, enclose dog bin in a timber frame or relocate). Approach shop to remove graffiti on brick wall, relocate ugly shipping container, relocate Vinnies bin, maybe a pathway leading to the area with info on flora and fauna.	
	This area should be grassed and watered similar to Bellerive foreshore picnic areas.	
	Can we have more public toilets and rubbish bins at the junction of Lewis Avenue and Esplanade because it is one of the main access to the beach where tourists visit.	
	Toilets and more tables/chairs	
Infrastructure		
R29b	Signage is needed at every parking area along Surf Road indicating the direction to the closest toilets (eg toilets 100m =>)	Include a <b>new recommendation</b> in Section 13 as follows:  <b>Recommendation 29b</b> <i>Install signage to direct people to toilets at beach access locations that are in proximity to the toilet block.</i>
Car Parking		
R20b	Car parking options and spaces need to be defined or formalised about beach access points around Seven Mile Beach...cars parking on top of the white gum roots are doing harm to the trees	Include a <b>new recommendation</b> in Section 11 as follows:  <b>Recommendation 20b</b> <i>Design and formalise car parking options and spaces at beach access points.</i>

<b>Bushfire Management</b>		
<b>R31a</b>	The Seven Mile Beach Coastal Reserve Bushfire Management Plan 2017 does not cover the recent additions to the original reserve boundaries involving southern coastal woodland reserve extension from SMB to Lauderdale and eastward extension to the Airport boundary.	<p>Include a <b>new recommendation</b> in 14.1 as follows:</p> <p><b>Recommendation 31a</b>  <i>Update the Seven Mile Beach Bushfire Management Plan 2017 to include recent extensions to the reserve.</i></p>

### **3. CONSULTATION**

#### **3.1. Community Consultation**

Consultation undertaken with the Seven Mile Beach Coastcare Group Inc, Hobart International Airport Pty Ltd., Triathlon South and with the community was in accordance with Council's Community Participation Policy.

#### **3.2. State/Local Government Protocol**

Nil.

#### **3.3. Other**

Nil.

### **4. STRATEGIC PLAN/POLICY IMPLICATIONS**

**4.1.** Council's Strategic Plan 2016-2026 under the Strategy - An Environmentally Responsible City has the following: *"Clarence is a city that values its natural environment and seeks to protect, manage, and enhance its natural assets for the long term environmental, social and economic benefit of the community".*

**4.2.** Council's Strategic Plan 2016-2026 under the Strategy - An Environmentally Responsible City has the following: *"Develop activity plans for all natural reserve areas in accordance with Council open space strategies and work with bushcare, landcare, coastcare and other volunteer groups to implement plans and initiatives".*

**5. EXTERNAL IMPACTS**

Nil.

**6. RISK AND LEGAL IMPLICATIONS**

Nil.

**7. FINANCIAL IMPLICATIONS**

It is proposed that the development of the Plan will be staged over a number of financial years, subject to Council approval as part of future Annual Plans.

**8. ANY OTHER UNIQUE ISSUES**

Nil.

**9. CONCLUSION**

The Seven Mile Beach Coastal Reserve Activity Plan 2019-2029 provides clear direction for investment and on ground works to be undertaken within the Coastal Reserves by Council workforce, Council contractors, Seven Mile Beach Coastcare Group Inc, members of the Seven Mile Beach community as well as other volunteer groups such as Conservation Volunteers Australia, “Work for the Dole” and Risdon Prison Day Release Program participants.

Attachments: 1. Seven Mile Beach Coastal Reserve Activity Plan 2019-2029 (57)

Ross Graham

**GROUP MANAGER ENGINEERING SERVICES**



# DRAFT

## Reserve Activity Plan

2019 - 2029

### SEVEN MILE BEACH COASTAL RESERVE

ADVICE PREPARED BY  
TASFLORA FOR  
CLARENCE CITY COUNCIL  
NOVEMBER 2018

Document Set ID: 899323  
Version: 1 | Version Date: 04/04/2019





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*Weed Control and Native Vegetation Specialists*

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## 1 BACKGROUND

The *Clarence Bushland and Coastal Strategy*, developed by Clarence City Council (Council) in 2011, summarises plans and strategies relevant to reserves within the Clarence municipality. A key recommendation derived from the Strategy was to develop and implement reserve activity plans (RAPs) for all bushland and coastal reserves managed by Council. To date, Council has developed and partially implemented over 20 RAPs within the Clarence municipality.<sup>1</sup>

The Seven Mile Beach Coastal Reserve (the Reserve) is located adjacent to Seven Mile Beach in southern Tasmania, and is owned and managed by Council. The Reserve is valued by locals and visitors for its natural environment and recreational values, and the Reserve's trails provide an attractive setting for locals to traverse the Seven Mile Beach area away from road verges and traffic.

The *Seven Mile Beach Coastal Reserve Activity Plan 2011-2016* (the previous RAP) was developed for the Reserve by Tasflora in 2011, and included recommendations for weed control, revegetation activities, reserve entrance improvements and track maintenance.<sup>2</sup> Tasflora has now been engaged by Council to review and extend the previous RAP for the period 2019-2029, including the addition of two new parcels of Council managed land that have been acquired since the previous RAP was developed.

The recommendations contained within this *Seven Mile Beach Coastal Reserve Activity Plan 2019-2029* are intended to provide guidance for on ground activities that can be implemented by Council and/or volunteers (e.g. Seven Mile Beach Coastcare Group, local residents). It is acknowledged that it may not be possible to undertake all recommended activities due to resource constraints; rather the intent of this plan is to provide a guide to management concepts and outcomes that could be implemented if sufficient funding can be obtained.

## 2 OBJECTIVES

The objectives of the *Seven Mile Beach Coastal Reserve Activity Plan 2019-2029* are to:

- ensure the Reserve is sustainably managed to preserve and enhance its natural, cultural and social values;
- identify priority management activities to be undertaken within the Reserve by Council and/or volunteer groups as resources become available during the period 2019-2029; and
- encourage community engagement through raising awareness of the Reserve's values and encourage participation in activities to minimise threats to these values.

---

<sup>1</sup> Council's Reserve Activity Plans are available at:

<https://www.ccc.tas.gov.au/living/environment/natural-areas-management/>

<sup>2</sup> Tasflora (2011). *Seven Mile Beach Coastal Reserve Activity Plan 2011-2016*.



### 3 SITE DESCRIPTION

The area covered by the *Seven Mile Beach Coastal Reserve Activity Plan 2019-2029* is illustrated in Figure 1.



**Figure 1:** Area covered by the *Seven Mile Beach Reserve Activity Plan 2019-2029* (aerial photo sourced from the LIST).

The Reserve is comprised of two sections of coastal reserve system.

- Coastal dunes – a 2.8km length of coastal dune system between Surf Road and Seven Mile Beach covering an area of approximately 31 hectares. This section of the Reserve is comprised of a mixture of remnant native vegetation, non-native marram grassland and radiata pine plantation, and a sandy walking track traverses its length parallel to Seven Mile Beach. The north-eastern end of the Reserve now incorporates 87 Surf Road which was acquired by Council from Crown Land Services in November 2015, including 'Day Use Area 1' and 'Day Use Area 2'.
- Coastal woodland – approximately 12.25 hectares of coastal woodland extending from the western end of Seven Mile Beach for approximately

2km. A gravel walking track traverses its length. This area (35 Kirra Road) was previously managed by Crown Land Services.

The Reserve is zoned as Open Space under the Clarence Interim Planning Scheme 2015.<sup>3</sup>

## 4 SITE VALUES

### 4.1 Native flora

Several native vegetation communities are present within the area covered by this plan.

The dominant native vegetation community present in the coastal dune system is *Eucalyptus viminalis* (white gum) coastal forest and woodland (TASVEG code DVC), which occurs along the length of the Reserve adjacent to the Esplanade and Surf Road. This community (refer Figure 2) is of local significance to the Seven Mile Beach area. Non-native marram (*Ammophila* sp.) grassland (FMG) and a plantation of radiata pine (*Pinus radiata*) are also present.



**Figure 2:** *Eucalyptus viminalis* coastal forest and woodland.

Native vegetation communities present at 35 Kirra Road include *Eucalyptus globulus* (blue gum) dry forest and woodland (DGL; refer Figure 3), *Allocasuarina verticillata* (she oak) forest (NAV) and *Bursaria-Acacia* woodland and scrub (NBA).

The DVC and DGL communities occurring within the Reserve are both listed as a threatened vegetation community under the Tasmanian *Nature Conservation Act 2002*. A description of each is provided at Appendix 1.

Two threatened flora species listed under the Tasmanian *Threatened Species Protection Act 1995* have been previously recorded in the Reserve. A summary of these species is provided at Appendix 1.

<sup>3</sup> <http://www.iplan.tas.gov.au/pages/plan/book.aspx?exhibit=claiaps>





**Figure 3:** *Eucalyptus globulus* dry forest and woodland.

#### 4.2 Native fauna

The native vegetation within the Reserve contains suitable habitat for a range of native wildlife (mammals, birds, reptiles and invertebrates), including:

- mature or dead eucalypt trees with hollows which provide potential den and nest sites for possums, bats and hollow-nesting bird species, including the endangered swift parrot (*Lathamus discolor*) as well as the eastern rosella (*Platycercus eximius*) and musk lorikeet (*Glossopsitta concinna*), the latter two of which have been observed on the adjacent Single Hill;<sup>4</sup>
- mature, flowering eucalypt trees that provide a foraging source for possums and birds and potential nesting and/or foraging habitat for the wedge tail eagle (based on previous observations at Single Hill)<sup>5</sup> and the swift parrot;
- open grassy woodland at 35 Kirra Road which provides a foraging source for small mammals, including the threatened eastern barred bandicoot (*Perameles gunnii*); and
- fallen timber and leaf litter, which provide shelter and foraging habitat for small birds, reptiles and invertebrates.

<sup>4</sup> M. Newman, pers. comm. January 2018.

<sup>5</sup> North Barker Ecosystem Services (2007). *Single Hill, Seven Mile Beach Vegetation Survey and Fauna Habitat Assessment*. Unpublished report for Johnstone, McGee and Gandy Pty Ltd.

There is an existing record of bird species and bird population trends over time for Seven Mile Beach courtesy of a Birdlife Tasmania bird observer living in the area, who notes that a visitor to the area can expect to see a number of small bush birds including scarlet robins, grey fantails, dusky woodswallows (in summer) and brown and yellow-rumped thornbills.<sup>6</sup> Many of these species leave the shelter of the scrub to feed in the adjacent paddocks. An extract of these records is included at Appendix 1.

Information on threatened species for which potential foraging and/or nesting habitat occurs within the Reserve is also provided at Appendix 1.<sup>7</sup>

### 4.3 Cultural heritage

The municipality of Clarence, including the Seven Mile Beach area, was previously occupied by the Mumirimina band of the Oyster Bay tribe.<sup>8,9</sup>

There is always the potential for Aboriginal heritage artefacts to occur within coastal areas. Under the Tasmanian *Aboriginal Relics Act 1975* it is an offence to “destroy, damage, disfigure, conceal, uncover, expose, excavate or otherwise interfere with a relic” unless a permit has been granted. It is therefore important to ensure that no Aboriginal artefacts or other cultural material are exposed or disturbed without a permit during Reserve management activities. In the event that an Aboriginal artefact is inadvertently uncovered, an Unanticipated Discovery Plan should be implemented immediately (refer Appendix 2) and the items reported to Aboriginal Heritage Tasmania for advice.

### 4.4 Recreational values

The Reserve is currently used for a range of recreational activities by local residents and visitors. These include walking, jogging, dog exercise and access to Seven Mile Beach for swimming, surfing and boat launching.

### 4.5 Landscape setting and connectivity

The Reserve provides an attractive setting for locals to enjoy recreational activity in the Seven Mile beach area away from road verges and traffic. It also provides important recreational connectivity for locals and visitors between Roches Beach, the Nowrah Bushland Reserve and the proposed Single Hill Bushland Reserve.<sup>10</sup>

The Reserve also provides the opportunity to develop and enhance a wildlife corridor outside of private property. Connectivity between areas of bushland and

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<sup>6</sup> Mike Newman, pers. comm. November 2018.

<sup>7</sup> Should sufficient resources be available, it is anticipated that a bird survey could be completed by BirdLife Tasmania prior to the final version of this plan being adopted by Council.

<sup>8</sup> Alexander, A. (2003). *The eastern shore: a history of Clarence*. Clarence City Council, Rosny Park.

<sup>9</sup> Maynard, L. (2007). *A report of an aboriginal heritage value assessment of a proposed subdivision at Single Hill, Acton*. Unpublished report for Toronto Pastoral, the Aboriginal Heritage Office, DTAE and the Tasmanian Aboriginal Land and Sea Council.

<sup>10</sup> The proposed Single Hill Bushland Reserve is described in the *Acton Trails and Reserves Activity Plan 2018-2022* developed by Tasflora in 2018.



coastal environments provides an important ecological link for flora and fauna to enable gene flow between populations and to allow animals to move across the landscape for foraging, nesting and breeding. Direct linkages currently exist from the Reserve along the coastal zone to the north east on Crown Land as well as to the south towards Roches Beach (refer Figure 4). Indirect linkages are also present via private land with the proposed Single Hill Bushland Reserve and the Nowrah Bushland Reserve.



**Figure 4:** Connectivity between the Seven Mile Beach Coastal Reserve and other bushland areas (imagery sourced from the LIST).

Connectivity from a user perspective is currently very good, although community consultation has indicated that the formal passing over of the proposed Single Hill Bushland Reserve to Council will enable the formalisation of a direct recreational linkage between Acton and Seven Mile Beach.

Landscape setting and connectivity are important for the long term viability of Clarence's bushland areas as well as ongoing visual amenity and recreational opportunities within the municipality. It is important that these linkages be preserved and strengthened through strategic land use planning.

## 5 STAKEHOLDER CONSULTATION

A public meeting and community 'walk and talk' session was facilitated by Council and Tasflora on 22 April 2018 and attended by 21 people, including members of the Seven Mile Beach Coastcare Group. The purpose of the session was to seek input on the values and management issues associated with the Reserve, including the two new parcels of land acquired by Council. A feedback form seeking input was also mailed to local residents and relevant stakeholders.

Nine written submissions were received during the initial consultation period, as well as input from the Seven Mile Beach Coastcare Group. A summary of the issues raised during the consultation process is provided at Appendix 3.

Where possible, all relevant community feedback has been considered in the development of the draft *Seven Mile Beach Coastal Reserve Activity Plan 2019-2029*. However some issues identified during the consultation process are beyond the scope of this plan or pertain to management issues outside the areas covered by the plan. These issues have been noted by Council and will be addressed through other processes where feasible.

A Seven Mile Beach Coastal Reserve Activity Plan Report Card has been developed as a key tool in encouraging stakeholder feedback on this draft plan and will be mailed out to residents and other interested stakeholders. The content of the Report Card is provided at Appendix 3.

## 6 REVIEW OF PREVIOUS ACTIONS

A review of the actions identified in the Implementation Plan developed for the previous RAP is provided at Appendix 4.

Recommendations arising from this review have been incorporated into the relevant sections of this plan, together with new management actions arising from the most recent community consultation process, including those associated with the two new parcels of land acquired by Council since the previous RAP was developed.

## 7 WEED MANAGEMENT

### 7.1 Weed species present

The majority of weeds identified in the previous RAP have been controlled, although follow-up maintenance activities will continue to be required for many years. This includes a number of weed species which are classified as declared weeds under the Tasmanian *Weed Management Act 1999* and/or are classified as Weeds of National Significance (WONS). There are also weed infestations within the two new parcels of land acquired by Council that require control to limit their further spread throughout the Reserve.

A list of declared weed species recorded in the Reserve in September 2018, including their recommended control methods, is provided at Appendix 5. To assist with identification, a picture of each declared weed species is also provided. The distribution of declared weed species is illustrated in Appendix 6.

## 7.2 Recommendations for weed control work

Significant primary weed control work has previously been undertaken over an extended period of time by the Seven Mile Beach Coastcare Group to control large weed infestations in the coastal dune system. Due to the successful previous efforts of the Group, weed control in the coastal dune area of the Reserve should now focus on removing seedlings that have regenerated following primary weed control work. As well, scattered boneseed plants occurring within the new parcel of land acquired by Council since the previous RAP should be targeted.<sup>11</sup>

***Recommendation 1: Control weed seedlings in the dune system that have regenerated following primary weed control work and boneseed plants occurring within the new parcel of land acquired by Council.***

While the penetration of weeds within the coastal woodland at 35 Kirra Drive is limited, the declared weed serrated tussock (*Nasella trichotoma*) occurs adjacent to a substantial length of the upper walking track. While primary treatment is recommended within the next 12 months to prevent the further spread of this weed into the coastal vegetation, ongoing follow-up control will be required over several years to ensure this weed is successfully eradicated from the Reserve. As well, communication/coordination with the adjacent landholder should be undertaken to prevent the reintroduction of weed seeds into the Reserve.

***Recommendation 2: Undertake primary and follow-up control of serrated tussock at 35 Kirra Road, with communication/coordination with the adjacent landholder to be undertaken by Council's Weeds Planning Officer.***

There are several large African boxthorn infestations towards the southern end of this part of the Reserve (refer Appendix 6). These should be removed by a suitably qualified contractor. A sweep of the entire length of 35 Kirra Road should also be undertaken to remove any isolated seedlings of boxthorn or other declared woody weed species.

***Recommendation 3: Remove mature boxthorn trees at 35 Kirra Road.***

***Recommendation 4: Undertake a sweep of the entire length of 35 Kirra Road to remove any isolated seedlings of boxthorn or other declared woody weed species.***

## 7.3 Non-priority weed species

Scattered mature radiata pine occurs throughout the Reserve, and in the north forms a forest as part of an old plantation. Community consultation yielded mixed views on these trees, with some residents of the firm view that they should be removed as they are not a native species. Other local residents expressed a desire to retain the mature pine tree plantation for the ambience this area provides.

<sup>11</sup> No other declared or environmental weeds were recorded in this new area of the Reserve.

In order to balance the views expressed during the initial consultation process, and in consideration of the large numbers of trees present, mature radiata pine trees within the plantation area are not considered an immediate priority for removal during the next five years. However, removal of remote mature pine trees at the periphery of the plantation area could be undertaken, as well as removing all juvenile trees that have germinated. This would allow users of the Reserve to continue to enjoy the ambience of the pine forest area whilst limiting the spread of radiata pine throughout the remainder of the Reserve. Retention of mature radiata pines on the foredunes is also considered to be desirable to provide shelter from coastal winds and to prevent sand erosion.

As at November 2018, several large radiata pine trees have been felled at the western end of the pine plantation and left in situ. This creates a visual amenity issue which should be considered when undertaking any further removal of radiata pine trees within the Reserve.

***Recommendation 5: Remove remote mature radiata pines at the periphery of the plantation area as well as all juvenile radiata pine trees that have germinated throughout the Reserve.***

***Recommendation 6: Retain mature radiata pines on the foredunes to provide shelter from coastal winds and to prevent sand erosion.***

**Consultation note:**

Due to varying views expressed during the initial consultation process, community feedback is particularly sought on Recommendations 5 and 6.

Marram grass is not considered a priority target for removal in the next five years and should not be hand pulled or dug out due to the role this species is currently playing in dune stabilisation.

***Recommendation 7: Marram grass should not be removed due to its role in dune stabilisation.***

Gazania is widespread throughout the Reserve and would require significant primary and follow-up work for its eradication. This species is also providing a dune stabilisation role in areas devoid of native vegetation. For these reasons, targeted removal of gazania is not recommended during period of this plan.

Broadleaf weeds and exotic grasses are not considered a priority for control except in revegetation areas and where their removal is desirable as part of an ongoing general Reserve maintenance program (e.g. along track edges, playground areas etc.).



***Recommendation 8: Undertake control of exotic grasses and broadleaf weeds only in revegetation areas and where necessary as part of a general Reserve maintenance program.***

#### **7.4 Maintenance of weed control work**

Regeneration of weeds in the Reserve is likely to continue for many years due to the existing seed bank in the soil and the fact that some weed species have an inherent ability to resprout following primary control (e.g. boxthorn). Weed control activities will therefore not be successful unless a commitment is made to undertaking ongoing follow-up maintenance activities.

Maintenance of primary weed control work should be undertaken annually, preferably in spring and summer when plants are least likely to be dormant. This can be achieved by performing an annual sweep to remove all new germinants of previously targeted weeds and undertake follow-up control on any plants that may have resprouted. Ongoing annual follow-up will be required until the soil seed bank is exhausted.

***Recommendation 9: Undertake an annual sweep and follow-up control of all previously targeted weeds.***

In order to monitor the success of the weed control program, follow-up GPS weed mapping should be undertaken after five years to assess progress and facilitate planning of future weed control activities. As well, GPS mapping by contractors and volunteers as they control weeds should be encouraged, with data to be entered into the Department of Primary Industries, Parks, Water and Environment (DPIPWE) Natural Values Atlas or provided to Council to enable its database to be updated.

***Recommendation 10: Undertake GPS mapping of weeds after five years to monitor progress and inform future weed control priorities.***

### **8 REGENERATION AND REVEGETATION**

#### **8.1 Seven Mile Beach gum trees**

There were varying views expressed during the consultation process in relation to the treatment of mature gum (eucalypt) trees overhanging roads and houses, both within the Reserve and throughout the Seven Mile Beach area. These views ranged from:

- significant concerns regarding the ongoing removal of mature eucalypts, which many residents (including members of the Seven Mile Beach Coastcare Group) are of the view should be retained for their conservation value as well as their contribution to the character of the Seven Mile Beach area; versus
- a desire for removal of some trees to protect people and properties from falling limbs or trees.

In recognition of these varying views, it is recommended that the *Seven Mile Beach Vegetation Management Strategy 2002* be reviewed within 12 months from the adoption of this RAP. The revised Strategy should contain clear assessment guidelines to be adhered to prior to any future removal of mature eucalypts in the area and identify locations in which replacement planting could be undertaken to replace the canopy layer which is being lost through the progressive removal of mature eucalypts. The review should also consider appropriate areas within the village (including existing and new nature strips) that could be recognised as urban revegetation zones for local vegetation.

The review process should involve a Project Committee encompassing local Seven Miles Beach community representatives and an extensive community consultation program.

***Recommendation 11: Review the Seven Mile Beach Vegetation Management Strategy 2002. The review process should involve a Project Committee comprised of local Seven Mile Beach community representatives and an extensive community consultation program.***

**Consultation note:**

Due to varying views expressed during the initial consultation process, community feedback is particularly sought on Recommendation 11.

## **8.2 Regeneration and vegetation management**

Where possible, natural regeneration should be encouraged within the Reserve as the most cost effective and natural means of restoring the Reserve's original vegetation in areas of previous disturbance. Apart from weed control, management activities in areas of native vegetation should be limited to encourage the natural regeneration process.

While much of the remnant native vegetation in the Reserve has been degraded over time (both within the coastal dune system and in the coastal woodland at 35 Kirra Road), natural regeneration of indigenous species from the soil seed bank can be observed throughout the Reserve. This is particularly apparent in the hind dune areas between Sunways Avenue and Lewis Avenue, where recruitment of young eucalypts and shrubs can be observed.

Photo points were established within the Reserve in late 2013. These should be monitored annually within the Reserve to facilitate ongoing monitoring of the condition of the dune system and native vegetation over the next five years.

***Recommendation 12: Established photo points should be monitored annually to facilitate ongoing assessment of the condition of the dune system and native vegetation.***

### 8.3 Coastal wattle encroachment

Stakeholder consultation has indicated a level of concern about the regeneration of coast wattle (*Acacia longifolia* subsp. *sophorae*) in the Reserve. Concerns raised include encroachment of this species over tracks, fire risk and displacement of other native vegetation. Similar issues were raised during the development of the previous plan in 2011.

Coast wattle is a native species that plays a number of important roles, including:<sup>12</sup>

- dune stabilisation;
- shelter from wind and salt spray, for both native dune plant species and track users;
- soil fertility, through its capacity to improve the fertility of coastal sand through nitrogen fixation; and
- bird habitat, as it provides both habitat and a food source for native bird species.

A review of the role of coast wattle in the Reserve has been undertaken in the development of this plan, including an assessment of the recommendations contained in the previous RAP and the most recent bushfire management plan for the Reserve, which does not recommend the removal of coast wattle trees for bushfire management purposes.<sup>13</sup>

Based on this assessment, the following recommendations for ongoing management of coast wattle in the Reserve are proposed.

1. No coast wattles should be removed from the foredunes due to the role these continue to play in dune stabilisation.
2. Coast wattles encroaching on tracks should be regularly pruned. Stems should be cut to ground level and all cut material should be removed off site at the time of pruning.
3. If resources permit, consideration should be given to pruning large coast wattles encroaching on native trees (e.g. silver banksia, white gum plantings). All cut material should be removed off site at the time of pruning.
4. Consideration could be given to selective removal of small areas of large coast wattles encroaching on walking tracks and native trees in the foredunes. However, large scale removal is not recommended due to the potential for dune erosion associated with removal of large coastal wattle trees that are currently stabilising the dunes. The following guidelines should be adhered to when undertaking selective removal.
  - a. Any removal of coast wattle trees should only be undertaken with Council permission.

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<sup>12</sup> Tasflora (2011). *Flora and fauna survey: Seven Mile Beach Coastal Reserve*. Unpublished report for the Seven Mile Beach Coastcare Group.

<sup>13</sup> Clarence City Council (2017). *Bushfire Management Plan, Seven Mile Beach Coastal Reserve, Seven Mile Beach*.

- b. Follow-up planting with alternative native species should be undertaken immediately following removal to minimise erosion. This includes suitable ground cover species, not just native trees and tall shrubs.
5. All cut material should be removed off site at the time of pruning or tree removal.
6. No new coast wattle plants should be planted as part of revegetation activities.

**Recommendation 13: Prune coastal wattles encroaching coastal tracks and native vegetation whilst avoiding any large scale removal.**

**Consultation note:**

Due to varying views expressed during the initial consultation process, community feedback is particularly sought on Recommendation 13.

#### **8.4 Revegetation activities**

The primary purpose of undertaking new revegetation activities in the Reserve is to preserve and enhance existing areas of remnant coastal vegetation, provide habitat for native birds and animals, and improve the visual amenity for users of the Reserve. Revegetation may also be necessary to assist the natural regeneration process in bushland areas where large areas of native vegetation or tracts of weeds have been removed. However, revegetation activities are resource intensive, and may interrupt the natural regeneration process already occurring within the Reserve.

Successful revegetation activities have already been undertaken at Reserve entrances and following weed control by the Seven Mile Beach Coastcare Group at several locations throughout the Reserve. The success of these sites can be attributed to an ongoing commitment over many years to maintaining these revegetation sites, including weeding, watering and replacement planting activities. Ongoing maintenance of these beds, including roadside plantings, will continue to be required over the next five years to maintain their visual amenity.

Further large scale revegetation activities are not considered necessary in the Reserve as primary weed control activities (outlined in Section 7) are unlikely to create significant bare areas. However, it is recognised that there may be an ongoing desire by members of the Seven Mile Beach Coastcare Group to continue to undertake some revegetation activities within the Reserve. Small scale revegetation activities and maintenance work that could be undertaken by the Group are summarised in Table 1.

**Recommendation 14: Undertake small scale revegetation and maintenance activities as described in Table 1.**



**Table 1:** Recommended revegetation activities to be undertaken within the Reserve.

Activity	Purpose	Recommended locations
Maintenance of existing revegetation sites	Ensure existing revegetation sites are regularly maintained (weeding, watering, replacement planting)	Existing revegetation sites established by the Seven Mile Beach Coastcare Group
Urban revegetation zones for local vegetation	Create and maintain urban revegetation zones for local vegetation	As identified by the recommended review of the <i>Seven Mile Beach Vegetation Management Strategy 2002</i> , as well as existing roadside plantings in Surf Road
Revegetation following selective removal of coast wattle	May be required following if bare patches are created in the dunes following selective removal of coast wattle	To be assessed as required
Informal landscaping with native plants	To be undertaken in areas of high visual amenity that currently have limited native vegetation	Stone-walled garden bed at the Reserve entrance at the junction of Lewis Avenue and the Esplanade

Where possible, revegetation plants should be grown from the seed or cuttings of plants local to the area to ensure local variants of plants are planted. When undertaking revegetation activities, the guidelines contained within the Reserve's bushfire management plan should be adhered to such that they do not compromise the Reserve's bushfire protection measures.<sup>14</sup>

Revegetation activities will not be successful unless a commitment is made to undertake follow-up maintenance activities. In particular, it is important to ensure that sufficient resources are available for ongoing maintenance (e.g. weeding, watering) before establishing new sites.

***Recommendation 15: New revegetation and landscaping activities should not be committed to unless sufficient resources are available to undertake ongoing regular maintenance of newly planted areas.***

## 9 FAUNA HABITAT MANAGEMENT

As described in section 4.2, the Reserve provides important habitat for a range of wildlife, including mammals, birds, reptiles and invertebrates. A variety of canopy layers, dead trees, hollow logs, fallen timber and leaf litter are required to provide important habitat for wildlife, including mammals, birds, reptiles and invertebrates. Leaf litter and dead wood are often viewed as a fire risk in bushland reserves located in urban areas. However, it is important that fauna habitat requirements

<sup>14</sup> Clarence City Council (2017), *Bushfire Management Plan, Seven Mile Beach Coastal Reserve, Seven Mile Beach*, p 34.

are considered when planning any future bushfire management activities in the Reserves. The Reserve's current bushfire management plan recognises this.

Uncontrolled domestic dogs and cats have the potential to harass or kill native wildlife. The Reserve is currently used for off-lead dog exercise under Council's Dog Management Policy.<sup>15</sup> Council promotes responsible cat ownership, and will continue to encourage local residents to meet their obligations under the *Cat Management Act 2009* through having their cats microchipped, desexed and under effective control (e.g. indoors at night).

## 10 VEGETATION AND FAUNA MONITORING

If resources are available, an initial assessment of the condition of the threatened DVC and DGL communities should be undertaken in early 2019,<sup>16</sup> and again in five years time. Information from regular vegetation condition assessments (VCAs) will enable an evaluation of the impact and effectiveness of management actions in these threatened vegetation communities. The TASVEG VCA method should be undertaken by trained Council staff or consultants using standard TASVEG VCA forms.<sup>17</sup>

Additional photo points should be established in each VCA zone to provide further information on vegetation condition and annual regeneration growth.

***Recommendation 16: Undertake Vegetation Condition Assessments (VCAs) in threatened native vegetation communities in 2019 and 2023.***

***Recommendation 17: Establish and annually monitor photo points within VCA zones and in natural regeneration areas to facilitate monitoring of native vegetation condition.***

The Reserve contains unique habitat for a range of wildlife species, and it is expected that species diversity could increase over time with ongoing appropriate vegetation management practices. Fauna and bird surveys to identify the species present in the Reserve are recommended to be undertaken both now (i.e. 2019), in five years (2023) and at the end of the plan (i.e. 2029) as a basis for monitoring species diversity over time.<sup>18</sup>

***Recommendation 18: Undertake fauna surveys in 2019, 2023 and 2029 to assess species diversity and further inform on ground management activities.***

An analysis of all completed VCAs, fauna surveys and photo points should be undertaken in 2022 to determine trends and implications for ongoing vegetation

<sup>15</sup> Clarence City Council (2015). *Dog Management Policy*. Clarence City Council, Tasmania.

<sup>16</sup> Should sufficient resources be available, it is anticipated that this assessment could be completed prior to the final version of this plan being adopted by Council.

<sup>17</sup> Full details of the TASVEG VCA method can be found at:  
[http://dpi.pwe.tas.gov.au/conservation/flora-of-tasmania/monitoring-and-mapping-tasmanias-vegetation-\(tasveg\)/vegetation-monitoring-in-tasmania](http://dpi.pwe.tas.gov.au/conservation/flora-of-tasmania/monitoring-and-mapping-tasmanias-vegetation-(tasveg)/vegetation-monitoring-in-tasmania)

<sup>18</sup> If possible, bird surveys should be undertaken in conjunction with BirdLife Tasmania using standard BirdLife Australia monitoring techniques.

management in the Reserves. This should be undertaken in conjunction with the proposed review of this plan's recommendations and Implementation Plan after five years (refer Section 18).

***Recommendation 19: Undertake an analysis of all photo points, VCAs and fauna surveys in 2023 to determine trends and inform future management activities.***

## 11 RESERVE ENTRANCES

The main entrances to the Reserve are illustrated in Figure 5. There are 14 entrances to the Reserve, with the majority occurring along Surf Road (RE1-RE7) and the Esplanade (RE8-RE12). Access to 35 Kirra Road to the north is via the southern end of Seven Mile Beach (RE13) and to the south from an access point from the end of Kirra Road (RE14).

Significant work has been undertaken to improve visitor interpretation, accessibility and visual amenity since the previous plan was developed (refer Appendix 4). This includes landscaping at main entrances, improved beach access and markers, and visitor interpretation at Lewis Park.

Key management issues identified for further improvement of the entrance points to the Reserve are summarised in Table 2.

***Recommendation 20: Undertake improvements to Reserve entrances as described in Table 2 to facilitate visitor interpretation, accessibility and visual amenity.***

## 12 TRACKS AND TRAILS

The existing tracks within the Reserve are generally sand based and in reasonable condition for walking access. A number of beach entrance points have been upgraded since 2011 (particularly from RE8 to RE12) and ageing fencing infrastructure has been removed. All tracks are used regularly by locals and visitors, and it is not recommended that any tracks be closed within the next five years.

Community consultation suggested that there is a level of desire from some locals to construct a compacted gravel path along the existing sand track running parallel to Seven Mile Beach and Surf Road to provide a broader recreational experience for pram walkers, cyclists and other users. However, other users have indicated that this would detract from the natural experience the current track provides. Community feedback on this proposal is sought.

***Recommendation 21: Construct a compacted gravel walking track through the Reserve along the existing sand track running parallel to Seven Mile Beach and Surf Road.***

The Seven Mile Beach Coastcare Group has proposed a three stage development of a new multi-use track between the Sunways Avenue entrance (RE5) and Day Use Area 2 (RE1), and from the toilet block at Day Use Area 1 to Day Use Area 2 (RE2). This three stage proposal is described at Appendix 7. Other users have

also indicated a desire for a track in this area, primarily as a result of the recent increased speed limit along the adjacent section of Surf Road which is restricting safe pedestrian and cycling access.



**Figure 5:** Main entrances to the Reserve (RE1-RE14).



**Table 2:** Recommended activities to be undertaken at Reserve entrances.

Issue	Description	Recommendation
Signage	There are no signs or markers visible from Seven Mile Beach indicating where the track exits to the main Lewis Park entrance	Install marker pole and wooden post-and-rail fencing at the beach exit to Lewis Park (similar to that installed at RE8)
	Visitor interpretation about the Reserve and its values could be improved	Update the interpretation sign at the entrance to Lewis Park with a walking track map and up to date information about the values of the area, dog access arrangements and volunteer work that is being undertaken Install an interpretation sign at RE3 with a walking track map and details about the work of the Seven Mile Beach Coastcare Group
Tracks	Visitors to Lewis Park walk over revegetation areas to gain access to the toilets, playground and picnic facilities	Protect plantings in Lewis Park with garden bed borders Replace existing timber bollards adjacent to the car park with a large, gap free rock boulder wall to channel users along existing bitumen paths As recommended in the previous RAP, consider creating new gravel tracks to guide pedestrian access from the car park to park facilities. Suggested new alignments are as follows: <ul style="list-style-type: none"> <li>along the northern boundary of Lewis Park from the car park to the playground/toilet block; and</li> <li>from the existing sealed track to the southern rotunda</li> </ul>
Vehicle access	There is limited service vehicle access in the Reserve for maintenance (particularly relating to removal of cut material following coast wattle and pine control)	Move existing rocks and install removable bollards where fixed ones are currently installed.
Car parking	Rationalisation of car parking at all entrances should be undertaken to maximise car parking bays and prevent parking in undesirable areas (e.g. under mature white gums).	Develop and implement formal car park designs at all car parking areas at reserve entrances.
Fencing	Fencing at the entrance to RE3 requires upgrading to the standard at other entrances to the Reserve	Install wooden post-and-rail fencing at the start of the walking track from RE3 (as per other entrances)

Issue	Description	Recommendation
	Timber barriers near RE8 are unattractive and should be replaced	Replace existing timber bollards at RE8 with rock wall suitable for seating

It is noted that there already exists a track closer to the beach from Sunways Avenue to RE3 which offers parallel access through this northern area of the Reserve, and other existing tracks in the Reserve already provide an appreciation of the Reserve's natural values. Community feedback on the proposal detailed at Appendix 7 is sought.

**Recommendation 22: Develop a new compacted gravel walking track between RE5 and Day Use Area 2, and between Day Use Area 1 and Day Use Area 2.**

A new track running parallel to the rocky foreshore has recently been created without Council consent from near the steps to Seven Mile Beach at the northern end of 35 Kirra Road to the Lauderdale Track. This track runs between the foreshore track and the upper formalised gravel track, and appears to be an alternative route for mountain bike users. It would be desirable to formalise this track for mountain bike users as an alternative to the upper gravel trail.

**Recommendation 23: Maintain the newly created mountain bike track running parallel to the existing trails along the length of 35 Kirra Road.**

**Consultation note:**

Due to varying views expressed during the initial consultation process, community feedback is particularly sought on Recommendations 21-23.

Regular maintenance all tracks within the Reserve should continue to be undertaken as required to ensure users continue to use and value the trail network. In particular, the upper gravel trail through 35 Kirra Road should continue to be monitored to address any emerging drainage issues.

**Recommendation 24: Continue to monitor the upper gravel trail through 35 Kirra Road to address any emerging drainage issues.**

Consistent with the *Acton Trails and Reserves Activity Plan 2018-2022*,<sup>19</sup> once Council takes on ownership of the proposed Single Hill Bushland Reserve the track network across Single Hill linking with the Reserve will require upgrading in order to achieve the desired alignment illustrated in Figure 6 and to facilitate access for a

<sup>19</sup> Tasflora (2018). *Acton Trails and Reserves Activity Plan 2018-2022*. Unpublished report for Clarence City Council.

range of users. Additional Tangara Trail linkages are also proposed (refer Figure 6).



**Figure 6:** Proposed track linkage between the Reserve and the proposed Single Hill Bushland Reserve and Tangara Trails within the Acton area (map provided by Council).

***Recommendation 25: Upgrade the track network connecting to and within the proposed Single Hill Bushland Reserve.***

### 13 INFRASTRUCTURE

Since 2011, new picnic table facilities have been installed at RE8 as recommended in the previous plan. Installation of shade structures over these tables would be desirable to further enhance this site's recreational value to users.

***Recommendation 26: Install shade structures over existing picnic tables at the junction of Lewis Avenue and the Esplanade.***

The Reserve is a popular destination for dog walkers. Dog waste bag dispensers and bins exist at all main entrances to the Reserve except at Lewis Park. Given the high usage of this area, a dog waste bin and bag dispenser should be installed in this area as a priority to encourage responsible behaviour by visiting and local dog owners. All dog waste bins in the Reserve should be regularly maintained.

**Recommendation 27: Install a dog waste bag dispenser and bin at Lewis Park.**

While there are two seats along the track through the 35 Kirra Road portion of the Reserve, there is currently no seating within the Reserve adjacent to Seven Mile Beach providing rest opportunities for recreational walkers using the track running parallel to the beach, or for users to sit and contemplate the coastal atmosphere of Seven Mile Beach.

The review of the previous plan has identified one potential new location for a seat at the new 'viewing area' off RE12. It is recommended that a further viewing area with seating be created adjacent to the new wooden post-and-rail beach entrance proposed for the Lewis Park beach entrance (RE6), as well as one new seat further along the track running parallel to Seven Mile Beach and Sunways Avenue (as recommended in the previous RAP). Seats should be metal, set into a concrete foundation to prevent vandalism and coloured to blend into the environment (i.e. seat painted green, natural looking material for the foundation surface such as rock, shell aggregate or coloured concrete).

**Recommendation 28: Install 'natural' seats at the beach access to RE6, RE12 and at one other strategic location along the track running parallel to Seven Mile Beach.**

Council has allocated budget in 2018-19 for planning and designing the total replacement of the toilet facility at Day Use Area 1. Demolition of the existing facility and revegetation activities at the current site are planned for the 2019-20 financial year. Construction of the new toilet facility closer to the entrance to Day Use Area 1 is proposed to occur towards the end of 2019-20. Given the redevelopment of the toilet facility, and the ongoing popularity of Day Use Area 1, it would be desirable to make improvements to this area to create a passive recreational parkland. This includes upgraded seating, a barbeque area and rationalisation of the existing car parking areas.

**Recommendation 29: Develop and implement a landscape plan for Day Use Area 1, including consideration for a shade structure, upgraded seating, barbeque area and rationalisation of car parking.**

Any installation of new infrastructure will be subject to funding. With this in mind, no additional infrastructure beyond that discussed above is recommended within the next five years unless significant funding becomes available. A further review of the infrastructure requirements of the Reserve should be undertaken in 2023.

**Recommendation 30: Review the infrastructure requirements of the Reserve in 2023.**



## 14 OTHER MANAGEMENT ISSUES

### 14.1 Bushfire management

The Reserve is located in a bushfire prone area, as defined by the Clarence Interim Planning Scheme. A five year Bushfire Management Plan encompassing 20 Canopus Road was developed for Council updated in 2017.<sup>20</sup> Key recommendations in the plan include no broad scale burning within the next five years, carrying out fire trail maintenance and maintaining defensible spaces. The Bushfire Management Plan is scheduled for review in 2021.

### 14.2 Coastal erosion and recession

Since 2011, Council has undertaken an annual shoreline monitoring program which documents changes in shoreline structure and position on numerous beaches within the Clarence municipality, including the western end of Seven Mile Beach. The objective is to obtain a set of accurate high resolution data which can be used to inform decisions on future planning requirements and adaptation measures. The 2017-18 survey includes coastal erosion and recession maps for Seven Mile Beach created using a time series of ortho-rectified aerial photos from 1966 to 2017 (refer Figure 7).<sup>21</sup>



**Figure 7:** 2017-18 shoreline movement at Seven Mile Beach, including a comparison of shorelines in 1966 and 2018.<sup>21</sup>

<sup>20</sup> Clarence City Council (2017). *Bushfire Management Plan, Seven Mile Beach Coastal Reserve*.

<sup>21</sup> Dell, M (2018). *Clarence City Council Shoreline Monitoring Program*.

Since 1966, the most significant recession has occurred at the western end of Seven Mile Beach near the mouth of Acton Creek, while seaward growth in excess of 1 m can be observed along much of the length of the study area. More recently, since 2016-17 incipient dunes (and associated marram grass growth) have expanded both in height and extent in a predominantly seaward direction (ranging from 6.6 metres growth to a recession of 54 centimetres).

A closer resolution of a subsection of this monitoring area is provided at Figure 8, which shows in closer detail the changes in shoreline observed between 1966 and 2018. This resolution demonstrates the importance of the annual high resolution aerial beach monitoring program for planning future management activities along the Seven Mile Beach shoreline.



**Figure 8:** Trend in shoreline movement for a section of western Seven Mile Beach between 1966 and 2018 (imagery and analysis provided by Matt Dell).

**Recommendation 31:** Continue to support the high resolution aerial beach monitoring program for Seven Mile Beach, including maintenance of the strategically placed ground control markers along the rear of the beach.

### 14.3 Stormwater management plan for Acton Creek catchment

Council manages two stormwater pump stations to reduce elevated ground and surface water levels in the Seven Mile Beach area following major rain events. Flood mapping developed many years ago has been used to predict elevated water levels and water sheeting following storm events. Recent advances

in computer modelling has enabled major improvements in the accuracy of flood mapping as part of a stormwater catchment management planning process.

Council is currently undertaking a review of all public stormwater infrastructure in the urban areas of the municipality. It is intended that the results of this review be used to help design and prioritise drainage works (including water sensitive urban design features) to help mitigate flood risk. As part of this program, a detailed Stormwater System Management Plan will be developed in the medium term (1-3 years) for the Seven Mile Beach and Acton areas. This will result in updating of the flood mapping for Seven Mile Beach region that will inform improved stormwater management in the Seven Mile Beach region.

***Recommendation 32: Develop, using latest two dimensional computer modelling, a Stormwater System Management Plan and updated flood map sheets for the Seven Mile Beach area.***

## 15 SUPPORTING RECREATIONAL ACTIVITIES

Triathlon South is the largest triathlon club in Tasmania, catering for beginners to the more serious athlete. The preferred location for this group's activities is Seven Mile Beach, at which it has been organising triathlon events in recent years.

Triathlon South has indicated a desire for a permanent grassy triathlon transition and recovery/post event area (100m x 50m; approximately 0.5 ha) near the junction between Surf Road and Grueber Avenue Surf Road (near Day Use Area 2) to enable direct access to the beach and the northern end of Surf Road. The exact location would be determined in consultation with Triathlon South.

***Recommendation 33: Create a permanent triathlon transition and recovery/post event area near Day Use Area 2.***

## 16 COMMUNITY PARTICIPATION AND AWARENESS

Community participation and awareness has an important role to play in protecting the natural, cultural and recreational values of the Seven Mile Beach Coastal Reserve. Education of residents living adjacent to the trails and Reserves is desirable to foster behavioural change and encourage community ownership and appreciation of their values, in particular the values of the local flora (including mature eucalypts) and fauna that contribute to the unique nature of the Seven Mile Beach Coastal Reserve and adjacent village area.

***Recommendation 34: Develop a Community Education Program on the unique values of the Seven Mile Beach area's local flora and fauna.***

Much of the maintenance of the Reserve has to date been undertaken on a voluntary basis by members of the community through the Seven Mile Beach Coastcare Group. Signs regarding the group's activities have previously been erected at Lewis Park and at RE3. The installation of updated/additional interpretation signage in Lewis Park and RE3 (as discussed in Section 12) will provide a further opportunity to promote the activities of the group. As well,

individuals wanting to become involved in management activities outside of this group should be encouraged to contact Council directly.

**Recommendation 35: Continue to actively support the Seven Mile Beach Coastcare Group.**

Under the Tasmanian *Work Health and Safety Act 2012*, volunteers are considered 'workers' when working for Council on Council owned land. Council therefore has a duty of care to provide a safe workplace for volunteer workers who may undertake management activities within the Reserves.

- All volunteers have rights and responsibilities. Volunteers have the right to a safe work environment, to be treated fairly and with respect, to public liability insurance, to safe equipment, tools and personal protective equipment (PPE), to adequate instruction to perform tasks, to contribute their suggestions and to receive acknowledgement for their contributions. Volunteers also have the right to refuse work if they consider it unsafe.
- Volunteers also have the responsibility to care for the health and safety of others, to respect others, to follow policies, procedures and instructions, and to care for their own health and safety.

With this in mind, all volunteers need to refer to the relevant Council Safe Work Method Statements (SWMSs) before undertaking works in the Reserves, including cut and paste work weed control work, brushcutting and spreading of mulch. These are available from Council's Natural Areas Volunteer Coordinator.<sup>22</sup> All spot spraying should be undertaken by certified operators (e.g. Council staff, contractors).

## 17 IMPLEMENTATION PLAN

A map illustrating the location of on ground management activities recommended within the areas covered by this Plan is provided at Figure 9. This is based on the key recommendations which are summarised at Appendix 8.

Based on these recommendations, an Implementation Plan with associated performance measures has been developed and is provided at Table 3. It identifies three stages of management activities to be undertaken within the Reserve:

- Priority 1 - immediate (6-12 months) management activities.
- Priority 2 - medium term (1-3 years) management priorities.
- Priority 3 - long term (5 years) management priorities.

The intent of the Implementation Plan is to provide a guide to outcomes that could be achieved within the Reserve by Clarence City Council, contractors and/or volunteer groups within the period 2019-2023 if sufficient resources are available.

<sup>22</sup> Chris Johns, phone 6217 9715 or email [cjohns@ccc.tas.gov.au](mailto:cjohns@ccc.tas.gov.au).





**Figure 9:** Overview of key proposed on ground management activities in the Seven Mile Beach Coastal Reserve (aerial photo from the LIST).

A review of progress against all performance measures should be undertaken annually during the period 2019-2023 to help prioritise available resources.

***Recommendation 36: Review progress against all performance measures identified in the Implementation Plan annually.***

## 18 FUTURE PRIORITIES

In order to maintain currency of the recommendations contained within this RAP, a review and update of the recommendations and Implementation Plan should be undertaken within the next five years in consultation with key stakeholders, including the Seven Mile Beach Coastcare Group.

***Recommendation 37: In 2023, review and update the recommendations and Implementation Plan in consultation with key stakeholders, including the Seven Mile Beach Coastcare Group.***

A complete review of the *Seven Mile Beach Reserve Coastal Activity Plan 2019-2029* should be undertaken within the next ten years. The purpose of this review should be to:

- assess progress towards achieving the objectives of the *Seven Mile Beach Coastal Reserve Activity Plan 2019-2029*;
- assess progress against all performance measures;
- analyse photo point data and all completed flora and fauna assessments to determine trends and implications for ongoing vegetation management; and
- determine ongoing management priorities for the Seven Mile Beach Coastal Reserve for the next five years.

***Recommendation 38: In 2029, undertake a complete review of the Seven Mile Beach Coastal Reserve Activity Plan 2019-2029 to assess progress and determine ongoing management priorities for the Reserve.***

**Table 3:** Implementation Plan for undertaking recommended management activities for the Seven Mile Beach Coastal Reserve.

Rec. No.	Action	Seasonal timing	Priority <sup>23</sup>	Performance measure	Responsibility
<b>Weed control</b>					
R1	Control weed seedlings in the dune system that have regenerated following primary weed control work and boneseed plants occurring within the new parcel of land acquired by Council.	Refer DPIPWE Control Guides for spot spraying; all year round for other techniques	1	No declared or environmental weeds in areas targeted	Council, contractor or volunteers
R2	Undertake primary and follow-up control of serrated tussock at 35 Kirra Road, with communication/coordination with the adjacent landholder to be undertaken by Council's Weeds Planning Officer.	Refer DPIPWE Control Guides for spot spraying; all year round for other techniques	1,2,3	Primary control of serrated tussock completed	Council or contractor
R3	Remove mature boxthorn trees at 35 Kirra Road.	Refer DPIPWE Control Guides for spot spraying; all year round for other techniques	2	Primary control of boxthorn control completed	Council or contractor
R4	Undertake a sweep of the entire length of 35 Kirra Road to remove any isolated seedlings of boxthorn or other declared woody weed species.	Refer DPIPWE Control Guides for spot spraying; all year round for other techniques	2	No declared or environmental weeds in areas targeted	Council, contractor or volunteers
R5	Remove remote mature radiata pines at the periphery of the plantation area as well as all juvenile radiata pine trees that have germinated throughout the Reserve	All year round.	3		Council

<sup>23</sup> 1 = immediate (6-12 months) management activities; 2 = medium term (1-3 years) management priorities; 3 - long term (5 years) management priorities.

Rec. No.	Action	Seasonal timing	Priority <sup>23</sup>	Performance measure	Responsibility
R6	Retain mature radiata pines on the foredunes to provide shelter from coastal winds and to prevent sand erosion	N/A	Ongoing	No mature radiata pines removed from foredunes	Council
R7	Marram grass should not be removed due to its role in dune stabilisation.	N/A	Ongoing	No formalised removal of marram grass	Council
R8	Undertake control of exotic grasses and broadleaf weeds only in revegetation areas and where necessary as part of a general Reserve maintenance program	Refer DPIPWE Control Guides for spot spraying; all year round for other techniques	Ongoing	N/A	Council
R9	Undertake an annual sweep and follow-up control of all previously targeted weeds.	Refer DPIPWE Control Guides for spot spraying; all year round for other techniques	1,2,3	Annual weed control follow-up program implemented	Council, contractor or volunteers
R10	Undertake GPS mapping of weeds after five years to monitor progress and inform future weed control priorities.	All year round.	3	GPS weed mapping completed in 2023	Council, contractor or volunteers
<b>Regeneration and revegetation</b>					
R11	Review the <i>Seven Mile Beach Vegetation Management Strategy 2002</i> . The review process should involve a Project Committee comprised of local Seven Mile Beach community representatives and an extensive community consultation program.	All year round.	1	Review of <i>Seven Mile Beach Vegetation Management Strategy</i> completed	Council or contractor
R12	Established photo points should be monitored annually to facilitate ongoing assessment of the condition of the dune system and native vegetation.	All year round.	1,2,3	Photo points monitored on an annual basis	Council, contractor or volunteers



Rec. No.	Action	Seasonal timing	Priority <sup>23</sup>	Performance measure	Responsibility
R13	Prune coastal wattles encroaching coastal tracks and native vegetation whilst avoiding any large scale removal.	All year round.	1,2,3	No large-scale removal of coast wattle	Council
R14	Undertake small scale revegetation and maintenance activities as described in Table 1.	Autumn-Winter	1,2,3	Small scale revegetation and maintenance activities undertaken as per Table 1.	Council, contractor or volunteers
R15	New revegetation and landscaping activities should not be committed to unless sufficient resources are available to undertake ongoing regular maintenance of newly planted areas.	N/A	N/A		
<b>Vegetation and fauna monitoring</b>					
R16	Undertake Vegetation Condition Assessments in threatened native vegetation communities in 2019 and 2023.	In season (e.g. for annuals)	1,3	VCAs completed in 2019, 2023.	Council or contractor
R17	Establish and annually monitor photo points within VCA zones and in natural regeneration areas to facilitate monitoring of native vegetation condition.	Spring	1,2,3	Photo points established in 2019 and annual photos taken	Council or contractor
R18	Undertake fauna surveys in 2019 and 2023 to assess species diversity and further inform on ground management activities	All year round	1,3	Fauna and bird surveys completed 2023	Contractor and/or BirdLife Tasmania and/or University of Tasmania
R19	Undertake an analysis of all photo points, VCAs and fauna surveys in 2023 to determine trends and inform future management activities.	N/A	3	Review of activities identified in 2023 based on photo points, VCAs and fauna surveys	Council

Rec. No.	Action	Seasonal timing	Priority <sup>23</sup>	Performance measure	Responsibility
<b>Reserve entrances</b>					
R20	Undertake improvements to Reserve entrances as described in Table 2 to facilitate visitor interpretation, accessibility and visual amenity.	All year round	1,2,3	Recommendations as per Table 2 implemented	Council or contractor
<b>Tracks and trails</b>					
R21	Construct a compacted gravel walking track through the Reserve along the existing sand track running parallel to Seven Mile Beach and Surf Road.	All year round	3	Subject to community feedback	Council or contractor
R22	Develop a new compacted gravel walking track between RE5 and Day Use Area 2, and between Day Use Area 1 and Day Use Area 2.	All year round	2,3	Subject to community feedback	Council or contractor
R23	Maintain the newly created mountain bike track running parallel to the existing trails along the length of 35 Kirra Road	All year round	3	Subject to community feedback	Council or contractor
R24	Continue to monitor the upper gravel trail through 35 Kirra Road to address any emerging drainage issues.	All year round	1,2,3	No complaints about walking track drainage	Council or contractor
R25	Upgrade the track network connecting to and within the proposed Single Hill Bushland Reserve.	All year round	3		Council or contractor
<b>Infrastructure</b>					
R26	Install shade structures over existing picnic tables at the junction of Lewis Avenue and the Esplanade.	All year round	2	Shade structures installed.	Council or contractor
R27	Install a dog waste bag dispenser and bin at Lewis Park.	All year round	1	Dog waste bag dispenser and bin installed at Lewis Park.	Council or contractor
R28	Install 'natural' seats at the beach access to RE6, RE12 and at one other strategic location along the track running parallel to Seven Mile Beach.	All year round	2	3 seats installed	Council or contractor

Rec. No.	Action	Seasonal timing	Priority <sup>23</sup>	Performance measure	Responsibility
R29	Develop and implement a landscape plan for Day Use Area 1, including consideration for a shade structure, upgraded seating, barbeque area and rationalisation of car parking.	All year round	2	Landscape plan for Day Use Area 1 developed and implemented	Council or contractor
R30	Review the infrastructure requirements of the Reserve in 2023.	All year round	3		Council and volunteers
<b>Other management issues</b>					
R31	Continue to support the high resolution aerial beach monitoring program for Seven Mile Beach, including maintenance of the strategically placed ground control markers along the rear of the beach.	All year round	1,2,3		Council and volunteers
R32	Develop, using latest two dimensional computer modelling, a Stormwater System Management Plan and updated flood map sheets for the Seven Mile Beach area.	All year round	2		Council
<b>Supporting recreational activities</b>					
R33	Create a permanent triathlon transition and recovery/post event area near Day Use Area 2.	All year round	2	Permanent triathlon hub established	Council, Triathlon South
<b>Community participation and awareness</b>					
R34	Develop a Community Education Program on the unique values of the Seven Mile Beach area's local flora and fauna.	N/A	1	Education program completed	Council, volunteers
R35	Continue to actively support the Seven Mile Beach Coastcare Group.	All year round	1,2,3	Seven Mile Beach Coastcare Group remains active	Council, volunteers
<b>Implementation plan</b>					
R36	Review progress against all performance measures identified in the Implementation Plan annually.	N/A	1,2,3	Review of all performance measures completed annually	Council

Rec. No.	Action	Seasonal timing	Priority <sup>23</sup>	Performance measure	Responsibility
R37	In 2023, review and update the recommendations and Implementation Plan in consultation with key stakeholders, including the Seven Mile Beach Coastcare Group	N/A	3	Recommendations and Implementation Plan reviewed in 2023	Council, stakeholders
R38	Undertake a complete review of the <i>Seven Mile Beach Coastal Reserve Activity Plan 2019-2029</i> in 2029 to assess progress and determine ongoing management priorities for the Reserve.	N/A	3+	Complete review undertaken within 10 years	Council or contractor



## APPENDIX 1: CONSERVATION SIGNIFICANCE OF THE RESERVE'S NATIVE FLORA AND FAUNA

### Threatened native vegetation communities

Two native vegetation communities occurring within the areas covered by this plan listed as threatened native vegetation communities under the Tasmanian *Nature Conservation Act 2002*. These are summarised in Table A1.1.

**Table A1.1:** Threatened native vegetation communities occurring within the Seven Mile Beach Coastal Reserve.

Community name	TASVEG code	Description	Location
<i>Eucalyptus globulus</i> dry forest and woodland	DGL	Dry sclerophyll community dominated by <i>E. globulus</i> . The ground layer is dominated by grasses.	35 Kirra Road
<i>Eucalyptus viminalis</i> coastal forest and woodland	DVC	Dry sclerophyll community dominated by <i>E. viminalis</i> . The understorey is dominated by <i>Pteridium esculentum</i> , with a varying cover of tall shrubs including <i>Banksia marginata</i> and <i>Acacia longifolia</i> subsp. <i>sophorae</i>	Occurs along the length of the Reserve adjacent to the Esplanade and Surf Road.

### Threatened flora species

Two flora species listed under the Tasmanian *Threatened Species Protection Act 1995* (the TSP Act) have been previously recorded within the Reserve at 35 Kirra Road.<sup>24</sup> These are summarised in Table A1.2.

**Table A1.2:** Flora species of conservation significance occurring within the Seven Mile Beach Coastal Reserve.

Flora species	Common name	Conservation status <sup>25</sup>	Location
<i>Austrostipa scabra</i>	rough spear grass	rare	Various locations at 35 Kirra Road
<i>Vittadinia muelleri</i>	narrowleaf New Holland daisy	rare	Various locations at 35 Kirra Road

<sup>24</sup> Data obtained from the LIST, <https://maps.thelist.tas.gov.au/listmap/app/list/map>. The two species listed as threatened in the Reserve's 2011-2016 activity plan (*Cynoglossum australe* and *Lepidium pseudotasmanicum*) were delisted in 2016.

<sup>25</sup> Conservation status under the TSP Act.

### Threatened fauna species

While there are no verified records of threatened fauna species occurring within the Reserve, the area covered by this plan contains potential habitat for three threatened fauna species listed under the TSP Act and/or the Commonwealth *Environment Protection and Biodiversity Conservation Act 1999* (the EPBC Act). These are summarised in Table A1.3.

**Table A1.3:** Fauna species of conservation significance for which suitable habitat exists within the Seven Mile Beach Coastal Reserve.

Fauna species	Common name	Conservation status <sup>26</sup>	Habitat / Comments
<i>Lathamus discolor</i>	swift parrot	endangered CRITICALLY ENDANGERED	Nesting habitat is hollows in mature eucalypts with stem diameter >70cm at breast height. Forages in mature <i>Eucalyptus globulus</i> and <i>E. ovata</i> trees. Potential foraging and nesting habitat exists within the Reserve.
<i>Pardalotus quadragintus</i>	forty spotted pardalote	endangered	Core habitat is <i>E. viminalis</i> forest near the coast. Potentially suitable habitat present but species not known from the district and the nearest breeding colony is at Taroona.
<i>Perameles gunnii</i>	eastern barred bandicoot	VULNERABLE	Inhabits grassy woodlands, native grasslands and mosaics of pasture and shrubby ground cover. Potential nesting and foraging habitat exists throughout the Reserve.
<i>Tyto novaehollandiae</i> ssp. <i>castanops</i>	Tasmanian masked owl	endangered	Inhabits dry eucalypt forest and woodland. Nesting habitat is old growth eucalypts containing hollows. Potential habitat exists within the Reserve.

### Native bird surveys

A summary of eight surveys conducted over the last four years by a Birdlife Tasmania member at 35 Kirra Road is provided in Table A1.4. Each survey lasted 30 to 40 minutes at various times throughout the year.

Thirty nine species were observed, but only eight were seen on at least 50 per cent of the surveys. The majority of time was spent on the track bordering the paddocks, with limited opportunity to record the shoreline and beyond. On one occasion, at least 100 yellow-tailed black cockatoos were observed in a dead tree.<sup>27</sup>

<sup>26</sup> lower case = TSP Act; UPPER CASE = EPBC Act

<sup>27</sup> Dr Mike Newman, pers. comm. November 2018.

**Table A1.4:** Bird species recorded at 35 Kirra Road over the previous four years.<sup>28</sup>

Common name	RR <sup>29</sup> (%)
Brown Thornbill	87.5
Grey Fantail	87.5
Scarlet Robin	87.5
Common Starling	75.0
Superb Fairy-wren	75.0
Common Blackbird	62.5
Yellow-rumped Thornbill	62.5
Silver Gull	50.0
Dusky Woodswallow	37.5
Forest Raven	37.5
Pacific Gull	37.5
Silvereye	37.5
Australian Pied Oystercatcher	25.0
Black-faced Cuckoo-shrike	25.0
Crescent Honeyeater	25.0
Crested Tern	25.0
European Goldfinch	25.0
Green Rosella	25.0
Grey Butcherbird	25.0
Laughing Kookaburra	25.0
Spotted Pardalote	25.0
Striated Pardalote	25.0
Australian Magpie	12.5
Black-faced Cormorant	12.5
Eastern Rosella	12.5
Eurasian Skylark	12.5
Fan-tailed Cuckoo	12.5
Galah	12.5
Golden Whistler	12.5
Grey Currawong	12.5
Horsfield's Bronze-Cuckoo	12.5
Kelp Gull	12.5
Little Pied Cormorant	12.5
Noisy Miner	12.5
Shining Bronze-Cuckoo	12.5
Sooty Oystercatcher	12.5
Tree Martin	12.5
White-bellied Sea-Eagle	12.5
Yellow-tailed Black-Cockatoo	12.5

<sup>28</sup> The survey data is stored within the Birddata database from records provided by Birdlife Tasmania member Dr Mike Newman.

<sup>29</sup> RR is the percentage of visits on which a bird species was seen.

APPENDIX 2: UNANTICIPATED DISCOVERY PLAN<sup>30</sup>

## Unanticipated Discovery Plan

Procedure for the management of unanticipated discoveries of Aboriginal relics in Tasmania

For the management of unanticipated discoveries of Aboriginal relics in accordance with the Aboriginal Heritage Act 1975 and the Coroners Act 1995, The Unanticipated Discovery Plan is in two sections.

### Discovery of Aboriginal Relics other than Skeletal Material

#### Step 1:

Any person who believes they have uncovered Aboriginal relics should notify all employees or contractors working in the immediate area that all earth disturbance works must cease immediately.

#### Step 2:

A temporary 'no-go' or buffer zone of at least 10m x 10m should be implemented to protect the suspected Aboriginal relics, where practicable. No unauthorised entry or works will be allowed within this 'no-go' zone until the suspected Aboriginal relics have been assessed by a consulting archaeologist, Aboriginal Heritage Officer or Aboriginal Heritage Tasmania staff member.

#### Step 3:

Contact Aboriginal Heritage Tasmania on 1300 487 045 as soon as possible and inform them of the discovery. Documentation of the find should be emailed to [aboriginal@heritage.tas.gov.au](mailto:aboriginal@heritage.tas.gov.au) as soon as possible. Aboriginal Heritage Tasmania will then provide further advice in accordance with the Aboriginal Heritage Act 1975.

### Discovery of Skeletal Material

#### Step 1:

Call the Police immediately. Under no circumstances should the suspected skeletal material be touched or disturbed. The area should be managed as a crime scene. It is a criminal offence to interfere with a crime scene.

#### Step 2:

Any person who believes they have uncovered skeletal material should notify all employees or contractors working in the immediate area that all earth disturbance works cease immediately.

#### Step 3:

A temporary 'no-go' or buffer zone of at least 50m x 50m should be implemented to protect the suspected skeletal material, where practicable. No unauthorised entry or works will be allowed within this 'no-go' zone until the suspected skeletal remains have been assessed by the Police and/or Coroner.

#### Step 4:

If it is suspected that the skeletal material is Aboriginal, Aboriginal Heritage Tasmania should be notified.

#### Step 5:

Should the skeletal material be determined to be Aboriginal, the Coroner will contact the Aboriginal organisation approved by the Attorney-General, as per the Coroners Act 1995.

Aboriginal Heritage Tasmania  
Department of Primary Industries, Parks, Water and Environment



<sup>30</sup> Sourced from <https://www.aboriginalheritage.tas.gov.au/Documents/UDP.pdf>



### Guide to Aboriginal site types

#### Stone Artefact Scatters

A stone artefact is any stone or rock fractured or modified by Aboriginal people to produce cutting, scraping or grinding implements. Stone artefacts are indicative of past Aboriginal living spaces, trade and movement throughout Tasmania. Aboriginal people used hornfels, chalcedony, spongeite, quartzite, chert and silcrete depending on stone quality and availability. Stone artefacts are typically recorded as being 'isolated' (single stone artefact) or as an 'artefact scatter' (multiple stone artefacts).

#### Shell Middens

Middens are distinct concentrations of discarded shell that have accumulated as a result of past Aboriginal camping and food processing activities. These sites are usually found near waterways and coastal areas, and range in size from large mounds to small scatters. Tasmanian Aboriginal middens commonly contain fragments of mature edible shellfish such as abalone, oyster, mussel, warrenner and limpet, however they can also contain stone tools, animal bone and charcoal.

#### Rockshelters

An occupied rockshelter is a cave or overhang that contains evidence of past Aboriginal use and occupation, such as stone tools, middens and hearths, and in some cases, rock markings. Rockshelters are usually found in geological formations that are naturally prone to weathering, such as limestone, dolerite and sandstone.

#### Quarries

An Aboriginal quarry is a place where stone or ochre has been extracted from a natural source by Aboriginal people. Quarries can be recognised by evidence of human manipulation such as battering of an outcrop, stone fracturing debris or ochre pits left behind from processing the raw material. Stone and ochre quarries can vary in terms of size, quality and the frequency of use.

#### Rock Marking

Rock marking is the term used in Tasmania to define markings on rocks which are the result of Aboriginal practices. Rock markings come in two forms: engraving and painting. Engravings are made by removing the surface of a rock through pecking, abrading or grinding, whilst paintings are made by adding pigment or ochre to the surface of a rock.

#### Burials

Aboriginal burial sites are highly sensitive and may be found in a variety of places, including sand dunes, shell middens and rock shelters. Despite few records of pre-contact practices, cremation appears to have been more common than burial. Family members carried bones or ashes of recently deceased relatives. The Aboriginal community has fought long campaigns for the return of the remains of ancestral Aboriginal people.

Further information on Aboriginal Heritage is available from:

Aboriginal Heritage Tasmania  
Natural and Cultural Heritage Division  
Department of Primary Industries, Parks, Water and Environment  
GPO Box 44 Hobart TAS 7001

Telephone: 1300 487 045

Email: [aboriginal@heritage.tas.gov.au](mailto:aboriginal@heritage.tas.gov.au)

Web: [www.aboriginalheritage.tas.gov.au](http://www.aboriginalheritage.tas.gov.au)

This information is provided as a guide only. It is not intended to be a substitute for professional advice. The Tasmanian Government is not responsible for any loss or damage arising from the use of this information.



### APPENDIX 3: SUMMARY OF STAKEHOLDER CONSULTATION

During April-June 2018 identified stakeholders were invited to provide comments relevant to the *Seven Mile Beach Coastal Reserve Activity Plan 2019-2029*.

A public meeting and community 'walk and talk' session was facilitated by Council and Tasflora on 22 April 2018 and attended by 21 people, including members of the Seven Mile Beach Coastcare Group. The purpose of the session was to seek input on the values and management issues associated with the Reserve to be encompassed by the review and extension of the *Seven Mile Beach Coastal Reserve Activity Plan 2011-2016*.

Key issues raised during the walk and talk included:

- a desire to retain the of the natural values of the Reserve;
- varying views on the treatment of mature gum trees overhanging roads and houses, ranging from retaining them for the character of the area and fauna habitat versus removing their removal;
- varying views on retaining the pine plantation within the Reserve, with some attendees expressing a desire for their removal while others requesting their retention due to their contribution to the ambience of that area of the Reserve;
- strong concerns regarding the proliferation of the native coast wattle (*Acacia longifolia* subsp. *sophorae*) in the dune system, leading to displacement of natives and blocking paths;
- a level of support for improving the track surface of the main walking track parallel to Seven Mile Beach and creating a new track adjacent to Surf Road;
- potential for discretely labelling each entrance with signs from Seven Mile Beach;
- concerns regarding feral and domestic cats in the dunes;
- a level of desire for the current dog management provisions in the Reserve to be retained, although some concerns were raised regarding dogs not being under effective control disturbing beach nesting birds;
- suggestions for improvements to day use areas 1 and 2; and
- some management concerns along the lower foreshore track within the 35 Kirra Road area of the Reserve.

A feedback form seeking input to the *Seven Mile Beach Coastal Reserve Activity Plan 2019-2029* was mailed to local residents and relevant stakeholders. A written response was received from nine stakeholders, as summarised in Table A3.1. Where possible, all relevant community feedback has been considered in the development of the draft *Seven Mile Beach Coastal Reserve Activity Plan 2019-2029*. However some issues identified during the consultation process are beyond the scope of this plan or pertain to management issues

outside the areas to which it pertains. These issues have been noted by Council and will be addressed through other processes where feasible.

**Table A3.1:** Summary of written responses received during initial stakeholder consultation on the *Seven Mile Beach Reserve Activity Plan 2019-2029*.

Management issue		Response
<b>Natural values</b>		
1	Keep it as native and natural as possible...maintain the natural values of the Seven Mile Beach Coastal Reserve for future generations	Consistent with the objectives of this plan described in section 2.
2	Protect all eucalypts as habitat.	Refer sections 4.1, 4.2 and 8.1 for commentary and recommendations on this issue.
3	Native fauna and flora should be given top priority...habitats and food sources [should be] preserved.	Refer sections 4.1, 4.2 and 8.1 for commentary and recommendations on this issue.
<b>Weed management</b>		
4	Remove all pine trees strategically	Refer section 7.3 for commentary and recommendations on this issue.
5	Assess feasibility of removing marram grass and restoring natural dune dynamics and beach replenishment	Refer section 7.3 for commentary and recommendations on this issue.
<b>Regeneration and revegetation</b>		
6	We are concerned at the spread of an invasive plant/bush [Acacia] in the Reserve adjacent to Surf Road...it is affecting the growth of other plants, including those planted by coastal volunteers, due to its expansive growth.	Refer section 8.1 for commentary and recommendations on this issue.
7	Manage Acacias to avoid locals cutting them out for views	Refer section 8.1 for commentary and recommendations on this issue.
8	Promote native plants by planting out roadside nature strips...keep planting endemic and native species in the Reserve and around the whole village	Refer sections 8.1 and 8.2 and for commentary and recommendations on this issue.
9	Identify areas to grow <i>E. viminalis</i> [white gum] throughout the village...[and] provide shade trees	Refer sections 8.1 and 8.2 for commentary and recommendations on this issue
<b>Fauna habitat management</b>		
10	Provide habitat to the native fauna and to provide hollows for the birds of the area.	Refer sections 4.1, 4.2 and 8.1 for commentary and recommendations on this issue.

**Vegetation and fauna monitoring**

- |    |   |  |
|----|---|--|
| 11 | Suggest undertaking a TASVEG field verification and condition assessment...use benchmark for management targets/rehabilitation. | Refer section 10 for commentary and recommendations on this issue.   |
| 12 | Implement species recovery objectives for listed flora species currently present within the dunes.                              | Refer section 4.1 for commentary on this issue. No listed species have been recorded within the Reserve (noting that two species have been delisted since the previous RAP). |

**Tracks and trails**

- |    |   |   |
|----|---|---|
| 13 | Continued maintenance of the west end of SMB to Kirra Rd track which is very popular for walkers, dog walkers and joggers.  | Sections 11 and 12 describe recommended reserve entrance and track management activities. |
| 14 | An additional rail from the beach wooden steps to next new (and appreciated) section of rail would be good as the step between is very slippery when sandy.   |   |
| 15 | Any walking or multi- use path from 87 Surf Rd to the airport fence would be great as currently we walk on the road to reach the airport beach access path and then walk back along the beach... We are sure it would be safer too for the bike riders. | Refer section 11 for commentary and recommendations on this issue.                        |
| 16 | Limit development to maintenance of existing paths and exit/entry pads.   | Sections 11 and 12 describe recommended reserve entrance and track management activities. |

**General management issues**

- |    |   |   |
|----|---|---|
| 17 | Single Hill and the dunes should be managed as separate zones and the values, issues and use are different. | While this is recognised, this plan separately identifies the unique management issues associated with each of these environments within the Reserve. |
| 18 | Additional measures to stop 4WDs accessing dunes  | This was not identified as a priority issues during the consultation process.   |



19	Please do nothing at all. Too much has already been done to this precious area [including removal of pine trees that provided shade and animal habitat, removal of tree lucerne that provided bird habitat, removal of ground-cover plants that wind-driven sand]; it needs a long time to recover, if indeed it ever does.	Refer section 2 for the objectives of this plan.
<b>Issues outside the scope of this plan</b>		
20	The Reserve [should be ] managed for natural values without expectation of cost neutrality; appropriate budget [needs to be] assigned by Council	Budgetary issues are a matter for Council to consider once this plan has been formally adopted.

A Seven Mile Beach Coastal Reserve Activity Plan Report Card has been developed as a key tool in encouraging stakeholder feedback on this draft plan and will be mailed out to residents and other interested stakeholders. The content of the Report Card is provided overleaf.

### THE DRAFT SEVEN MILE BEACH COASTAL RESERVE ACTIVITY PLAN RECOMMENDS:

- >> Developing a new walking track linkage between Sunways Avenue and Day Use Areas 1 & 2;
- >> Upgrading the walking track through the Reserve parallel to Seven Mile Beach;
- >> Retaining the mature pine plantation but removing isolated pine trees and seedlings;
- >> Reviewing the outdated Seven Mile Beach Vegetation Management Strategy 2002 in consultation with the Seven Mile Beach community;
- >> Creating a permanent triathlon transition and recovery/post event area near Day Use Area 2;
- >> Pruning coastal wattles encroaching tracks and native vegetation whilst avoiding any large scale removal;
- >> Developing a Community Education Program on local flora and fauna; and
- >> Installing shade structures over picnic tables at junction of Lewis avenue and Esplanade.



*Eastern barred bandicoot  
(new addition to the wild in southern Australia)*

*"Keep the area as natural and native as possible...maintain the natural values of the Seven Mile Beach Coastal Reserve for future generations."*

Local resident

## SEVEN MILE BEACH COASTAL RESERVE

# REPORT CARD



### STAY WITH US...

Council invites your comments on the draft Plan. The Plan will guide the community and Council as we work together to improve the management of the Reserves. You can find the draft plan at [www.ccc.tas.gov.au/consultation](http://www.ccc.tas.gov.au/consultation)

### USE THE ONLINE FORM OR CONTACT

BY 15 JANUARY 2019  
Corinna Woolford 0427 902 970  
tasflora@bigpond.com  
Phil Watson 6217 9713  
pwatson@ccc.tas.gov.au





*Hebe (left) New Zealand  
(right) Tasflora - Tasflora*



*Tiger orchid  
(right) Tasflora*



*Green noella  
(Platycercus caledonicus)*

Your Community and Council working together to care for our Reserves

In the autumn of 2018, Clarence City Council asked the community about the Seven Mile Beach Coastal Reserve... these are the results.



	EVALUATION			DESCRIPTION	COMMUNITY COMMENTS
	OUTSTANDING	VERY GOOD	PASS	CAN DO BETTER	
				<b>SEVEN MILE BEACH COASTAL RESERVE</b>	
LOCATION				Highly popular beach location, highlighted by coastal walking trails.	
CULTURAL HERITAGE				Originally occupied by the Mumirimina clan of Oyster Bay Nation.	
VEGETATION				Contains valuable white peppermint and blue gum forest and woodland, as well as rare plant species.	<i>Too many mature gum trees being removed</i>
ANIMALS AND BIRDS				Diverse range of wildlife, including many bird species.	
LANDSCAPE				Vast beach and rocky coastal landscapes provide spectacular scenic views.	<i>Natural setting valued by locals</i>
ACCESS AND USAGE				Very popular for walking, dog exercise, beach access and swimming.	<i>Walking access needed adjacent to Surf Road</i>
THREATS				Weeds, coastal erosion, wild fire, loss of village tree canopy.	<i>Pine trees and coast wattle are a concern</i>

Stay with us on the journey of caring for the Seven Mile Beach Coastal Reserve. Your comments are highly valued!  
Go to <http://www.ccc.tas.gov.au/consultation> to comment.



#### APPENDIX 4: REVIEW OF THE SEVEN MILE BEACH COASTAL RESERVE ACTIVITY PLAN 2011-2016 IMPLEMENTATION PLAN

Action	Performance measure	Result	Assessment	New recommendation (if applicable)
<b>Weed control</b>				
Undertake primary control of all declared weeds and WONS	All declared weeds and WONS are eradicated from the Reserve	✓	All primary weed infestations have been removed from the area covered by the previous RAP. Ongoing maintenance required.	R1-4, R9
Control English ivy, cape wattle, mirror bush, blue periwinkle, tree lucerne, sweet briar, radiata pine seedlings and garden plants	All targeted weeds are eradicated from the Reserve	✓	All primary weed infestations have been removed from the area covered by the previous RAP. Ongoing maintenance required.	R1, R9
Control lupin and asparagus	All targeted weeds are eradicated from the Reserve	✓	All primary weed infestations have been removed from the area covered by the previous RAP. Ongoing maintenance required.	R1, R9
Commence gazania and radiata pine control	Gazania and radiata pine control program commenced	✓	Radiata pine seedlings and some individuals have been removed. Gazania control not commenced, but not considered an immediate priority.	R1, R5, R6, R9
Undertake annual sweep and follow-up control of all targeted weeds	All targeted weeds are eradicated from the Reserve	✓	All primary weed infestations have been removed from the area covered by the previous RAP. Ongoing maintenance required.	R9
Undertake follow-up GPS mapping of all weeds	Weed maps and Council database are updated within five years	✓	Undertaken during the development of this plan.	R10






Action	Performance measure	Result	Assessment	New recommendation (if applicable)
<b>Regeneration and revegetation</b>				
Establish photo points at several locations where natural regeneration is occurring	Photo points established and photos taken on an annual basis	●	Photo points were established in late 2013. Photos should be undertaken on an annual basis.	R11
Undertake additional revegetation activities as per Table 3	New revegetation sites established	✓	The majority of recommendations in Table 3 of the previous RAP have been implemented, with the exception of the establishment of demonstration cottage gardens at Lewis Park (which are no longer considered to be a priority).	R14, R15
Undertake revegetation in areas where deemed necessary following weed control	No large bare areas where primary weed control has been undertaken	✓	As per target.	N/A
Undertake regular maintenance of all revegetation and landscaping sites	Maintenance of all existing revegetation and landscaping sites undertaken within the last six months	●	Regular maintenance of roadside plantings is required.	R14, R15
<b>Reserve entrances</b>				
Install new signs (except interpretation signs) as outlined in Signage Plan	Signage Plan implemented (except interpretation signs)	●	Partially implemented (e.g. post signs in the dunes have not been installed). Reassessment during the development of this plan indicates that these are no longer needed due to adequate signage at main entrances.	N/A
Install interpretation signs as outlined in Signage Plan	Signage Plan implemented	●	Exiting interpretation signage at Lewis Park requires updating.	R20

Action	Performance measure	Result	Assessment	New recommendation (if applicable)
Create new tracks in Lewis Park to streamline pedestrian access	No new pedestrian short cuts created	x	Not undertaken but still deemed desirable to protect native plantings.	R20
Replace existing timber bollards in Lewis Park with a waist height fence with gaps at each track	New fence installed	x	Not undertaken but still deemed desirable to install wooden post-and-rail fencing as per other entrances.	R20
Formalise parking areas with compacted gravel at Reserve entrances opposite Sunways Avenue and 70 Surf Road	Parking areas formalised	✓	Completed.	N/A
<b>Walking tracks</b>				
Review and upgrade fences and beach access tracks (as per Bellerive-Howrah Coastal Reserve)	All tracks and fences upgraded to standard adopted at Bellerive-Howrah Coastal Reserve	✓	The majority of fences and beach access tracks have been upgraded to an appropriate standard. Some improvements still required at RE3 and RE6.	R20
Undertake a formal consultation process to determine the viability of developing a sealed multiuser path through the Reserve between the Sunways Avenue entrance and the Esplanade	Community consultation regarding the viability of developing a sealed multiuser path through the Reserve completed	x	Not completed.	R21
Determine route for a new track through regeneration/revegetation area between Sunways Avenue entrance and northernmost Reserve entrance	Track route confirmed	✓	Track route confirmed.	R22
<b>Infrastructure</b>				
Install a dog waste bag dispenser and bin in Lewis Park	Dog waste bag dispenser and bin installed in Lewis Park	x	Not completed.	R27

Action	Performance measure	Result	Assessment	New recommendation (if applicable)
Install two seats along the foreshore track	Two seats installed	x	Not completed.	R28
Install new picnic facilities in the existing picnic area at the junction of Lewis Avenue and the Esplanade.	Two new picnic tables and shade structure installed	✓	Completed. Shade structures over picnic tables now recommended.	R26
<b>Other management issues</b>				
Enhance the existing Reserve maintenance schedule to incorporate emptying of rubbish bins following high usage days, removing fallen eucalypts, maintaining live eucalypts and twice yearly pruning of coastal vegetation overgrowing track edges	Reserve maintenance undertaken within the last six months No complaints received on these issues	✓	No general maintenance issues raised during the community consultation process. However, concerns have emerged regarding removal of mature eucalypt trees in the Reserve and wider Seven Mile Beach area.	R12, R13
Undertake TASMARC monitoring of the Reserve foreshore	Observations made monthly	●	TASMARC monitoring has been undertaken irregularly since 2013, with quarterly observations being recorded since August 2017. Since the 2011 RAP, Council's annual shoreline monitoring program has commenced which complements TASMARC monitoring.	R31
<b>Community participation and awareness</b>				
Undertake letterbox drops to local residents with information on inappropriate Reserve activities	No garden dumpings or illegal tree clearing	●	Some garden dumpings still observed.	R34
<b>Implementation plan</b>				
Undertake a full review of the <i>Seven Mile Beach Coastal Reserve Activity Plan</i>	<i>Seven Mile Beach Coastal Reserve Activity Plan</i> reviewed within five years	●	The 2011-2016 RAP is being reviewed in 2018.	R36-38

## APPENDIX 5: DECLARED WEED SPECIES AND RECOMMENDED CONTROL TECHNIQUES

Common name	Species	Status	Picture	Recommended control technique
African boxthorn	<i>Lycium ferocissimum</i>	Declared		Cut and paste. Care should be taken to avoid the spines on this species as they can produce painful puncture wounds and/or an allergic reaction.
Boneseed	<i>Chrysanthemoides monilifera</i>	Declared WONS		Hand pull seedlings. Cut and paste larger plants. Fruit should be bagged and disposed of responsibly.
Serrated tussock	<i>Nassella trichotoma</i>	Declared WONS		Hand dig/chip or spot spray using an appropriate herbicide (as per the DPIPWE Control Guide). Careful identification required to ensure native grasses are not inadvertently targeted.



**APPENDIX 7: PROPOSAL FOR A MULTI-USE PATHWAY BETWEEN  
SUNWAYS AVENUE AND DAY USE AREA 1**

This proposal, developed by the Seven Mile Beach Coastcare Group, is for a three stage development of multi-use tracks in the Seven Mile Beach Coastal Reserve between Surf Road and the beach (refer Figure A7.1).



**Figure A7.1:** Proposed three stage walking track linkage between Sunways Avenue and Day Use Area 1.

A multi-use track would greatly improve safety, in particular for people who would like the option of using this area for exercise away from Surf Road, and when the

tide is too high or winds to unpleasant for the beach.

Ideally tracks could be constructed on either side of the 10 metre high dune between the beach and Surf Road. Tracks would be about 1.5 metres wide and of a gravel construction, similar to the South Arm Peninsula or the Lauderdale Wetlands trails. A base would be needed as the route is all sand.

### Stage 1

A new 800 metre track is proposed between Day Use Area 1 and Day Use Area 2, running roughly half way between Surf Road and the bottom of the dune. The track would wind its way through the bush, taking a route that did not disturb any *Eucalyptus viminalis* trees without interfering with the dune system. Coast wattle would need to be cleared.

This track is marked in red in Figure A7.1. A more detailed assessment to define the exact route would need to be undertaken by Council in consultation with the Seven Mile Beach Coastcare Group.

The Seven Mile Beach Coastcare Group considers that this new track is the most important because it opens up new area for recreational use and provides safety benefits for those users preferring not to use Surf Road.

### Stage 2

This new 400 metre track would traverse the Reserve near Surf Road from the Sunways Avenue entrance (RE5) to the road going down into Day Use Area 1.

This track would provide an opportunity to highlight the restoration of the Reserve that has been ongoing by the Seven Mile Beach Coastcare Group for over 20 years. The Group considers that this track would provide an alternative route for residents to access the reserve for recreation, and could result in more people valuing the reserve and possibly contributing to its maintenance and enhancement.

Under this proposal, there may need to be some alterations to existing fences that cross the proposed path.

### Stage 3

This stage involves upgrading 565 metres of the existing track between the toilets at Day Use Area 1 to the car park at Day Use Area 2 to the standard of the new tracks in Stage 1 and 2. This track provides access to an area that has had some environmental regeneration work and will complete the loop started by the Stage 1 track.

## APPENDIX 8: SUMMARY OF ON GROUND MANAGEMENT RECOMMENDATIONS

Weed management	
R1	Control weed seedlings in the dune system that have regenerated following primary weed control work and boneseed plants occurring within the new parcel of land acquired by Council.
R2	Undertake primary and follow-up control of serrated tussock at 35 Kirra Road, with communication/coordination with the adjacent landholder to be undertaken by Council's Weeds Planning Officer.
R3	Remove mature boxthorn trees at 35 Kirra Road.
R4	Undertake a sweep of the entire length of 35 Kirra Road to remove any isolated seedlings of boxthorn or other declared woody weed species.
R5	Remove remote mature radiata pines at the periphery of the plantation area as well as all juvenile radiata pine trees that have germinated throughout the Reserve.
R6	Retain mature radiata pines on the foredunes to provide shelter from coastal winds and to prevent sand erosion.
R7	Marram grass should not be removed due to its role in dune stabilisation.
R8	Undertake control of exotic grasses and broadleaf weeds only in revegetation areas and where necessary as part of a general Reserve maintenance program.
R9	Undertake an annual sweep and follow-up control of all previously targeted weeds.
R10	Undertake GPS mapping of weeds after five years to monitor progress and inform future weed control priorities.
Regeneration and revegetation	
R11	Review the <i>Seven Mile Beach Vegetation Management Strategy 2002</i> . The review process should involve a Project Committee comprised of local Seven Mile Beach community representatives and an extensive community consultation program.
R12	Established photo points should be monitored annually to facilitate ongoing assessment of the condition of the dune system and native vegetation.
R13	Prune coastal wattles encroaching coastal tracks and native vegetation whilst avoiding any large scale removal.
	Undertake small scale revegetation and maintenance activities as described in Table 1.
R14	New revegetation and landscaping activities should not be committed to unless sufficient resources are available to undertake ongoing regular maintenance of newly planted areas.
R15	
Vegetation and fauna monitoring	
R16	Undertake Vegetation Condition Assessments (VCAs) in threatened native vegetation communities in 2019 and 2023.
R17	Establish and annually monitor photo points within VCA zones and in natural regeneration areas to facilitate monitoring of native vegetation condition.
R18	Undertake fauna surveys in 2019, 2023 and 2029 to assess species diversity and further inform on ground management activities.
R19	Undertake an analysis of all photo points, VCAs and fauna surveys in 2023 to determine trends and inform future management activities.
Reserve Entrances	
R20	Undertake improvements to Reserve entrances as described in Table 2 to facilitate visitor interpretation, accessibility and visual amenity.

<b>Tracks and trails</b>	
R21	Construct a compacted gravel walking track through the Reserve along the existing sand track running parallel to Seven Mile Beach and Surf Road.
R22	Develop a new compacted gravel walking track between RE5 and Day Use Area 2, and between Day Use Area 1 and Day Use Area 2.
R23	Maintain the newly created mountain bike track running parallel to the existing trails along the length of 35 Kirra Road.
R24	Continue to monitor the upper gravel trail through 35 Kirra Road to address any emerging drainage issues.
R25	Upgrade the track network connecting to and within the proposed Single Hill Bushland Reserve.
<b>Infrastructure</b>	
R26	Install shade structures over existing picnic tables at the junction of Lewis Avenue and the Esplanade.
R27	Install a dog waste bag dispenser and bin at at Lewis Park.
R28	Install 'natural' seats at the beach access to RE6, RE12 and at one other strategic location along the track running parallel to Seven Mile Beach.
R29	Develop and implement a landscape plan for Day Use Area 1, including consideration for a shade structure, upgraded seating, barbeque area and rationalisation of car parking.
R30	Review the infrastructure requirements of the Reserve in 2023.
<b>Other management issues</b>	
R31	Continue to support the high resolution aerial beach monitoring program for Seven Mile Beach, including maintenance of the strategically placed ground control markers along the rear of the beach.
R32	Develop, using latest two dimensional computer modelling, a Stormwater System Management Plan and updated flood map sheets for the Seven Mile Beach area.
<b>Supporting recreational activities</b>	
R33	Create a permanent triathlon transition and recovery/post event area near Day Use Area 2.
<b>Community participation and awareness</b>	
R34	Develop a Community Education Program on the unique values of the Seven Mile Beach area's local flora and fauna.
R35	Continue to actively support the Seven Mile Beach Coastcare Group.
<b>Implementation Plan</b>	
R36	Review progress against all performance measures identified in the Implementation Plan annually.
R37	In 2023, review and update the recommendations and Implementation Plan in consultation with key stakeholders, including the Seven Mile Beach Coastcare Group.
R38	In 2029, undertake a complete review of the <i>Seven Mile Beach Coastal Reserve Activity Plan 2019-2029</i> to assess progress and determine ongoing management priorities for the Reserve.



**11.5.2 TASMAN HIGHWAY – HOBART AIRPORT TO MIDWAY POINT CAUSEWAY**  
(File No)**EXECUTIVE SUMMARY****PURPOSE**

To consider the Department of State Growth's South East Traffic Solution Project, Tasman Highway – Hobart Airport to Midway Point causeway.

**RELATION TO EXISTING POLICY/PLANS**

Council's Strategic Plan 2016-2026 is relevant.

**LEGISLATIVE REQUIREMENTS**

While final assessment and decisions relating to the project will be made by the Department of State Growth, it is likely the project will require Development Approval under the Land Use Planning and Approvals Act, 1993.

**CONSULTATION**

The Department of State Growth has a number of South East Traffic Solution Projects currently out for community consultation. The one project in the Clarence municipality is the Tasman Highway – Hobart Airport to Midway Point causeway.

**FINANCIAL IMPLICATIONS**

There are no financial implications in relation to this matter.

**RECOMMENDATION:**

- A. That Council notes the Department of State Growth's South East Traffic Solution options from the Hobart Airport Interchange to the Midway Point causeway.
- B. That Council authorises the General Manager to prepare a submission to the Department of State Growth covering the following points:

In principle Council supports:

- The use of dual lanes in each direction to reduce local traffic congestion.
- The use of a roundabout at the intersection of the Tasman Highway and Pittwater Road to provide priority to the highway traffic and safe means of access from the side roads.

Council does not support:

- The loss of land at the Tasmanian Golf Club for the purposes of road widening and access.

Council further notes:

- The preferred alignment is to provide continuous walkway and cycling connections from the Airport Interchange to Sorell.

- The Department of State Growth needs to investigate methods to ensure the sustainability of threatened species related to this project and inform key stakeholders.
  - Officers from the Department of State Growth inform Council at a future workshop of the outcome of the consultation and decision of a preferred alignment prior to detailed design commencing.
- C. That Council authorises the General Manager to write to the Department of State Growth to explain their proposed Traffic Solutions to improve travel time reliability for vehicles in the Clarence municipality approaching the Tasman Bridge.

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## **ASSOCIATED REPORT**

### **1. BACKGROUND**

- 1.1.** The Tasmanian Government commissioned a planning study to look at ways of reducing congestion and improve travel time reliability on the Tasman Highway between Sorell and Hobart.
- 1.2.** The study complemented a number of other projects that are part of the Department of State Growth's (DSG) South East Traffic Solution which includes replacing the Midway Point roundabout, Sorell southern bypass, Arthur Highway overtaking lane, Sorell southern bypass, widening both causeways, duplicating the McGees Bridge and in the Clarence municipality, the Hobart Airport interchange upgrade and duplication of the Tasman Highway between the Hobart Airport and Midway Point causeway.
- 1.3.** The Tasman Highway/Hobart International Airport Interchange obtained Development Approval at Council's Meeting of 17 December 2018.
- 1.4.** The proposed duplication of the Tasman Highway between the Hobart Airport and Midway Point causeway is out for community consultation and the closing date for submissions is 28 June 2019.

## **2. REPORT IN DETAIL**

- 2.1.** The proposed South East Traffic Solution aims to help maintain the liveability of Sorell and the Southern Beaches by improving travel time reliability through a more efficient and safer road network. Ultimately this will provide benefit to the Clarence community, however, the Department of State Growth needs to advise Council on its traffic solutions for the approaches to Hobart, otherwise greater queuing will eventuate on the Tasman Highway in the Clarence municipality.
- 2.2.** The Department of State Growth project information notes the following for the proposed upgrade of the Tasman Highway between the Hobart Airport and the Midway Point causeway.
- The project will improve safety and reduce congestion by increasing the Tasman Highway to two lanes each way between Holyman Avenue/Tasman Highway roundabout and the Midway Point causeway.
  - The project is to provide safe access to Pittwater Road, the Tasmanian Golf Club and Barilla Bay Oysters.
  - The project will need to balance significant environmental values with the needs of local businesses to find an appropriate solution.
  - A roundabout allows full access to all side roads. Traffic flow on the highway can still be maintained as only low numbers of vehicles use the side roads.
- 2.3.** The consultation information shows two options with dual lanes each way. The options are shown in Attachment 1.
- 2.4.** Option 1 has a roundabout on the southern side of the existing Tasman Highway/Pittwater Road intersection. This options impacts Hobart Airport land as well as private property bushland on the east side of Pittwater Road which contains threatened native vegetation. There is no information within the consultation details on how the threatened species is to be managed with this option.

Therefore, it is recommended DSG investigate methods to ensure sustainability of threatened species related to the project and inform key stakeholders.

**2.5.** Option 2 has a roundabout on the northern side of the existing Tasman Highway/Pittwater Road intersection. This option impacts The Tasmanian Golf Club land including fairways. Loss of land is likely to affect the viability of the Tasmania Golf Club and Council will not been a position to support this unless the Tasmania Golf Club has agreed to a suitable outcome.

**2.6.** Discussions with DSG at officer level have also noted:

- The project involved a safe systems assessment approach when investigating intersection options and the roundabout was assessed as the preferred model.
- Following the consultation period, DSG will review the consultation feedback and complete their assessment to determine the preferred alignment/option.
- The community and Council will be informed of the preferred option/details.

**2.7.** As a road project in our municipality Council is interested in safe and efficient traffic solutions. In relation to this project of note are:

- When the Hobart Airport interchange is complete, the duals lanes each way will improve travel time through this specific local area, which is a positive outcome.
- There are four options for the Tasman Highway/Pittwater Road intersection being; a roundabout, dedicated right turn lanes along the Highway, full interchange with fly-overs and a signalised intersection. From an engineering and safety perspective the roundabout provides safe access to the side roads, while giving the Tasman Highway the priority it deserves.



**2.8.** The consultation information notes the project intends to provide walking and cycling connections to existing shared pedestrian/cyclist pathways between Sorell and the Hobart Airport interchange. The design and location of these connections will be discussed with the community, local Council and cycling groups to provide the best solution to encourage active transport.

**2.9.** It is recommended Council's submission notes it is important the preferred option provides continuous walking and cycling connection from the Airport Interchange to Sorell.

Presently some connections are provided but users have to swap sides of the road on their journey which involves higher risk implications.

**2.10.** It is important DSG also provide feedback to Council at a future Workshop when the preferred option is determined, but prior to detailed design commencing.

### **3. CONSULTATION**

#### **3.1. Community Consultation**

The community has an opportunity to provide feedback on DSG's South East Traffic Solutions.

#### **3.2. State/Local Government Protocol**

The Department of State Growth is currently undertaking community consultation which closes on 28 June 2019.

#### **3.3. Other**

Not applicable.

### **4. STRATEGIC PLAN/POLICY IMPLICATIONS**

Council's Strategic Plan 2016-2026 within the Goal Area A Prosperous City contains the following Strategy to: *"Facilitate and/or directly invest in foundation projects and infrastructure aimed at driving further investment and growth"*.

**5. EXTERNAL IMPACTS**

Options 1 and 2 affect private land holdings in order to accommodate the proposed intersection upgrade.

**6. RISK AND LEGAL IMPLICATIONS**

Nil.

**7. FINANCIAL IMPLICATIONS**

There are no direct financial implications to Council in making a submission on the proposed duplication of the Tasman Highway between the Hobart Airport and Midway Point causeway land.

**8. ANY OTHER UNIQUE ISSUES**

Nil.

**9. CONCLUSION**

**9.1.** The Department of State Growth proposed duplication of the Tasman Highway between the Hobart Airport and Midway Point causeway is out for community consultation with other proposed South East Traffic Solutions as well.

**9.2.** The Hobart Airport to Midway Point causeway project aims to improve safety and reduce congestion by increasing the Tasman Highway to two lanes each way. When the Hobart Airport interchange is complete, this will improve travel time through this specific local area.

**9.3.** The consultation shows two roundabout options for the Pittwater Road and Tasman Highway intersection. A roundabout is the preferred intersection treatment but affects private land.

**9.4.** It is recommended Council note:

In principle support of:

- The use of dual lanes in each direction to reduce local traffic congestion.
- The use of a roundabout at the intersection of the Tasman Highway and Pittwater Road to provide priority to the highway traffic and safe means of access from the side roads.

Council does not support:

- The loss of land at the Tasmanian Golf Club for the purpose of road widening and access.

Council further notes:

- The preferred alignment is to provide continuous walkway and cycling connections from the Airport Interchange to Sorell.
- The Department of State Growth needs to investigate methods to ensure the sustainability of threatened species related to this project and inform key stakeholders.
- Officers from the Department of State Growth inform Council at a future Workshop of the outcome of the consultation and decision of a preferred alignment prior to detailed design commencing.

**9.5.** That Council authorises the General Manager to write to the Department of State Growth to explain their proposed Traffic Solution to improve travel time reliability for vehicles in the Clarence Municipality approaching the Tasman Bridge:

Attachments: 1. Copy of South East Traffic Solution – Hobart Airport to Midway Point Causeway – Option 1 and 2 (1)

Ross Graham  
**GROUP MANAGER ENGINEERING SERVICES**

# ATTACHMENT 1

## South East Traffic Solution Hobart Airport to Midway Point Causeway



Option 1 - Southern Roundabout



Option 2 - Northern Roundabout





**11.6 FINANCIAL MANAGEMENT**

Nil Items.

**11.7 GOVERNANCE****11.7.1 LAUDERDALE YACHT CLUB - LEASE**

(File No K14-5)

**EXECUTIVE SUMMARY****PURPOSE**

To consider a new lease agreement with the Lauderdale Yacht Club.

**RELATION TO EXISTING POLICY/PLANS**

Council's Leased Facilities Pricing and Term of Lease Policy and the Recreation Needs Analysis 2019 are applicable.

**LEGISLATIVE REQUIREMENTS**

Section 177 of the Local Government Act, 1993 is applicable.

**CONSULTATION**

Consultation has occurred between Council officers and representatives of the Club.

**FINANCIAL IMPLICATIONS**

The Recommendation has no direct implication on Council's Annual Plan.

**RECOMMENDATION:**

- A. That, in accordance with Section 177 of the Local Government Act 1993, Council gives notice of intention to lease public land to the Lauderdale Yacht Club comprising the existing site occupied by the Club at 5 Kirra Road, Roches Beach and an additional area of Council owned public land immediately adjacent to that land.
- B. That, provided the notice of intention process to lease is finalised and no objections are received, Council authorises the General Manager to enter into a new lease agreement with the Lauderdale Yacht Club for a term of 10 years with an option for a further term of 10 years in accordance with Council's Leased Facilities Pricing and Term of Lease Policy.
- C. That, in the alternative to Recommendation B above, should objections be received, the proposed lease be referred to a future meeting of Council for consideration.
- D. That Council approve the removal of existing fencing on the Council land adjacent to 9 and 11 Kirra Road to accommodate the extension of the lease area to Lauderdale Yacht Club and to open the area for public use.

**NB: A Decision on this Item requires an Absolute Majority of Council.**

**LAUDERDALE YACHT CLUB – LEASE /contd...**

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**ASSOCIATED REPORT****1. BACKGROUND**

- 1.1.** The Lauderdale Yacht Club has leased Council land at 5 Kirra Road, Roches Beach since 31 October 1979. The lease is due to expire on 31 October 2019. A plan of the lease area is provided at Attachment 1.
- 1.2.** The Club has requested a new lease term for the existing site and additional land.

**2. REPORT IN DETAIL**

- 2.1.** The Lauderdale Yacht Club has leased Council land at 5 Kirra Road, Roches Beach since 1979 and has developed clubrooms and storage areas on the site.
- 2.2.** The current lease is due to expire on 31 October 2019 and the Club has requested a new lease.
- 2.3.** Council officers met with representatives of the Club on-site to discuss the current lease site and issues related to the lack of available parking and rigging space on race and event days.
- 2.4.** Currently patrons of the Club park in the adjacent public carpark, however, the increased public use of this carpark for access to the beach and walking tracks between Lauderdale and Seven Mile Beach has placed significant strain on facilities.
- 2.5.** It is possible for the Club to expand onto the Council land immediately adjacent to the club site. The land subject to an extension is currently illegally fenced in by adjoining landowners.

- 2.6.** The Club has indicated that it is interested in extending the lease area to incorporate part of the adjacent public land as shown in Attachment 1. The additional land can be used on race days as an overflow carpark and for rigging of yachts. The additional land may, subject to appropriate approvals, allow the Club to consider redevelopment of its clubrooms.
- 2.7.** It will be necessary for Council to arrange for removal of the fencing from the Council owned public land. The fences were illegally erected by adjoining landowners at 9 and 11 Kirra Road.
- 2.8.** The removal of the fences will also allow Council to provide the public with improved access to the existing tracks that have been constructed close to steep embankments, thereby improving the walking trail over time.
- 2.9.** The lease rental in accordance with the Council's Leased Facilities Pricing and Term of Lease is assessed at \$1000 per annum plus GST. This is a significant increase from the current lease rental which has been \$200 per annum since 1979.
- 2.10.** A Notice of Intention to Lease public land is required in accordance with Section 177 of the Local Government Act, 1993.

### **3. CONSULTATION**

#### **3.1. Community Consultation**

If approval is given to enter a new lease with the Club and incorporate the additional land it will be advertised in accordance with the Local Government Act 1993.

#### **3.2. State/Local Government Protocol**

Not applicable.



**3.3. Other**

Consultation has occurred between Council officers and representatives of the Club. The adjoining property owners who currently have the Council land fenced without any agreement will be contacted to arrange removal of the existing fences. These landowners have previously been advised that they are illegally occupying public land.

**4. STRATEGIC PLAN/POLICY IMPLICATIONS**

The Recreation Needs Analysis 2019 recommended that Council support the Lauderdale Yacht Club to plan and develop appropriate facility improvements at its current site.

**5. EXTERNAL IMPACTS**

Nil.

**6. RISK AND LEGAL IMPLICATIONS**

In accordance with the Local Government Act 1993, a Notice of Intention to lease public land will be required for the existing club site and the additional area.

**7. FINANCIAL IMPLICATIONS**

There is no direct financial implication on Council's Annual Plan.

**8. ANY OTHER UNIQUE ISSUES**

**8.1.** The owners of 9 and 11 Kirra Road were contacted in December 2018 advising that they have Council owned public land fenced in with their adjacent private properties. Each property owner was requested to remove the fence, which to date has not occurred. A memo was forwarded to Alderman on 7 February 2019 regarding this matter.

**8.2.** It will be necessary to remove the fences and both owners have raised concerns about the cost to undertake the removal.

**9. CONCLUSION**

- 9.1.** The Lauderdale Yacht Club has been in existence since 1979 and has developed the Council land at 5 Kirra Road with clubrooms and a storage area.
- 9.2.** The Recreation Needs Analysis 2019 recommends that Council support this Club and accordingly a new lease and extension of the existing site is supported.
- 9.3.** The removal of the private fencing will allow public access to the public open space and provide widening of the existing walking tracks where they abut steep embankments.

Attachments: 1. Lauderdale Yacht Club Existing Lease Site and Proposed Extended Lease Area (1)

Andrew Paul  
**GENERAL MANAGER**



**12. ALDERMEN'S QUESTION TIME**

An Alderman may ask a question with or without notice at Council Meetings. No debate is permitted on any questions or answers.

**12.1 QUESTIONS ON NOTICE**

(Seven days before an ordinary Meeting, an Alderman may give written notice to the General Manager of a question in respect of which the Alderman seeks an answer at the meeting).

Nil.

**12.2 ANSWERS TO QUESTIONS ON NOTICE**

Nil.

**12.3 ANSWERS TO PREVIOUS QUESTIONS TAKEN ON NOTICE**

Nil.

**12.4 QUESTIONS WITHOUT NOTICE**

An Alderman may ask a Question without Notice of the Chairman or another Alderman or the General Manager. Note: the Chairman may refuse to accept a Question without Notice if it does not relate to the activities of the Council. A person who is asked a Question without Notice may decline to answer the question.

Questions without notice and their answers will not be recorded in the minutes.

The Chairman may refuse to accept a question if it does not relate to Council's activities.

The Chairman may require a question without notice to be put in writing. The Chairman, an Alderman or the General Manager may decline to answer a question without notice.



**13. CLOSED MEETING**

Regulation 15 of the Local Government (Meetings Procedures) Regulations 2015 provides that Council may consider certain sensitive matters in Closed Meeting.

The following matters have been listed in the Closed Meeting section of the Council Agenda in accordance with Regulation 15 of the Local Government (Meeting Procedures) Regulations 2015.

13.1 APPLICATIONS FOR LEAVE OF ABSENCE

13.2 JOINT AUTHORITY MATTER

13.3 TENDER T1289-19 - ROAD RECONSTRUCTION 18/19

These reports have been listed in the Closed Meeting section of the Council agenda in accordance with Regulation 15 of the Local Government (Meeting Procedures) Regulation 2015 as the detail covered in the report relates to:

- contracts and tenders for the supply of goods and services;
- information of a personal and confidential nature or information provided to the council on the condition it is kept confidential;
- applications by Aldermen for a Leave of Absence.

**Note: The decision to move into Closed Meeting requires an absolute majority of Council.**

**The content of reports and details of the Council decisions in respect to items listed in “Closed Meeting” are to be kept “confidential” and are not to be communicated, reproduced or published unless authorised by the Council.**

**PROCEDURAL MOTION**

“That the Meeting be closed to the public to consider Regulation 15 matters, and that members of the public be required to leave the meeting room”.