

GLENORCHY PLANNING AUTHORITY

MINUTES

TUESDAY, 12 JUNE 2018



Chairperson: Alderman K. Johnston

Hour: 5.00 p.m.

Present: Aldermen K. Johnston, M. Stevenson, J. Dunsby, K. Sims and B. Thomas.

In attendance: Ms. V. Tomlin (Senior Statutory Planner), Ms. K. Williams (Coordinator Planning Services), Ms. S. Jeffreys (Planning Officer), Ms. B. Narksut (Development Engineer), Mr. L. Meline (Development Technical Officer), Mr. M. Graham (Development Engineer) and Ms. L. Byrne (Strategic Planner).

1. PLANNING AUTHORITY DECLARATION

The Chairperson stated that the Glenorchy Planning Authority intended to act as a Planning Authority under the *Land Use Planning and Approvals Act 1993*.

2. APOLOGIES

None.

3. PECUNIARY INTERESTS

None.

4. CONFIRMATION OF MINUTES

Resolution:

THOMAS/SIMS

That the minutes of the Glenorchy Planning Authority Meeting held on Monday, 14 May 2018 be confirmed.

The motion was put.

FOR: Aldermen Johnston, Stevenson, Dunsby, Sims and Thomas.

AGAINST:

The motion was CARRIED.

5. PLANNING SCHEME AMENDMENT REQUEST PLAM-18/01: AMENDMENT TO HOBART SHOW GROUND SPECIFIC AREA PLAN - ADDRESS 2 AND 20 HOWARD ROAD, GLENORCHY

File Reference: 3367019

REPORT SUMMARY:

Application No.: PLAM-18/01

Applicant: JMG Engineers and Planners on behalf of Royal Agricultural Society Tasmania

Owner: Royal Agricultural Society Tasmania (RAST)

Existing Zoning: Community Purpose

Existing Land Use: various events (including Hobart show, animal shows, wine shows and markets), warehouses, showrooms and caravan park

Proposal In Brief: To make various changes to the existing Hobart Show Ground Specific Area Plan, including allowing *General retail and hire* uses on the site

Representations: Advertising occurs after the amendment is initiated

Recommendation: Council initiate and certify the amendment, subject to modifications, and place it on public exhibition for 28 days

Resolution:

STEVENSON/THOMAS

- A. That pursuant to Section 33(1)(a), former provisions, *of the Land Use Planning and Approvals Act 1993*, the Planning Authority agree to initiate Amendment PLAM-18/01 to the Glenorchy Interim Planning Scheme, to amend the Hobart Show Ground Specific Area Plan applying to 2 and 20 Howard Road, Glenorchy as shown in Attachment 1 to this report, with the following change:
- (i) remove the 120 days per annum time limitation and temporary nature of 'backpacker hostel' under the Visitor Accommodation use class at Clause 7.4 Use Table.

- B. That having decided to initiate an amendment, and having prepared that amendment, the Planning Authority certifies pursuant to Section 35, former provisions, of the *Land Use Planning and Approvals Act 1993* that the draft amendment meets the requirements specified in Section 32, former provisions, of the Act.
- C. That, in accordance with Section 38, former provisions, of the *Land Use Planning and Approvals Act 1993*, the Planning Authority places the amendment on public exhibition for a period of 28 days.

The motion was put.

FOR: Aldermen Johnston, Stevenson, Dunsby, Sims and Thomas

AGAINST:

The motion was CARRIED.

Reason for Decision:

After seeking to further the objectives of the *Land Use Planning and Approvals Act 1993*; considering the State Policies and having regard to Planning Scheme Amendment Request PLAM-18/01: Amendment to Hobart Show Ground Specific Area Plan, the Glenorchy Planning Authority decided to initiate and certify this draft amendment for the reasons set out in the Officer's report and with a recommendation to remove the 120 days per annum time limitation and temporary nature of 'backpacker hostel' under the Visitor Accommodation use class at Clause 7.4 Use Table.

6. PROPOSED USE AND DEVELOPMENT - ALTERATIONS AND CAR PARK EXTENSION AT EXISTING POLICE STATION (BUSINESS AND PROFESSIONAL SERVICES) - 315-319 MAIN ROAD GLENORCHY

File Reference: 3367334

REPORT SUMMARY:

Application No.:	PLN-18-083
Applicant:	Philp Lighton Architects Pty Ltd
Owner:	The Crown
Zone:	Commercial
Use Class	Business and Professional Services
Application Status:	Discretionary
Discretions:	23.2 Use Table E5.5.1 A3 Existing road accesses and junctions E6.6.1 P1 Number of Car Parking Spaces (The proposal meets all other applicable standards as demonstrated in the attached appendices)
Level 2 Activity?	No
42 Days Expires:	12 Jun 2018
Existing Land Use:	Business and Professional Services (Police Station)
Proposal In Brief:	Alterations and car park extension at existing police station (business and professional services)

Representations:	0
Recommendation:	Approval, subject to conditions

Resolution:

STEVENSON/DUNSBY

That a permit be granted for the proposed use and development of Alterations and car park extension at existing police station (business and professional services) at 315-319 Main Road Glenorchy subject to the following conditions:

Planning

1. Use and development must be substantially in accordance with planning permit application No. PLN-18-083 and Drawing No. P1 submitted 23/04/18 (pages 1-4) and Drawing No P3 submitted on 31/08/18, except as otherwise required by this permit.
2. Any conditions and/or advice as determined by TasWater, and set out in the attached Submission to Planning Authority Notice, reference No. TWDA 2018/00685-GCC, dated 14/05/18, form part of this permit.

Engineering

3. Eighty Eight (88) clearly marked car parking spaces in total must be provided prior to the approved use commencing, as shown on the plans (DA01). Car parking spaces must be kept available for these purposes at all times and manoeuvring areas and aisles must be provided in accordance with the Australian Standard AS 2890.1 – 2004 Off-Street Parking. In areas set aside for car parking, securely fixed wheel stops or kerbing must be provided to the satisfaction of Council to prevent damage to fences or landscaped areas.
4. Of the required number of car parking spaces, two (2) accessible car parking spaces shall be provided for the exclusive use of people with disabilities. The space shall be clearly marked and sealed with an impervious dust free surface in accordance with the standard for accessible car parking laid down in Australian Standard AS/NZS 2890.6:2009 - Off-street parking for people with disabilities.
5. One (1) motorcycle parking space must be provided prior to the approved use commencing. The motorcycle parking space must be designed and constructed to comply with section 2.4.7 "Provision for Motorcycles" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking and be located within 30 m of the main entrance to the building.

6. Three (3) bicycle parking spaces must be provided within fully enclosed individual lockers or locked compounds with communal access using duplicate keys. The bicycle parking spaces must be located in close proximity to the main entrance/exit and be clearly marked (delineated) in accordance with Australian Standard AS/NZS 2890.3 - 2004 Off-Street Parking.
7. Driveways, car parking and turning areas must be constructed and sealed with an approved impervious surface treatment prior to the approved use commencing. All runoff from paved and driveway areas must be retained within site boundaries and discharged into an approved stormwater system. All internal hydraulic service works required for the development shall be at the Developer's expense and must comply with the requirements of Council's Plumbing Surveyor.
8. Lighting must be provided for the carpark and operated during the hours of use in accordance with Australian Standard AS 1158.3.1 – Lighting for roads and public spaces and completed prior to the commencement of use as approved.
9. Landscaping must be incorporated into the development at a rate of no less than 5% of the car parking area and installed prior to the commencement of use as approved and as shown on the approved plan.
10. Water sensitive urban design principles for the treatment of stormwater discharging from the development must be incorporated into the development and be approved by Council's Development Engineer. Details must be submitted in association with an application for a Building Permit. Certification from a suitably qualified person must be provided prior to the commencement of use as approved, that the stormwater treatment system has been constructed in accordance with the approved plans.

Advice to Applicant

This advice does not form part of the permit but is provided for the information of the applicant.

Other Permits

Please be aware that this planning permit is a planning approval issued under the Glenorchy Interim Planning Scheme 2015. You should consult with an accredited Building Surveyor prior to commencing this use or work to ensure all relevant requirements of the Building Act 2016 are complied with. In addition to this planning permit, a building permit and/or plumbing permit may also be required. If further clarification is required, please contact Council's Building Section on 62166800.

Parking

The overall use as approved has a surplus of nine (9) carparking spaces.

The motion was put.

FOR: Aldermen Johnston, Stevenson, Dunsby, Sims and Thomas

AGAINST:

The motion was CARRIED.

Reason for Decision:

After seeking to further the objectives of the Land Use Planning and Approvals Act 1993; considering the matters set out in representations (if any); and reference to the current provisions of the Glenorchy Planning Scheme 1992, the Glenorchy Planning Authority decides to ***grant a permit*** for the reasons set out in the officer's report.

7. PROPOSED USE AND DEVELOPMENT - 213 LOT RESIDENTIAL SUBDIVISION WITH LOTS FOR LOCAL BUSINESS, PUBLIC OPEN SPACE AND UTILITIES - 231 MAIN ROAD, 241 MAIN ROAD AND 261 MAIN ROAD

File Reference: 5327686

REPORT SUMMARY:

Application No.:	PLN-17-321
Applicant:	Peacock Darcey & Anderson Pty Ltd
Owner:	Austins Ferry Tasmania Pty Ltd
Zone:	General Residential, Local Business Zone and Environmental Management Zone
Use Class	Subdivision
Application Status:	Discretionary
Discretions:	10.6.1 Lot Design; 10.6.2 Roads; 10.6.3 Ways and Public Open Space; 10.6.4 Services; 20.5.1 Subdivision; E5.6.1 Development adjacent to Roads and railways; E5.6.3 New Level Crossings; E10.8.1 Subdivision; E16.8.1 Subdivision in Coastal Erosion Hazard Areas; F8.4.5.1 Connectivity; and F8.5.5.1 Connectivity. (The proposal meets all other applicable standards as demonstrated in the attached appendices)
Level 2 Activity?	No
42 Days Expires:	05 July 2018
Existing Land Use:	Vacant (formerly General Industrial)
Representations:	1
Recommendation:	Approval, subject to conditions

Resolution:

STEVENSON/SIMS

That a permit be granted for the proposed use and development of 218 lot subdivision plus Road at 231 Main Road Austins Ferry, 241 Main Road Austins Ferry and 261 Main Road Austins Ferry subject to the following conditions:

Planning

1. Use and development shall be substantially in accordance with planning permit application No. PLN-17-321 and Drawing No. P3 submitted on 29 March 2018 and Drawing No. P4 submitted on 10 May 2018, except as otherwise required by this permit.
2. Any conditions and/or advice as determined by TasWater, and set out in the attached Submission to Planning Authority Notice, reference No. TWDA 2017/01824-GCC, dated 01 June 2018, form part of this permit.
3. The implementation of the subdivision must occur in the following stages:
 - Stage 1 Lots 1-8 and Lots 23-30;
 - Stage 2 Lots 9-22, 45-65, 137-141, 31-44, plus Ten Mile Hill Public Open Space and Local Business lots (4662m² and 1173m²);
 - Stage 3 Lots 142-177, Lot 400 and foreshore Public Open Space;
 - Stage 4 Lots 178-213;
 - Stage 5 Lots 112-136 and Public Open Space (including Railway Buffer); and
 - Stage 6 Lots 66-111 and Public Open Space (including Railway Buffer).
4. An original and two copies of each of the Plan of Subdivision and Schedule of Easements must be submitted to Council for sealing.
5. Prior to the sealing of the final plan for the Stage 2, the schedule of easements and final plan of survey must contain a restrictive covenant for lots 48-57 and lots 141 and 140, to which Council is to be made a party, to the effect that no dwellings must be constructed within the 10m wide noise buffer.
6. Prior to the sealing of the final plan for the all Stages, the schedule of easements and final plan of survey must contain a restrictive covenant for lots 123-136, 142 and 175-186 to which Council is to be made a party, to the effect that no habitable rooms of dwellings must be constructed within 30m of the rail network.

7. Prior to the sealing of the final plan for the Stage 2, Stage 3, Stage 5 and Stage 6, the schedule of easements and final plan of survey must contain a restrictive covenant for all lots adjoining a public footway and/or public open space to which Council is to be made a party, to the effect that boundaries shared with public footway(s) and public open space(s) must be fenced to a height above natural ground level of not more than 1.2 m if the fence is solid; or 1.8m with openings above a height of 1.2 m that provide a uniform transparency of not less than 30% (excluding any posts or uprights).
8. Reciprocal Right of Way(s) in favour of Council must be created over the 4m wide access to lot 400 and the foreshore public open space and must be shown on the schedule of easements and final plan of survey to the satisfaction of Council's Senior Statutory Planner.
9. Prior to the sealing of the final plan for the each Stage, the schedule of easements and final plan of survey must contain a covenant for each relevant lot, to which Council is to be made a party, to the effect that all development must be in accordance with the recommendations of the Bushfire Hazard Report by Enviro-dynamics, dated May 2018 (V4).
10. Prior to the sealing of the final plan for the each Stage, the schedule of easements and final plan of survey must contain a covenant for lots 4-11, 23-33, 45-48, 50-57, 70-85, 140-141, 142-147 and lots 148-175, to which Council is to be made a party, to the effect that no dwellings must be constructed within the fuel modified buffer zone, as shown on the approved plan.
11. Prior to the sealing of final plan of subdivision for Stage 1, Stage 3 and Stage 6 the landowner must enter into a registered agreement with Council pursuant to Part 5 of the Land Use Planning Approvals Act 1993 to provide for the following:
 - (a) The Public Open Space is to be managed in accordance with the recommendations of the Bushfire Hazard Report by Enviro-dynamics, dated May 2018 (V4).

The landowner is responsible for arranging the execution of the Agreement by any mortgagees and for all costs associated with the preparation and registration of the Agreement.

Engineering

12. Prior to the issuing approved engineering drawing for subdivision submit a Soil and Water Management Plan detailing proposed sediment and erosion control measures to the satisfaction of Council's Development Engineer. The approved control measures must be installed prior to any disturbance of soil or construction activity and must be regularly inspected and maintained during the construction and demolition period to prevent soil and other materials entering the local stormwater system, roadways or adjoining properties.

The approved control measures must remain in place until such time as all construction activity likely to generate sediment has been completed or all disturbed areas have been stabilised using vegetation and/or restored or sealed to the satisfaction of the Council. The approved Soil and Water Management Plan (SWMP) forms part of this permit and must be complied with.

Advice: For further information please refer to the Soil and Water Management Fact Sheets published by the Department of Primary Industries, Parks, Waters and Environment. These are available from Council or online at www.derwentuary.org.au.

13. The loading and unloading of goods, including building materials and equipment, from vehicles must only be carried out on the land.
14. The construction details of specific components of the works must comply with LGAT Standard Drawings and accord with Tasmanian Subdivision Guidelines 2013, the developer must appoint a qualified and experienced engineer who will be required to certify practical completion of subdivision construction works. The appointed supervising engineer must be the primary contact person on matters concerning the subdivision.
15. The design and construction of roads must be in accordance with Austroads Guide to Road Design Part 1-8. The proposed roads must comply with the following-:
 - a) The designed low points on Roads 1, 2, 3 and 6, are to align with the proposed walkways to enable a combined walkway/flood paths construction;
 - b) The materials used for roadworks are to be in accordance with State Growth General Specification for Roadworks;
 - c) Road reservation widths must be as followings;

ROAD '1'	Twenty metres (20m.)
ROAD '2'	Eighteen metres (18m.)
ROAD '3'	Eighteen metres (18m.)
ROAD '4'	Twenty metres (20m.)
ROAD '5'	Eighteen metres (18m.)
ROAD '6'	Eighteen metres (18m.)
ROAD '7'	Eighteen metres (18m.)

- d) The minimum carriageway widths (face of kerb – face of kerb) for the roads proposed will be:-

ROAD '1'	Eleven metres (11m.)
ROAD '2'	Eight point nine metres (8.90m)
ROAD '3'	Eight point nine metres (8.90m)
ROAD '4'	Eleven metres (11m.)
ROAD '5'	Eight point nine metres (8.90m)
ROAD '6'	Eight point nine metres (8.90m)
ROAD '7'	Eight point nine metres (8.90m)

To comply with the above requirements, the developer must submit engineering drawings demonstrating compliance with the requirements to the satisfaction of Council's Development Engineer prior to the issuing of the Council's approved drawing. All works required by this condition must be installed prior to the sealing of the Final Plan for each stage.

16. Pavement depths shown on the Standard Drawings are the minimum required. Final depths will be determined by structural calculations based on actual sub-grade C.B.R. and design traffic loads, and must be certified by an appropriate qualified engineer. All design plans submitted must be accompanied by pavement design calculations to demonstrate that the design is appropriate.
17. Roundabout construction at the two location designated on the plan is to be constructed in accordance with the Austroads Guidelines (Guide to Road Design Part 4B 3015). The engineering design for the roundabout at the junction with the Main Road must be submitted as part of stage 1, and constructed in the third stage of the proposed subdivision. Included in these works will be the placement of a 30mm. asphalt overlay for the extent of modifications to both Main Road and Arncliffe Road. The design of the roundabout at the intersection of Main Road, Arncliffe Road and the subdivision's main access road must incorporate the existing bicycle lanes on Main Road through the intersection, as well as have other geometric and traffic control elements consistent with required standards to ensure a safe intersection design. The roundabout at the junction of Roads 1, 4 and 5 must be constructed and completed prior to the sealing of the stage 4.
18. Prior to any works being undertaken within Council's road reservation (Main Road) a Road Opening Permit will be required; part of this permit will be the approval of a Traffic Management Plan that will include a public consultation process.

19. The construction of footpath and walkways must be in accordance with the LGAT Standard Drawings and Council's footpath policy. The proposed footpath and walkways must comply with the following:-
- a) Footpath must be constructed on both sides of the carriageways;
 - b) Footpath must be located 1500mm clear from the kerb allowing for a tree planting strip;
 - c) Footpath must be minimum of 1500mm wide concrete as detailed in the TSD-R11;
 - d) Where the walkways are adjacent to the low points in the roadways the subgrade must be excavated to a level so that the finished surface of the footpath is a minimum of 150mm. (one hundred and fifty millimetres) below natural surface level;
 - e) Type F bollards are to be installed at each end of walk ways (one either side of concrete path) in accordance with Standard Drawing TSD-R31.

To satisfy the above requirements, submit details demonstrating the above prior to the issuing of Council's approved drawing. All works required by this condition must be installed prior to the sealing of the Final Plan for each stage.

20. The proposed signalised rail crossing must be constructed as part of stage 3 of the proposed subdivision. These works are to be undertaken in consultation with Tasrail and must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia and the *Rail Infrastructure Act 2006*.
21. Pedestrian refuges are to be constructed on roads 1 and 4 adjacent to the walkways of lots 9, 10, 32, 33, 139 and 140 as detailed on standard drawing TSD-R20. The construction will be required prior to the completion of the final stage of the subdivision.
22. Kerb ramps are to be provided at road crossings on pedestrian paths of travel, in accordance with Council's Standard Drawing GCC 11-11 and AS1428 Design for Access and Mobility, Part 4.1. Tactile ground surface indicators must be provided for kerb ramps and pedestrian refuge crossings in accordance with Council's Standard Drawing GCC 11-11 and AS1428 Design for access and Mobility, Part 4.1.
23. Driveway construction is to accord with Standard Drawings TSD-RO9. Designs for the driveway are to include the full extent of the formation to achieve the maximum gradient of 20% (or 1 in 5) as well as an area for on-site turning.

All driveways servicing internal lots (lots 48,141,156,157,166 and 400) must be demonstrated on the design drawing as complying with standards of acceptable sight distance and are to be fully constructed to the lot proper (minimum 3.600m. wide in accordance with Standard Drawing TSD-RO9) prior to the sealing of final plan.

24. All road areas required for road widening, walkways and public open space are to be shown as lots on the final diagram and are to be sold to Council for a nominal sum of one dollar (\$1.00). The final plan of survey will not be sealed until an executed Agreement of Sale and an executed Memorandum of Transfer is provided to Council, along with the required Titles Office registration fees. All other legal costs associated with fulfilment of this condition are to be met by the subdivider.
25. The proposed stormwater system, including overland flow paths must be sized to accommodate the estimate 1 in 100 year or 1% AEP (Annual Exceedance Probability) flow based on a possible future fully developed catchment with an allowance for predicted climate change up to the year 2100. All proposed piped mains must be sized to accommodate at least the estimated 1 in 20 year storm event based on a possible future fully developed catchment. Prior to the start of the work, the developer is required to submit hydraulic design calculations carried out by a suitably qualified engineer supporting their design, to the satisfaction of Council's Stormwater Engineer.
26. Stormwater flow maintenance and quality treatment for the development must be installed at the developers cost, to the satisfaction of Council's Development Engineer.
27. The development must incorporate a Water Sensitive Urban Design (WSUD) treatment train, based on a possible future fully developed catchment, to meet the overall 80%, 45% and 45% reduction of the average annual load of total suspended solids (TSS), total phosphorus (TP), and total nitrogen (TN) respectively. Prior to the start of work, the applicant must provide a detailed design and supporting calculations, designed by suitably qualified person and to the Council's Stormwater Engineers satisfaction, to demonstrate that the designed WSUD treatment train is able to meet the pollutant reduction targets required. The Developer shall maintain all the WSUD treatment train elements until the completion and sealing of the survey diagram for the final stage of the subdivision. Prior to Council taking over all the WSUD treatment train elements, the developer is required demonstrate to Council by providing evidence or documentation, to the satisfaction of Council's Stormwater Engineer, that all the WSUD treatment train elements are in a working condition as designed. The developer is also required to replace all consumable parts, such as filters and cartridges, no more than one month before Council taking over these WSUD treatment train elements.

28. The disposal of the stormwater run-off from stage 1 including the new works required for the junction with Main Road will discharge to the existing open drain. The developer must undertake initial maintenance at the rear of lots 23-34 to restrict potential inundation to the proposed public open space.
29. The stormwater drainage arrangements must comply with the following:
- a) All lots must be serviced with a one hundred and fifty diameter (150mm.) house connection at the lowest point to adequately drain the entire lot;
 - b) Stormwater house connections for the internal lots (48, 141, 156, 157, and 166) must be extended to the lot proper;
 - c) All house connection must be discharged into a piped system (no connections to the kerb and gutter);
 - d) Side entry pits for road drainage to be type four (4); and
 - e) The design of the foreshore walkway to incorporate a system of drains and culverts to minimise erosion and scouring.

To satisfy the above requirements, submit details demonstrating the above prior to the issuing of Council's approved drawing. All works required by this condition must be completed prior to the sealing of the Final Plan for each applicable stage.

30. Prior to the start of work , the developer is required to provide Council with a detailed engineering services plan indicating the location of all proposed easements and services, and how they connect to public infrastructure including ;
- a) Lot connections, size and location. The each connection must service the lowest point of the lot;
 - b) Long sections along with invert levels and depths of all proposed new mains;
 - c) Any proposed manholes and inspection openings must be sized appropriately; and
 - d) The servicing plan must clearly indicate how all stormwater from the site, will be discharged to Council infrastructure with sufficient receiving capacity.

To satisfy the above requirements, submit details demonstrating the above prior to the issuing of Council's approved drawing. All works required by this condition must be completed prior to the sealing of the Final Plan for each applicable stage.

31. Private sewer, stormwater and water services/connections are to be entirely separate to each lot in order to ensure that they are contained entirely within the lots served. Power and telephone connections must also be contained within their respective lots. A detailed services plan showing both the existing and the proposed (or as built) private services, Council mains and access to all lots on the site must be prepared by a civil engineer or a qualified designer and submitted to the Council for approval prior to the sealing of the final plans. In particular, the developer must confirm the position of any services that may be affected by the subdivision/boundary adjustment.
32. In order to satisfy the above condition on the separation of services, the developer must verify compliance by supplying the Council with a services plan clearly indicating the location and details of all relevant services (entirely contained within their respective lots) and also a covering letter, where the Council is advised in writing that all the relevant engineering work required in these planning permit conditions have been satisfactorily completed, prior to the sealing of the final plan. Any final plan submitted for sealing cannot be fully processed unless it is accompanied by documentation by a qualified person that clearly certifies that this condition has been satisfied and that all the work required by this condition has been completed. A “qualified person” shall be a professional engineer or professional surveyor or other persons acceptable to Council. Applicants or their agents should take notice that unless this condition is satisfactorily complied with, then documents submitted for sealing of the final plans will not be processed.
33. A minimum of 2.50m wide easements must be created in favour of Council over all public stormwater infrastructure systems located in private property.
34. The applicant must pay Council the amount of \$213.20 per lot on the diagram to complete the measure up and record ‘as constructed’ data for all assets to be taken over by council prior to the sealing of a Final Plan. This amount is subject to annual adjustment with the Council Fees and Charges Register.
35. Any creation, diversion and augmentation of Council owned stormwater assets must be designed and constructed to the satisfaction of Council’s Development Engineer. A twelve (12) month maintenance period will be applied to any creation, diversion and augmentation of Council owned assets after the practical completion, during which time the works shall be maintained by the developer, prior to being handed over at the completion of the defects liability period. During the period all defects must be rectified at the developers cost. A further twelve (12) month maintenance period may be applied to defects after rectification. The Council may, at its discretion, undertake rectification of any defects at the developers cost. Before the end of the maintenance period, the developer must arrange CCTV inspections of any stormwater assets subject to this permit, taken no more than one month before the end of the maintenance period, and submit the inspection reports to the requirements of the Councils’ Stormwater Engineer and at full cost to the applicant.

Any defect identified in the CCTV inspection must be rectified to the satisfaction of Council's Stormwater Engineer, before the Council takes over the stormwater assets.

36. A Streetscape Landscape plan must be submitted and approved by Council's Senior Statutory Planner prior to the sealing of the final plan for Stage 1. The plan must be to scale and show details of proposed plantings including botanical names, and the height and spread of canopy at maturity. All planting to be central to the proposed planting strip.
37. A minimum of one (1) tree for each allotment with a frontage to the roadway is to be planted in an approved location in accordance with Standard Drawing TSD-R36.
38. Street tree planting must be installed by the end of the initial defects liability period of each stage. A further 2 year defects liability period applies.
39. Upon the completion of any approved stage of the works the road and drainage infrastructure must be subject to a twelve month defects liability period. At the time of issue of the Certificate of Practical Completion the applicant must lodge security with Council to the value of 5% of the works.
40. The developer must provide underground electrical reticulation for power and street lighting. Underground TasNetwork cables must be used subject to any underground cables in joint use trenches complying with Council's Development Engineer and TasWater codes.
41. The redundant overhead power supply that serviced the site is to be removed during stage one (1) of the development.
42. The proposed sewerage pump station is to be relocated within the Railway Buffer Zone adjacent to its southwest boundary and ten (10) metres northwest of the rear boundary shown for lot 175.

The rear boundary proposed for lot 175 must be amended to negate the need for a building exclusion zone to impact on any part of that lot.
43. The developer is to liaise with the relevant agency and to make provision for the installation of communication cabling to service each lot of the development.
44. Where filling of the lots is required as part of the subdivision works and/or rehabilitation of the site, the fill area must be cleared and stripped of all organic material and debris, and the filling placed and compacted to approved design levels. All filling must be compacted and tested in accordance with AS 3798 – 2007- Guidelines in Earthworks for Commercial and Residential Developments and Amendment No.1 – 8 May 2008.

As part of the remedial process the areas of controlled fill greater than 300 mm in depth must be documented specifying depths and achieved densities. A covenant must be placed on the title of those lots affected alerting the prospective purchasers to the site classification.

45. Any proposed changes to the approved drawings are to be properly documented; the approved engineering drawings affected by any proposed change must be resubmitted for approval prior to the start of the works.
46. A detailed estimate for the works must be provided and payment of the engineering assessment fee must be made prior to the issuing of Council's approved engineering drawings for each stage. Under Council Resolution Nov 10/03, the engineering assessment fee is 1% of the value of the works or minimum of \$306. This amount is subject to annual adjustment in accordance with the Council Fees and Charges Register. Construction must not commence until the approved engineering plans have been issued.
47. Prior to sealing of the plan of subdivision for each stage, all approved subdivision infrastructure works must be completed in accordance with the approved engineering plans and the requirements of Council's Development Engineer. Financial guarantees covering the cost of the uncompleted and unsecured works prior to the completion of approved Council infrastructure will not be permitted to be lodged.
48. Easements must be created over all existing and proposed Council stormwater mains in accordance with Council requirements.
49. Prior to the sealing of a Final plan, evidence must be provided to Council's Development Engineer that the development meets the requirements of TasWater.

Environmental Health

50. The loading and unloading of vehicles on the land and the transportation of any materials to or from the land must only take place between the following hours:

Monday through to Saturday 0700 to 1800

Sunday and Public Holidays 0900 to 1800
51. The discharge of liquids, other than unpolluted rainwater, to Council's stormwater system, receiving water bodies or water courses is strictly prohibited.
 - a) Any area where liquid wastes (including spills) are generated must be suitably graded and bunded to direct the liquid waste to sewer.

52. All solid wastes must be managed in accordance with the hierarchy of waste management summarised below, unless otherwise approved in writing by the Senior Environmental Health officer:
- a) waste must be minimised, that is, the generation of waste must be reduced to the maximum extent that is reasonable and practicable, having regard to best practice environmental management;
 - b) waste must be re-used or recycled to the maximum extent that is reasonable and practicable; and
 - c) any residual waste must be disposed of only at a site and in a manner approved by the Senior Environmental Health Officer.
53. The land identified as Areas “B” and “D” in the Austins Ferry Site Investigation and Validation for Austins Ferry Tasmania Pty Ltd (Epic Environmental, 27 October 2017; 853 pages) must be certified as suitable for the intended use before works commence in the applicable area. The statement of suitability must be from an accredited Site Contamination Practitioner Australia and must be provided to Council no less than seven days before any works commence on the land in the applicable area.

Environment

54. Prior to the sealing of the Final Plan of Survey for stage 1, the “Weed Management Prescriptions” within the Environmental Management plan, dated May 2018 must be developed into a Weed Management Plan authored by a suitably qualified person and be submitted to Council’s Senior Statutory Planner for approval. This plan must include:
- a) Specific timeframes and methods of primary and follow-up treatment for all declared and environmental weeds onsite;
 - b) Identify the works to be undertaken for the treatment of all declared and environmental weeds in each stage of the subdivision;
 - c) A weed hygiene plan including specific measures required to ensure the risk of the spread of weeds from the site during clearing and construction is minimised;
 - d) a fully costed stage by stage implementation, monitoring and reporting plan for a minimum of five years (including actions and timeframes).
55. Prior to the sealing of the Final Plan of Survey for each stage, primary treatment of all weeds is required in accordance with the approved Weed Management Plan and to the satisfaction of the Councils Senior Statutory Planner.

56. Reporting on the progress of the Weed Management Plan outcomes for the site is to be to Council's Natural Areas Co-ordinator no less than once a year for a minimum of 5 years.
57. Responsibility of any weed management control, particularly in the 'rehabilitation zone' as shown in the Environmental Management plan, dated May 2018 must be the developers until:
 - i) an agreement has been reached on the transition of ownership and management of the public open space; and
 - ii) all public open space lots have been treated for weeds and rehabilitated to the satisfaction of Councils Senior Statutory Planner.
58. Prior to the sealing of the Final Plan of Survey for stage 1, a detailed Public Open Space Landscape Plan, including rehabilitation measures for the whole site must to be prepared by a suitably qualified person and submitted to Council's Senior Statutory Planner for approval. The plans must include:
 - a) Detailed design for public open space recreation areas, such as 'Ten Mile Hill', the 'Retention Area' and the 'River Access Area', with particular attention given to built infrastructure and facilities, including but not limited to seating, signage, rubbish bins, water fountains, lighting and BBQ shelters;
 - b) The minimum width of ways must be 4m;
 - c) The plan must indicate at what stage of the subdivision the works are to be implemented and completed;
 - d) A planting plan detailing species, locations, densities, watering plan, maintenance plan, and weed control methods for a minimum of five years for each stage of the subdivision;
 - e) The landscaping plan must consider bushfire risk in relation to any infrastructure and proposed planting;
 - f) The landscaping plan must incorporate Safer by Design Principles into the design of public open spaces and ways;
 - g) The landscape plan must enhance natural values in bushland area and on the foreshore and must provide for protection, conservation and management of areas with significant ecological, cultural or aesthetic values;

- h) Progress reporting with respect to the Landscape plan and rehabilitation outcomes for the site must be reported to Council no less than once a year for a minimum of 5 years.
59. Prior to the sealing of the Final Plan of Survey for stage 1, a detailed design of the recreation trails must be provided to the satisfaction of Council's Senior Statutory Planner. The design must include:
- a) The exact location of the trails in relation to lot boundaries and topography;
 - b) The siting of the trails must avoid all mature trees and any impact to the root systems;
 - c) The trails must be constructed with an all-weather durable surface, with no steps or unreasonably steep sections;
 - d) Compliance with Grade 1 track construction standards as per Australian Standard AS2156.1 2001.
 - e) The width of the trails must be a minimum of 1200mm wide; and
 - f) A signage plan, that is to be developed in conjunction with Council, to assist with way finding.
 - g) The plan must indicate at what stage of the subdivision the works are to be implemented and completed
60. No mature Eucalyptus species trees identified in section 6 of the Environmental Management Plan (Enviro-dynamics, May 2018) are to be felled, lopped, ringbarked or otherwise injured or destroyed.
61. All trees identified for retention within section 6 of the Environmental Management Plan (Enviro-dynamics, May 2018) must be appropriately protected during construction works, to ensure that no damage is inflicted that would impact on the health of the trees or cause the trees to die.

Prior to any works within proximity to these identified tree, the appointed supervising Engineer must notify Council's Natural Areas Co-ordinator of the works scheduled to take place and protection measures utilised.

Protection measures include, but is not limited to establishing and maintaining a Tree Protection zone, in accordance with AS 4970-2009 (calculated as 12 x trunk diameter at 1.4m above ground level (DBH)) to exclude:

- a) Storing of building materials;
- b) Vehicular traffic;
- c) Placement of fill; and
- d) Excavation works.

62. All native vegetation within the Public Open Space lots must be protected by a visible barrier in place at the edge of the proposed construction footprint to exclude:

- a) Damage to vegetation
- b) Storing of building materials;
- c) Vehicular traffic;
- d) Placement of fill; and
- e) Excavation works.

Prior to any works within proximity to these identified tree, the appointed supervising Engineer must notify Council's Natural Areas Co-ordinator of the works scheduled to take place and protection measures utilised.

Advice to Applicant

This advice does not form part of the permit but is provided for the information of the applicant.

Services

The designer must ensure that the needs of all providers including TasWater, TasGas, TasNetworks, and Telstra are catered for both in the design and construction of the works. Underground service providers should be contacted for line marking of their services and any requirements or conditions they may have prior to commencing any works on site. Phone 1100, Dial Before You Dig or visit www.dialbeforeyoudig.com.au for information on the location of underground services and cables in relation to the proposed development prior to commencing any works on site.

Prior to any approvals for engineering designs and documentation, the applicant will need to negotiate an outcome to secure the required easements across the Council owned property at 261 Main Road Austins Ferry.

Council will give favourable consideration to allowing the installation of one (1) only WSUD treatment train unit at the outfall proposed near the site of the existing pond if that unit is designed to meet the reduction targets for the fully developed site (209 lots).

TasNetworks

TasNetworks advise that a number of existing privately owned electricity assets are located within the land to be subdivided. The land is not affected by transmission assets.

The developer will need to design an overall development plan for the subdivision that takes into account the safe disconnection of these assets from TasNetworks' network and installation of new assets to service the subdivision that meets TasNetworks' design standards, including the provision of easements (where relevant). It is likely to be most cost effective for installation activity associated with electricity services for the subdivision to occur during the subdivision civil works and it will be necessary to register any associated easements prior to the issue of titles for each stage of the subdivision.

TasRail

TasRail advises potential buyers of land within the subdivision that the railway line may become operational at any time, so that they are aware of the following:

- There are related impacts that result from living in close proximity to an operational railway, particularly noise emissions that result from train horn use;
- No obstruction is permitted inside railway land for any purpose, including for structures, drainage, water pipes, electrical or service infrastructure and the like;
- No access to the rail corridor without formal authorisation; and
- As railway land is Crown Land, the Rail Infrastructure Manager is not required to contribute to the cost of boundary fencing.

Disability Discrimination Act

The granting of this permit does not ensure compliance with the provisions of the *Commonwealth Discrimination Act 1992*, and the applicant will therefore be responsible for any complaints arising under that act in relation to non-compliance with the provisions of that legislation. Applicants are advised to check the current Australian Standards and seek independent advice regarding disability matters.

Aboriginal Heritage Tasmania

Aboriginal Heritage Tasmania (AHT) has completed a search of the Aboriginal Heritage Register (AHR) regarding the proposed 218 lot subdivision at 231-241 Main Rd, Austins Ferry.

AHT can advise that there are a number of Aboriginal heritage sites (shell middens) recorded within the property. An Aboriginal heritage assessment was undertaken for the property in 2010, which did not identify any Aboriginal heritage. It is not clear, however, what areas or how much of the property was surveyed. Further, the presence of recorded shell middens was not recognised within the report. Due to these shortcomings, an Aboriginal heritage investigation is required to identify whether the proposed project or related infrastructure will impact on any Aboriginal heritage and to offer mitigation advice. This investigation must be undertaken jointly by a Consulting Archaeologist and Aboriginal Heritage Officer.

AHT does not provide recommendations as to the use of a particular heritage practitioner; however, to assist in engaging a consultant, a *Register of Consulting Archaeologists* and a *Register of Consulting Aboriginal Heritage Officers* can be found on AHT's website: <http://www.aboriginalheritage.tas.gov.au/assessment-process/consulting-practitioners>. These registers contain the names and contact details of consultants who are prepared to work in Tasmania.

Please be aware that all Aboriginal heritage investigations throughout Tasmania must meet AHT's *Aboriginal Heritage Standards and Procedures*. A copy of the *Standards and Procedures* and further relevant information regarding the Aboriginal heritage assessment process can be found on AHT's website: www.aboriginalheritage.tas.gov.au. Any assessment that does not meet the *Standards and Procedures* will be deemed incomplete and returned. An incomplete report will not be able to form the basis for a request for a permit under the *Aboriginal Heritage Act 1975*. It is your responsibility to ensure that the consultant you engage is able to follow the *Standards and Procedures*. It is therefore strongly advised that you seek testimonials/evidence of prior experience regarding the capacity of the consultant to do the work required.

Once the Aboriginal heritage investigation has been completed a copy of the report must be forwarded to AHT for review/comment.

Other Permits

Please be aware that this planning permit is a planning approval issued under the Glenorchy Interim Planning Scheme 2015. You should consult with an accredited Building Surveyor prior to commencing this use or work to ensure all relevant requirements of the Building Act 2016 are complied with. In addition to this planning permit, a building permit and/or plumbing permit may also be required. If further clarification is required, please contact Council's Building Section on 62166800.

Threatened Species Protection Act 1995

Where a development will involve impact to a species listed as threatened under the *Threatened Species Protection Act 1995* a permit to 'take' will be required. Due to the presence of the rough spear grass (*Austrostipa scabra*) which is listed as rare under the *Threatened Species Protection Act 1995*, the applicant should be advised that a permit application with the Conservation Assessment Section and DPIPWE is required.

The motion was put.

FOR: Aldermen Johnston, Stevenson, Dunsby, Sims and Thomas

AGAINST:

The motion was CARRIED.

Reason for Decision:

After seeking to further the objectives of the Land Use Planning and Approvals Act 1993; considering the matters set out in representations (if any); and reference to the current provisions of the Glenorchy Planning Scheme 1992, the Glenorchy Planning Authority decides to **grant a permit** for the reasons set out in the officer's report.

The meeting closed at 6:34 p.m.

Confirmed,

CHAIRMAN