

## Ordinary Council Meeting - Tuesday 13 December 2022 Attachments

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**GLAMORGAN/SPRING BAY COUNCIL**  
**NOTICE OF PROPOSED DEVELOPMENT**

Notice is hereby given that an application has been made for planning approval for the following development:

**SITE:** **1 Kennedia Place, Swansea  
CT 51405/1**

**PROPOSAL:** **Subdivision x 6 lots**

Any person may make representation on the application(s) by letter (PO Box 6, Triabunna) or electronic mail ([planning@freycinet.tas.gov.au](mailto:planning@freycinet.tas.gov.au)) addressed to the General Manager. Representations must be received before midnight on 18 November 2022.

**APPLICANT:** **Andy Hamilton & Associates**  
**DATE:** **21/06/2022**  
**APPLICATION NO:** **SA 2022 / 025**



9 Melbourne Street (PO Box 6)  
Triabunna TAS 7190  
☎ 03 6256 4777  
☎ 03 6256 4774  
✉ [admin@freycinet.tas.gov.au](mailto:admin@freycinet.tas.gov.au)  
🌐 [www.gsbc.tas.gov.au](http://www.gsbc.tas.gov.au)

## Application for Planning Approval

OFFICE USE ONLY			
DATE RECEIVED:		PID:	
FEE:		RECEIPT NUMBER:	
DA:		PROPERTY FILE:	

### Advice:

Use this form for all no permit required, permitted and discretionary planning applications including subdivision as well as for planning scheme amendment & minor amendments to permits.

Completing this form in full will help ensure that all necessary information is provided and avoid any delay. The planning scheme in clause 6.0 provides details of other information that may be required. A checklist of application documents is provided on page 4 of this form.

Often, it is beneficial to provide a separate written submission explaining in general terms what is proposed and why and to justify the proposal against any applicable performance criteria.

If you have any queries with the form or what information is required, please contact the office.

Details of Applicant and Owner			
Applicant:	Andy Hamilton & Assoc P/L		
Contact person: (if different from applicant)	Andy Hamilton		
Address:	PO Box 223 Richens 7215		
Suburb:		Post Code:	
Email:		Phone: / Mobile:	0418 592300

Note: All correspondence with the applicant will be via email unless otherwise advised

Owner (if different from applicant)	A. R. Lewis
Address:	
Suburb:	
Email:	

Details of Site (Note: If your application is discretionary, the following will be placed on public exhibition)			
Address of proposal:	1 Kennedy Place Swansea		
Suburb:		Post Code:	7190
Size of site: (m <sup>2</sup> or Ha)			
Certificate of Title(s):	CT 51405-1		
Current use of site:	Res.		



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🌐 [www.gsbc.tas.gov.au](http://www.gsbc.tas.gov.au)

General Application Details Complete for All Applications		
Proposal details:	Subdivision - 5 lots total + Balance.	
Estimated value of works: (design & construction)	\$	
How will stormwater from buildings and hardstand areas be managed?  (Details must be clearly shown / noted on plans)	Discharge to a main	✓
	Discharge to kerb & gutter	
	Discharge to roadside table drain	
	Discharge to natural watercourse	✓
	Retained on site	
For all Non-Residential Applications		
Hours of Operation		
Number of Employees		
Describe any delivery of goods to and from the site, including the types of vehicles used and the estimated average weekly frequency	/	
Describe any hazardous materials to be used or stored on site		
Type & location of any large plant or machinery used (refrigeration, generators)		
Describe any retail and/or storage of goods or equipment in outdoor areas		
Personal Information Protection Statement		

The personal information requested will be managed in accordance with the *Personal Information Protection Act 2004*. The personal information is being collected by Glamorgan Spring Bay Council for the purposes of managing, assessing, advising on, and determining the relevant application in accordance with the *Land Use Planning and Approvals Act 1993* (LUPPA) and other related purposes, including for the purpose of data collection.

The information may be shared with contractors and agents of the Council for this purpose, law enforcement agencies, courts and other organisations and it may also be made publicly available on the Council's website and available for any person to inspect in accordance with LUPAA. If you do not provide the information sought, Council will be unable to accept and/or process your application.



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🌐 [www.gsbc.tas.gov.au](http://www.gsbc.tas.gov.au)

### Applicant Declaration

I/we hereby apply for planning approval to carry out the use or development described in this application and the accompanying documents and declare that:


- The information in this application is true and correct.
- I/we authorise Council employees or consultants to enter the site to assess the application.
- I/we have obtained all copy licences and permission from the copyright owner for the publication, communication and reproduction of the application and reports, plans and materials provided as part of the application and for the purposes of managing, assessing, advising on, and determining the application.

I/we authorise the Council to:

- Make available the application and all information, reports, plans, and materials provided with or as part of the application in electronic form on the Council's website and in hard copy at the Council's office and other locations for public exhibition if and as required;
- Make such copies of the application and all information, reports, plans and materials provided with or as part of the application which are, in the Council's opinion, necessary to facilitate a consideration of the application;
- Publish and or reproduce the application and all information, reports, plans and materials provided with or as part of the application in Council agendas, for representors, referral agencies and other persons interested in the application; and
- provide a copy of any documents relating to this application to any person for the purpose of assessment or public consultation and agree to arrange for the permission of the copyright owner of any part of this application to be obtained.


You indemnify the Council for any claim or action taken against the Council for breach of copyright in respect of the application and all information, report, plan, and material provided with or as part of the application.

I/We declare that the Owner has been notified of the intention to make this application in accordance with section 52(1) of the *Land Use Planning and Approvals Act 1993*.

Applicant Signature:		Date:	14.6.22
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### Owners Consent required if application is on or affects Council or Crown owned or administered land

I declare that I have given permission for the making of this application for use and/or development.

 Council General Manager or delegate Signature:		Date:	
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If land affected by this application is owned or administered by the Crown or Council, then the written permission of the relevant Minister (or their delegate) and/or the General Manager must be provided. For Crown land, a copy of the instrument of delegation must be provided.

***It is the applicant's responsibility to obtain any owners consent prior to lodgement. Written requests for Council consent are via the General Manager. Request for Ministerial consent is to be directed to the relevant department.***

Peter Coney; Grad Dip Env Planning  
Peter.Coney@outlook.com

I Kennedia Place, Swansea

Mr Andrew Hamilton

By Email: ashassoc@outlook.com

Dear Andy

Please see below an assessment of the proposed subdivision of land at I Kennedia Place, Swansea. In short, the proposal complies with each of the applicable standards of the General Residential Zone, as well as relevant Codes, C2.0 Parking and Sustainable Transport Code, and C3.0 Road and Railway Assets Code.

Further, I understand you are obtaining an independent report to demonstrate compliance with C13.0 Bushfire-Prone Areas Code, and subject to this being supportable, I expect a permit should be issued, subject to reasonable conditions.



GLA - 22 - 04 - A I |  
Peter Coney: Town Planner

### Site and Locality

The site is a 4771m<sup>2</sup> allotment at the south of Swansea, part of Kennedia Drive. This area represents the southernmost application of land zoned General Residential in Swansea, bordering the Rural Zone to the south.

Kennedia Place was subdivided in the early 1990s, and a higher density subdivision has near completed to the north (Aqua Sands Drive). The area is residential, bordering a peri urban fringe at the southern end of Old Spring Bay Road.

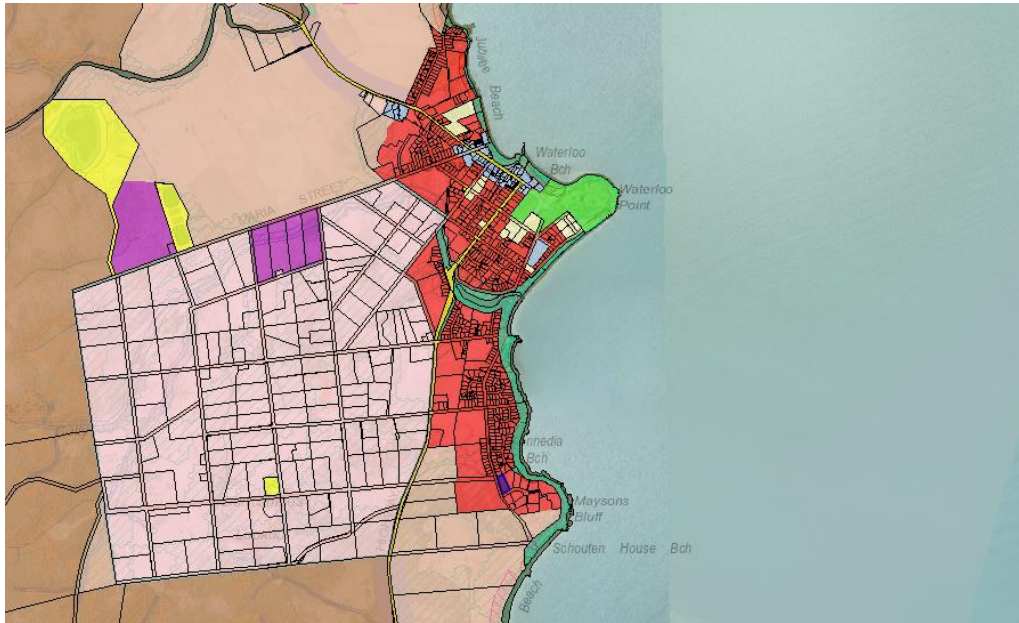


Figure 1, site (blue) with respect to town of Swansea (LISTmap)



GLA - 22 - 04 - A 2 |  
Peter Coney: Town Planner



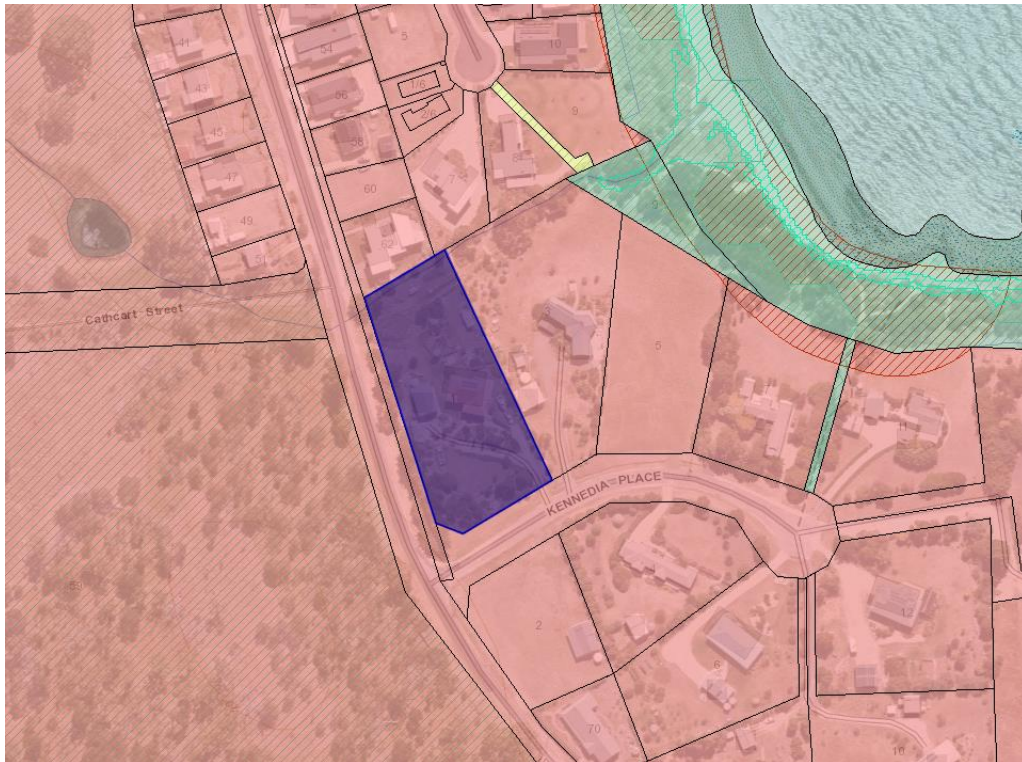


Figure 2. Site and immediate surrounds. Note Aqua Sands Drive subdivision to the north, vacant land to the west, and lots contemporaneous to the subject site along Kennedia Place (LISTmap).

### Proposal

The proposal is for a six lot subdivision (including balance), to provide for residential allotments. Of these, the balance lot will encompass the existing dwelling, with sufficient curtilage to comply with ordinary setback standards relevant to the Zone.

Each lot has sufficient building area available to it, and is readily serviceable. Of relevance to cl 6.10.2 of the Tasmanian Planning Scheme - Glamorgan Spring Bay (the Scheme), the proposal fulfils the purpose of the General Residential Zone, which is to provide for residential use or development that accommodates a range of dwelling types, where full infrastructure services are available.



GLA - 22 - 04 - A3 |  
Peter Coney: Town Planner

## Applicable Standards

Specifically, the proposal demonstrates compliance with the following:

### 8.6 General Residential Zone (GRZ) – Subdivision

#### 8.6.1 Lot Design (A1)(a) **Complies**

##### *Comment*

For (a), lot sizes range from 489m<sup>2</sup> for lot 3, to 1454m<sup>2</sup> for the balance lot.

For (a)(i), a 10m x 15m area is demonstrated on the plan of subdivision, clear of any title restrictions.

For (a)(ii), the balance lot provides a curtilage of greater than 4m at each boundary, ensuring the existing dwelling and outbuilding area sufficiently contained to comply with cl 8.4.2 A1 and A3 (A2 is not relevant).

#### 8.6.1 Lot Design (P2) **Complies**

##### *Comment*

The Acceptable Solution of the standard requires a 12m minimum frontage. Noting a frontage is any boundary which abuts a road, the following is relevant:

Lot 1: 30.9m frontage on Old Spring Bay Road;  
 Lot 2: 16.2m frontage on Kennedia Place;  
 Lot 3: 17.5m frontage on Kennedia Place;  
 Lot 4: 33.4m frontage on Old Spring Bay Road;  
 Lot 5: 4m frontage to Old Spring Bay road (internal lot); and  
 Balance: 29.7m frontage on Old Spring Bay Road.

The frontage for Lot 5 does not meet the Acceptable Solution, and is instead reliant on the Performance Criteria to comply. The criteria require a frontage, or legal connection for vehicular access, which is sufficient for the intended use.

With regard for the criteria, it is noted the proposal does not share the access with any other lot, thereby restricting vehicular movements. The access will be one of three access along the entirety of the 97m boundary along Old Spring Bay Road ensuring recognisability and ease of use, and owing to the nature of the use of the lot (single dwelling), need not be more than 4m wide. It is considered the proposal complies.



GLA - 22 - 04 - A 4 |  
 Peter Coney: Town Planner



### 8.6.1 Lot Design (P3) **Complies**

*Comment*

The proposal is for each lot to have an access which accords to the Local Government Association of Tasmania (LGAT) standard drawings TSD-R09. It is considered the site is conducive to this design, and it is anticipated this will be suitable to the road authority.

It is anticipated a design of access in accordance with the standard drawings will be provided prior to the commencement of works.

### 8.6.2 Roads (A1) **Complies**

*Comment*

The proposal does not include a new road.

### 8.6.3 Services (A1) and (A2) **Complies**

*Comment*

Site is mapped as within a Full Water Service area with a sewer main running east to west at the north of the lot (see Figure 3). The indicative services plan demonstrates connections for each lot for these services.



Figure 3. Full water service (Blue) and Sewer (Red) (LISTmap)



GLA - 22 - 04 - A 5 |  
Peter Coney: Town Planner

### 8.6.3 Services (A3) **Complies**

#### *Comment*

Indicative services plan shows lots 1, 2, 3 and 5 are to be directed to a new headwall at the creek, which forms part of the public stormwater system.<sup>1</sup> Lot 4 will have a separate discharge point into this same creek.

It is anticipated that prior to the commencement of works, a design of discharge points will be provided to the Council's engineering section for approval.

## C2.0 Parking and Sustainable Transport Code

### C2.6.1 Construction of parking areas (A1) **Complies**

#### *Comment*

The proposal is for access ways in accordance with LGAT standard drawings which comply with both (a) and (b) of the Acceptable Solution.

### C2.6.2 Design and layout of parking areas (P1) **Complies**

#### *Comment*

The proposal is for parking and access ways to comply with the requirements of A1.1, except where the provision of a passing bay for lot 5 is considered unnecessary, owing to the nature of the use being for a single dwelling. The proposal therefore does not meet the Acceptable Solution at (a) (iii), and is reliant on the Performance Criteria.

It is considered that the use of the access for Lot 5 will have a low likelihood of user conflict. Users will be known to each other, the need for a passing bay along the access is negligible appreciating vehicle movements per dwelling are unlikely to exceed 9. It is considered the efficient use of the driveway does not rest on the provision of a passing bay, and therefore it is not proposed in order to comply with the standard.

<sup>1</sup> Section 3 *Urban Drainage Act 2013*



**C2.6.3 Number of Accesses for Vehicles (A1) Complies***Comment*

Each lot is to be provided with a single access

**C3.0 Road and Railway Assets Code****C3.5.1 Traffic generation at a vehicle crossing... (PI) Complies***Comment*

With respect to the performance criteria the following is relevant.

For (a); the proposal may at the uppermost estimate<sup>2</sup> generate 27 vehicle movements per day on to Old Spring Bay Road directly, and 27 on to Kennedia Place. Noting Kennedia Place is a cul de sac which follows on to Old Spring Bay Road to the north, upwards of 50 vehicle movements per day may be expected onto Old Spring Bay Road as a result of this proposal;

For (b); noting local conditions should be considered when applying the RTA guide, such as demographics and patterns of use in the area, as well as credit for the existing dwelling's own vehicle movements; a 0.85 weekday peak hour vehicle trip per dwelling (4.25) is a generous estimate, and it is likely to be much lower;

For (c) and (d), Old Spring Bay Road is a local through road with a pavement width of approximately 6m, and Kennedia place is a local cul de sac with a pavement width approximately 6m. As the Tasman Highway, and businesses or services in Swansea are accessible to the north, the near majority of vehicle movements are expected to flow this way; thus traffic flow will be effectively one way at peak times.

Finally, though the speed limit is 50km/h, the actual speed of vehicles is much less when observed, again owing to the lesser width;

For (e) an alternative is not feasible;

For (f), residential development as applied is consistent with the purpose of the General Residential Zone;

For (g) a Traffic Impact Assessment is not considered warranted as the increase is modest when considering flow, and the nature of the network as identified in (a) to (d);

<sup>2</sup> RTA: *Guide to Traffic Generating Developments* v2.2 Oct 2002 section 3.3 Residential.



For (h), no formal advice has been sought, though it is expected the Council will undertake an internal assessment.

It is considered that there is no critical reason why the road network cannot withstand a further increase caused by the proposal, and this is owed to the manner in which traffic will operate in this particular part of the network.

### **Conclusion**

The proposal complies with each of the Applicable Standards for the General Residential Zone, Parking and Sustainable Transport Code, and the Road and Railway Assets Code. The proposal represents the fulfilment of the purpose of the General Residential Zone in the area, and subject to conditions regarding design, will be a valuable contribution to the housing stock of Swansea.

A separate assessment with respect to the C13.0 Bushfire Prone Areas Code is I understand being sought, and I expect it will similarly demonstrate that the proposal complies.

With regard for the relevant sections of Part 3 of the *Local Government (Building and Miscellaneous Provisions) Act 1993* (LGBMP), it is considered the subdivision should be approved by Council, and relevant conditions will be imposed for the provision of easements, and for a payment instead of the provision of public open space, in accordance with Council policy and section 117 of the LGBMP Act. On this, it is noted a credit for this contribution exists and should be taken into account when calculating the value. This value is commensurate to the value of the balance lot, and this is reasonable in that the site is presently used as a residence.

I trust you will find the above useful in making an application and am available should there be any questions

Regards, Peter.



GLA - 22 - 04 - A 8 |  
Peter Coney: Town Planner









## BUSHFIRE-PRONE AREAS CODE

### CERTIFICATE<sup>1</sup> UNDER S51(2)(d) LAND USE PLANNING AND APPROVALS ACT 1993

#### 1. Land to which certificate applies

The subject site includes property that is proposed for use and development and includes all properties upon which works are proposed for bushfire protection purposes.

**Street address:** 1 Kennedia Place, SWANSEA, TAS 7190

**Certificate of Title / PID:** CT51405/1

#### 2. Proposed Use or Development

**Description of proposed Use and Development:** Subdivision (6 Lots – 5lots + balance lot)

**Applicable Planning Scheme:** Tasmanian Planning Scheme - Glamorgan-Spring Bay

#### 3. Documents relied upon

This certificate relates to the following documents:

Title	Author	Date	Version
Bushfire Hazard Report - Proposed 6 Lot Subdivision (5 Lots + Balance Lot) - 1 Kennedia Place, SWANSEA	Andrew Strugnell – Another Perspective Pty Ltd	20/09/2022	V1
Bushfire Hazard Management Plan - Proposed 6 Lot Subdivision (5 Lots + Balance Lot) - 1 Kennedia Place, SWANSEA	Andrew Strugnell - Another Perspective Pty Ltd	20/09/2022	V1

<sup>1</sup> This document is the approved form of certification for this purpose and must not be altered from its original form.

#### 4. Nature of Certificate

The following requirements are applicable to the proposed use and development:

<input type="checkbox"/>	<b>C13.4 – Use or development exempt from this Code</b>	
	<b>Compliance test</b>	<b>Compliance Requirement</b>
<input type="checkbox"/>	C13.4.1(a)	Insufficient increase in risk

<input type="checkbox"/>	<b>C13.5.1 – Vulnerable Uses</b>	
	<b>Acceptable Solution</b>	<b>Compliance Requirement</b>
<input type="checkbox"/>	C13.5.1 P1	<i>Planning authority discretion required. A proposal cannot be certified as compliant with P1.</i>
<input type="checkbox"/>	C13.5.1 A2	Emergency management strategy
<input type="checkbox"/>	C13.5.1 A2	Bushfire hazard management plan

<input type="checkbox"/>	<b>C13.5.2 – Hazardous Uses</b>	
	<b>Acceptable Solution</b>	<b>Compliance Requirement</b>
<input type="checkbox"/>	C13.5.2 P1	<i>Planning authority discretion required. A proposal cannot be certified as compliant with P1.</i>
<input type="checkbox"/>	C13.5.2 A2	Emergency management strategy
<input type="checkbox"/>	C13.5.2 A3	Bushfire hazard management plan

<input checked="" type="checkbox"/>	<b>C13.6.1 Subdivision: Provision of hazard management areas</b>	
	<b>Acceptable Solution</b>	<b>Compliance Requirement</b>
<input type="checkbox"/>	C13.6.1 P1	<i>Planning authority discretion required. A proposal cannot be certified as compliant with P1.</i>
<input type="checkbox"/>	C13.6.1 A1(a)	Insufficient increase in risk
<input checked="" type="checkbox"/>	C13.6.1 A1(b)	Provides Minimum BAL-19 for all lots (including any lot designated as 'balance')
<input type="checkbox"/>	C13.6.1 A1(c)	Consent for Part 5 Agreement



<input checked="" type="checkbox"/>	<b>C13.6.2 Subdivision: Public and firefighting access</b>	
	<b>Acceptable Solution</b>	<b>Compliance Requirement</b>
<input type="checkbox"/>	C13.6.2 P1	<i>Planning authority discretion required. A proposal cannot be certified as compliant with P1.</i>
<input type="checkbox"/>	C13.6.2 A1 (a)	Insufficient increase in risk
<input checked="" type="checkbox"/>	C13.6.2 A1 (b)	Access complies with relevant Tables

<input checked="" type="checkbox"/>	<b>E1.6.3 / C13.1.6.3 Subdivision: Provision of water supply for firefighting purposes</b>	
	<b>Acceptable Solution</b>	<b>Compliance Requirement</b>
<input type="checkbox"/>	C13.6.3 A1 (a)	Insufficient increase in risk
<input checked="" type="checkbox"/>	C13.6.3 A1 (b)	Reticulated water supply complies with relevant Table (Lots 1,2,3,4,5 & Balance Lot)
<input type="checkbox"/>	C13.6.3 A1 (c)	Water supply consistent with the objective
<input type="checkbox"/>	C13.6.3 A2 (a)	Insufficient increase in risk
<input type="checkbox"/>	C13.6.3 A2 (b)	Static water supply complies with relevant Table
<input type="checkbox"/>	C13.6.3 A2 (c)	Static water supply consistent with the objective

### 5. Bushfire Hazard Practitioner

<b>Name</b>	Chris Moore obo Chief Officer, Tasmania Fire Service	03 6173-2740
<b>Postal Address:</b>	Cnr Argyle & Melville Streets HOBART 7000	<b>Email Address:</b> bfp@fire.tas.gov.au
<b>Accreditation No:</b>	N/A	<b>Scope:</b> 1,2,3A, 3B, 3C

### 6. Certification

I certify that in accordance with the authority given under Part 4A of the *Fire Service Act 1979* that the proposed use and development:

- ☐ Is exempt from the requirement Bushfire-Prone Areas Code because, having regard to the objective of all applicable standards in the Code, there is considered to be an insufficient increase in risk to the use or development from bushfire to warrant any specific bushfire protection measures, or
- ☒ The Bushfire Hazard Management Plan/s identified in Section 3 of this certificate is/are in accordance with the Chief Officer's requirements and compliant with the relevant **Acceptable Solutions** identified in Section 4 of this Certificate.

**Signed:**  
certifier



**Name:**

Chris Moore obo Chief

21/09/2022

Officer, Tasmania Fire Service

**Certificate Number:**

TFS-V1-AD3949

(for Practitioner Use only)

# Bushfire Hazard Report

Proposed 6 Lot Subdivision (5 Lots + Balance Lot)  
1 Kennedia Place  
SWANSEA



Date: 20/09/2022

Prepared For: A.R. Lewis  
C/- Andy Hamilton & Associates  
LAND SURVEYORS

Prepared By: Andrew Strugnell  
Another Perspective Pty. Ltd.  
Level 1, 67 Letitia Street  
North Hobart, TAS 7000  
Ph. (03) 6231-4122  
Accreditation No: BFP-136 (1, 2, 3A, 3B Provisional)

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Version	Prepared By	Signature	Date
1	Andrew Strugnell		20/09/2022

**Project Number:** BAL2022-297

### Disclaimer

It should be noted that the measures contained in AS3959:2018, used and referenced in this report, cannot and do not guarantee that a building will survive a bushfire event. This is due to the unpredictability of bushfire and variability of conditions at the time of any bushfire event.

All reasonable steps have been taken to ensure that the information gathered for, and contained in, this report is accurate and reflects the conditions at, and around, the time the assessment was carried out.

This report was prepared by Andrew Strugnell of Another Perspective Pty. Ltd. and contains information sourced from LIST (DPIPWE), photos by Another Perspective Pty. Ltd. and other information provided by the client.

## EXECUTIVE SUMMARY

### Site Details

Title Reference	CT51405/1
Property ID	7856960
Address	1 Kennedia Place, SWANSEA 7190
Owner	A.R. Lewis
Planning Scheme	Tasmanian Planning Scheme
Municipality	Glamorgan Spring Bay
Area	4771 sqm
Zoning	8.0 General Residential
Surrounding Zoning	8.0 General Residential (Surrounding)

The purpose of this report is to provide an assessment on the Bushfire Hazard risk for a proposed 6 lot subdivision (5 lot + balance lot) of the property known as 1 Kennedia Place in Swansea.

At the time of writing this report, the development site is deemed to be in a bushfire prone area based on the “Bushfire Prone Overlay” of the Tasmanian Planning Scheme. The vegetation has been classified in accordance with table 2.3 and figure 2.3 of Section 2 (Method 1) AS3959-2018.

The proposed development is compliant with the following Assessment Criteria for.

#### C13.6.1 Provision of Hazard Management Areas (**Minimum BAL 19**)

- Lots 1-5 & Balance Lot are compliant with C13.6.1 A1 (b) (iii, iv) with the entirety of the lots being required to be managed as Hazard Management Areas. Management of all lots is to be completed prior to the sealing of Certificates of Title.

#### C13.6.2 Public & Fire Fighting Access

- Public access roads for Lots 1-5 & Balance lot are compliant with Table C13.1.
- Proposed Firefighting access to the Balance lot is to comply with Table C13.2 and are to be constructed prior to the sealing of the Certificates of Title.
- Proposed Firefighting access to the building areas on lots 1,2,3,4 & 5 are to be determined at the time of any future application for a class1a dwelling on that lot.

#### C13.6.3 Provision of water supply for firefighting purposes.

- Firefighting water source for lots 1-5 & Balance lot is to comply with Table C13.4 (A) & (B) and is to be installed prior to the sealing of the Certificates of Title.
- If the proposed hydrant has not been installed a static firefighting water supply must be installed that is compliant with Table C13.5 when constructing a Class1a dwelling on lots 1-5 and for the existing dwelling on the balance lot.

Any future development within each of the proposed lots may require a site and use specific Bushfire Hazard Report / BHMP and be able to demonstrate compliance with the “Building Regulations 2016 – Directors Determination – Bushfire Hazard Areas” – (Director of Building Control –V1.1 Dated 8 April 2021).

## INTRODUCTION

This report has been prepared in accordance with methods and procedures defined in AS3959:2018 *Construction of Buildings in Bushfire Prone Areas*. The report describes the subject land, the surrounding land and defines the slope and vegetation on the areas of land that may provide a bushfire threat to life and property within this proposed development. Recommendations have been made, where appropriate, to assist in meeting the acceptable development solutions specified in the “C13.0 Bushfire-Prone Areas Code” - (Tasmanian Planning Scheme).

## SITE LOCATION & DESCRIPTION

The proposed development site is located at 1 Kennedia Place, Swansea in the Glamorgan-Spring Bay municipality. The parent title is 4771 sqm in area and is zoned 8.0 General Residential under the Tasmanian Planning Scheme. The site is surrounded by other land zoned 8.0 General Residential with some lots exceeding 1500 sqm. There is a reticulated firefighting water supply points currently available to the proposed lot 3 however an additional compliant hydrant will be required to provide coverage for the other lots (refer to B.H.M.P. for proposed hydrant location). An approved residential subdivision to the west is currently under construction with stages 1 & 2 complete (no titles issued at the time of writing) and some vegetation management in place on stage 3 further to the west. As titles are yet to be issued and no timeframe could be identified the land to the southwest, west and northwest has been assessed as bushfire prone vegetation for the purposes of this assessment. There is an existing dwelling and shed which are located on the proposed balance lot.

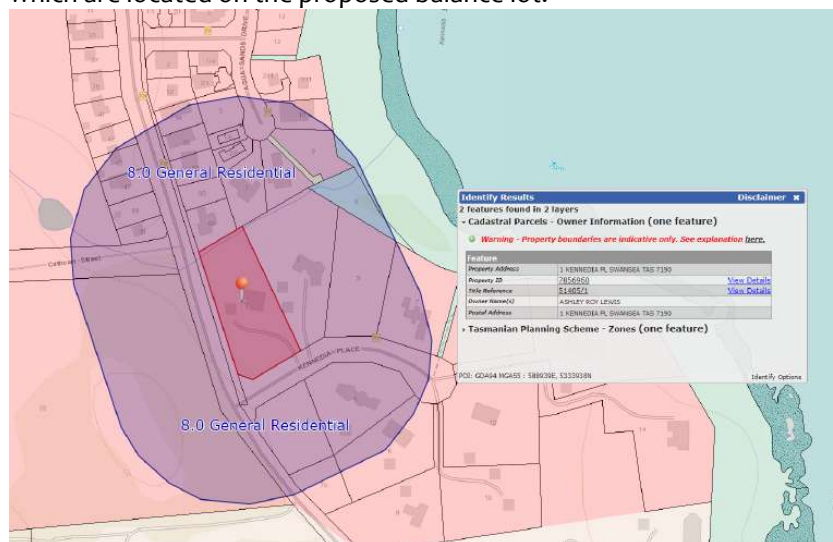


Figure 1. Location of Parent Title CT51405/1

## THE PROPOSED DEVELOPMENT

The proposal is for a 6 lot (5 lots + balance lot) subdivision of the property known as 1 Kennedia Place in Swansea. The balance lot has an existing dwelling and shed (within 6m of the dwelling).

## BUSHFIRE HAZARD ASSESSMENT

The aerial photo shown below (Figure 2) shows the extent of vegetation on the development site and the adjacent properties with 100m of the development site.



Figure 2. Aerial Image of Vegetation on development site & adjacent land

The bushfire prone vegetation types outside of the proposed development area were assessed (refer to Table 1 & 2) and described as a Grassland (G22) & Closed Scrub (D13). The vegetation has been classified in accordance with AS3959-2018 Section 2 (Method 1), Table 2.3 and figure 2.3 for vegetation within 100m of the development site boundary.



**Table 1** – Classified vegetation with 100m of the max. building area on Lot 1 as determined during site visit conducted on 11 May 2022.

PROPOSED LOT 1 - 1 Kennedia Place, SWANSEA					MINIMUM BAL 19	
AZIMUTH	DISTANCE TO VEG.	VEGETATION CLASSIFICATION	SLOPE UNDER VEG. (US/DS)	VEGETATION & SLOPE ASSESSMENT	SETBACK REQUIRED	NOTES
NORTH	0-88m	Low Threat	N/A	HAZARD MANAGEMENT AREA	N/A	2.2.3.2 e,f - H.M.A.
	88-100m	Low Threat	N/A	EXEMPT 8.0 General Residential	N/A	BPAAN No 1 of 2014 v3
NORTH EAST	0-36m	Low Threat	N/A	HAZARD MANAGEMENT AREA	N/A	2.2.3.2 e,f - H.M.A.
	36-100m	Low Threat	N/A	BAL LOW	N/A	2.2.3.2 e,f - Managed
EAST	0-38m	Low Threat	N/A	HAZARD MANAGEMENT AREA	N/A	2.2.3.2 e,f - H.M.A.
	38-100m	Low Threat	N/A	BAL LOW	N/A	2.2.3.2 e,f - Managed
SOUTH EAST	0-13m	Low Threat	N/A	HAZARD MANAGEMENT AREA	N/A	2.2.3.2 e,f - H.M.A.
	13-100m	Low Threat	N/A	BAL LOW	N/A	2.2.3.2 e,f - Managed
SOUTH	0-12m	Low Threat	N/A	HAZARD MANAGEMENT AREA	N/A	2.2.3.2 e,f - H.M.A.
	12-66m	Low Threat	N/A	BAL LOW	N/A	2.2.3.2 e,f - Road
	66-100m	Grassland (G22)	U/S	BAL LOW	10m	
SOUTH WEST	0-6m	Low Threat	N/A	HAZARD MANAGEMENT AREA	N/A	2.2.3.2 e,f - H.M.A.
	6-29m	Low Threat	N/A	BAL LOW	N/A	2.2.3.2 e,f - Road
	29-100m	Grassland (G22)	U/S	<b>BAL 12.5</b>	10m	
WEST	0-5m	Low Threat	N/A	HAZARD MANAGEMENT AREA	N/A	2.2.3.2 e,f - H.M.A.
	5-26m	Low Threat	N/A	BAL LOW	N/A	2.2.3.2 e,f - Road
	26-100m	Grassland (G22)	U/S	<b>BAL 12.5</b>	10m	
NORTH WEST	0-10m	Low Threat	N/A	HAZARD MANAGEMENT AREA	N/A	2.2.3.2 e,f - H.M.A.
	10-53m	Low Threat	N/A	BAL LOW	N/A	2.2.3.2 e,f - Road
	53-100m	Grassland (G22)	Flat	BAL LOW	10m	

Legend: U/S = upslope, D/S = Downslope

As per table 2.1 of AS3959:2018 the fire index of 50 (FDI50) used to determine the bushfire attack levels for this proposal. In accordance with Clause 2.2.6 and Table 2.6 of Section 2 (Method 1) AS3959:2018 the bushfire attack levels for each azimuth were determined.



**Table 2** – Classified vegetation with 100m of the max. building area on the Balance Lot as determined during site visit conducted on 11 May 2022.

PROPOSED LOT 2 - 1 Kennedia Place, SWANSEA					MINIMUM BAL 19	
AZIMUTH	DISTANCE TO VEG.	VEGETATION CLASSIFICATION	SLOPE UNDER VEG. (U/S/D/S)	VEGETATION & SLOPE ASSESSMENT	SETBACK REQUIRED	NOTES
NORTH	0-55m	Low Threat	N/A	Hazard Management Area	N/A	2.2.3.2 e,f - H.M.A.
	55-100m	Low Threat	N/A	BAL LOW	N/A	2.2.3.2 e,f - Managed
NORTH EAST	0-19m	Low Threat	N/A	Hazard Management Area	N/A	2.2.3.2 e,f - H.M.A.
	10-100m	Low Threat	N/A	BAL LOW	N/A	2.2.3.2 e,f - Managed
EAST	0-21m	Low Threat	N/A	Hazard Management Area	N/A	2.2.3.2 e,f - H.M.A.
	21-100m	Low Threat	N/A	BAL LOW	N/A	2.2.3.2 e,f - Managed
SOUTH EAST	0-11m	Low Threat	N/A	Hazard Management Area	N/A	2.2.3.2 e,f - H.M.A.
	11-100m	Low Threat	N/A	BAL LOW	N/A	2.2.3.2 e,f - Managed
SOUTH	0-13m	Low Threat	N/A	Hazard Management Area	N/A	2.2.3.2 e,f - H.M.A.
	13-91m	Low Threat	N/A	BAL LOW	N/A	2.2.3.2 e,f - Managed
	91-100m	Grassland (G22)	U/S	BAL LOW	10m	
SOUTH WEST	0-21m	Low Threat	N/A	Hazard Management Area	N/A	2.2.3.2 e,f - H.M.A.
	21-47m	Low Threat	N/A	BAL LOW	N/A	2.2.3.2 e,f - Managed
	47-100m	Grassland (G22)	U/S	<b>BAL 12.5</b>	10m	
WEST	0-22m	Low Threat	N/A	Hazard Management Area	N/A	2.2.3.2 e,f - H.M.A.
	22-43m	Low Threat	N/A	BAL LOW	N/A	2.2.3.2 e,f - Managed
	43-100m	Grassland (G22)	U/S	<b>BAL 12.5</b>	10m	
NORTH WEST	0-44m	Low Threat	N/A	Hazard Management Area	N/A	2.2.3.2 e,f - H.M.A.
	44-84m	Low Threat	N/A	BAL LOW	N/A	2.2.3.2 e,f - Managed
	84-100m	Grassland (G22)	Flat	BAL LOW	10m	

Legend: U/S = upslope, D/S = Downslope

As per table 2.1 of AS3959:2018 the fire index of 50 (FDI50) used to determine the bushfire attack levels for this proposal. In accordance with Clause 2.2.6 and Table 2.6 of Section 2 (Method 1) AS3959:2018 the bushfire attack levels for each azimuth were determined.

**Table 3** – Classified vegetation with 100m of the max. building area on the Balance Lot as determined during site visit conducted on 11 May 2022.

PROPOSED LOT 3 - 1 Kennedia Place, SWANSEA					MINIMUM BAL 19	
AZIMUTH	DISTANCE TO VEG.	VEGETATION CLASSIFICATION	SLOPE UNDER VEG. (U/S/D/S)	VEGETATION & SLOPE ASSESSMENT	SETBACK REQUIRED	NOTES
NORTH	0-19m	Low Threat	N/A	Hazard Management Area	N/A	2.2.3.2 e,f - H.M.A
	19-100m	Low Threat	N/A	<b>BAL LOW</b>	N/A	2.2.3.2 e,f - Managed
NORTH EAST	0-3m	Low Threat	N/A	Hazard Management Area	N/A	2.2.3.2 e,f - H.M.A
	3-100m	Low Threat	N/A	<b>BAL LOW</b>	N/A	2.2.3.2 e,f - Managed
EAST	0-4m	Low Threat	N/A	Hazard Management Area	N/A	2.2.3.2 e,f - H.M.A
	4-100m	Low Threat	N/A	<b>BAL LOW</b>	N/A	2.2.3.2 e,f - Managed
SOUTH EAST	0-8m	Low Threat	N/A	Hazard Management Area	N/A	2.2.3.2 e,f - H.M.A
	8-100m	Low Threat	N/A	<b>BAL LOW</b>	N/A	2.2.3.2 e,f - Managed
SOUTH	0-10m	Low Threat	N/A	Hazard Management Area	N/A	2.2.3.2 e,f - H.M.A
	10-100m	Low Threat	N/A	<b>BAL LOW</b>	N/A	2.2.3.2 e,f - Managed
SOUTH WEST	0-32m	Low Threat	N/A	Hazard Management Area	N/A	2.2.3.2 e,f - H.M.A
	32-66m	Low Threat	N/A	<b>BAL LOW</b>	N/A	2.2.3.2 e,f - Managed
	66-100m	Grassland (G22)	U/S	<b>BAL LOW</b>	10m	
WEST	0-38m	Low Threat	N/A	Hazard Management Area	N/A	2.2.3.2 e,f - H.M.A
	38-59m	Low Threat	N/A	<b>BAL LOW</b>	N/A	2.2.3.2 e,f - Managed
	59-100m	Grassland (G22)	U/S	<b>BAL LOW</b>	10m	
NORTH WEST	8-77m	Low Threat	N/A	Hazard Management Area	N/A	2.2.3.2 e,f - H.M.A
	7-100m	Low Threat	N/A	<b>BAL LOW</b>	N/A	2.2.3.2 e,f - Managed

Legend: U/S = upslope, D/S = Downslope

As per table 2.1 of AS3959:2018 the fire index of 50 (FDI50) used to determine the bushfire attack levels for this proposal. In accordance with Clause 2.2.6 and Table 2.6 of Section 2 (Method 1) AS3959:2018 the bushfire attack levels for each azimuth were determined.

**Table 4** – Classified vegetation with 100m of the max. building area on the Balance Lot as determined during site visit conducted on 11 May 2022.

PROPOSED LOT 4 - 1 Kennedia Place , SWANSEA					MINIMUM BAL 19	
AZIMUTH	DISTANCE TO VEG.	VEGETATION CLASSIFICATION	SLOPE UNDER VEG. (U/S/D/S)	VEGETATION & SLOPE ASSESSMENT	SETBACK REQUIRED	NOTES
NORTH	0-19m	Low Threat	N/A	Hazard Management Area	N/A	2.2.3.2 e,f - H.M.A.
	19-100m	Low Threat	N/A	EXEMPT 8.0 General Residential	N/A	BPAAN No. 1 of 2014 v3
NORTH EAST	0-26m	Low Threat	N/A	Hazard Management Area	N/A	2.2.3.2 e,f - H.M.A.
	26-67m	Low Threat	N/A	BAL LOW	N/A	2.2.3.2 e,f - Managed
	67-100m	Low Threat	N/A	EXEMPT 8.0 General Residential	N/A	BPAAN No. 1 of 2014 v3
EAST	0-29m	Low Threat	N/A	Hazard Management Area	N/A	2.2.3.2 e,f - H.M.A.
	29-100m	Low Threat	N/A	BAL LOW	N/A	2.2.3.2 e,f - Managed
SOUTH EAST	0-75m	Low Threat	N/A	Hazard Management Area	N/A	2.2.3.2 e,f - H.M.A.
	75-100m	Low Threat	N/A	BAL LOW	N/A	2.2.3.2 e,f - Managed
SOUTH	0-38m	Low Threat	N/A	Hazard Management Area	N/A	2.2.3.2 e,f - H.M.A.
	38-100m	Low Threat	N/A	BAL LOW	N/A	2.2.3.2 e,f - Managed
SOUTH WEST	0-7m	Low Threat	N/A	Hazard Management Area	N/A	2.2.3.2 e,f - H.M.A.
	7-19m	Low Threat	N/A	BAL LOW	N/A	2.2.3.2 e,f - Managed
	29-100m	Grassland (G22)	U/S	BAL 12.5	10m	
WEST	0-6m	Low Threat	N/A	Hazard Management Area	N/A	2.2.3.2 e,f - H.M.A.
	6-27m	Low Threat	N/A	BAL LOW	N/A	2.2.3.2 e,f - Managed
	27-100m	Grassland (G22)	U/S	BAL 12.5	10m	
NORTH WEST	0-12m	Low Threat	N/A	Hazard Management Area	N/A	2.2.3.2 e,f - H.M.A.
	12-51m	Low Threat	N/A	BAL LOW	N/A	2.2.3.2 e,f - Managed
	51-100m	Low Threat	N/A	EXEMPT 8.0 General Residential	N/A	BPAAN No. 1 of 2014 v3

Legend: U/S = upslope, D/S = Downslope

As per table 2.1 of AS3959:2018 the fire index of 50 (FDI50) used to determine the bushfire attack levels for this proposal. In accordance with Clause 2.2.6 and Table 2.6 of Section 2 (Method 1) AS3959:2018 the bushfire attack levels for each azimuth were determined.

**Table 5** – Classified vegetation with 100m of the max. building area on the Balance Lot as determined during site visit conducted on 11 May 2022.

PROPOSED LOT 5 - 1 Kennedia Place, SWANSEA					MINIMUM BAL 19	
AZIMUTH	DISTANCE TO VEG.	VEGETATION CLASSIFICATION	SLOPE UNDER VEG. (U/S/D/S)	VEGETATION & SLOPE ASSESSMENT	SETBACK REQUIRED	NOTES
NORTH	0-22m	Low Threat	N/A	Hazard Management Area	N/A	2.2.3.2 e,f - H.M.A.
	22-26m	Low Threat	N/A	BAL LOW	N/A	2.2.3.2 e,f - Managed
	26-100m	Low Threat	N/A	EXEMPT 8.0 - General Residential	N/A	BPAAN No 1 of 2014 v3
NORTH EAST	0-4m	Low Threat	N/A	Hazard Management Area	N/A	2.2.3.2 e,f - H.M.A.
	4-71m	Low Threat	N/A	BAL LOW	N/A	2.2.3.2 e,f - Managed
	71-100m	Closed Scrub (D13)	Flat	BAL 12.5	19m	
EAST	0-6m	Low Threat	N/A	Hazard Management Area	N/A	2.2.3.2 e,f - H.M.A.
	6-100m	Low Threat	N/A	BAL LOW	N/A	2.2.3.2 e,f - Managed
SOUTH EAST	0-17m	Low Threat	N/A	Hazard Management Area	N/A	2.2.3.2 e,f - H.M.A.
	17-100m	Low Threat	N/A	BAL LOW	N/A	2.2.3.2 e,f - Managed
SOUTH	0-77m	Low Threat	N/A	Hazard Management Area	N/A	2.2.3.2 e,f - H.M.A.
	77-100m	Low Threat	N/A	BAL LOW	N/A	2.2.3.2 e,f - Managed
SOUTH WEST	0-31m	Low Threat	N/A	Hazard Management Area	N/A	2.2.3.2 e,f - H.M.A.
	31-53m	Low Threat	N/A	BAL LOW	N/A	2.2.3.2 e,f - Managed
	53-100m	Grassland (G22)	U/S	BAL LOW	10m	
WEST	0-28m	Low Threat	N/A	Hazard Management Area	N/A	2.2.3.2 e,f - H.M.A.
	28-48m	Low Threat	N/A	BAL LOW	N/A	2.2.3.2 e,f - Managed
	48-100m	Grassland (G22)	U/S	BAL 12.5	10m	
NORTH WEST	0-22m	Low Threat	N/A	Hazard Management Area	N/A	2.2.3.2 e,f - H.M.A.
	22-58m	Low Threat	N/A	EXEMPT 8.0 - General Residential	N/A	BPAAN No 1 of 2014 v3
	58-100m	Low Threat	N/A	BAL LOW	N/A	2.2.3.2 e,f - Managed

Legend: U/S = upslope, D/S = Downslope

As per table 2.1 of AS3959:2018 the fire index of 50 (FDI50) used to determine the bushfire attack levels for this proposal. In accordance with Clause 2.2.6 and Table 2.6 of Section 2 (Method 1) AS3959:2018 the bushfire attack levels for each azimuth were determined.

**Table 6** – Classified vegetation with 100m of the max. building area on the Balance Lot as determined during site visit conducted on 11 May 2022.

PROPOSED BALANCE LOT - 1 Kennedia Place, SWANSEA					MINIMUM BAL 19	
AZIMUTH	DISTANCE TO VEG.	VEGETATION CLASSIFICATION	SLOPE UNDER VEG. (U/S/D/S)	VEGETATION & SLOPE ASSESSMENT	SETBACK REQUIRED	NOTES
NORTH	0-47m	Low Threat	N/A	Hazard Management Area	N/A	2.2.3.2 e,f - H.M.A.
	47-53m	Low Threat	N/A	BAL LOW	N/A	2.2.3.2 e,f - Managed
	53-100m	Low Threat	N/A	EXEMPT 8.0 General Residential	N/A	BPAAN No 1 of 2014 v3
NORTH EAST	0-6m	Low Threat	N/A	Hazard Management Area	N/A	2.2.3.2 e,f - H.M.A.
	6-91m	Low Threat	N/A	BAL LOW	N/A	2.2.3.2 e,f - Managed
	91-100m	Closed Scrub (D13)	Flat	BAL 12.5	19m	
EAST	0-11m	Low Threat	N/A	Hazard Management Area	N/A	2.2.3.2 e,f - H.M.A.
	11-100m	Low Threat	N/A	BAL LOW	N/A	2.2.3.2 e,f - Managed
SOUTH EAST	0-38m	Low Threat	N/A	Hazard Management Area	N/A	2.2.3.2 e,f - H.M.A.
	38-100m	Low Threat	N/A	BAL LOW	N/A	2.2.3.2 e,f - Managed
SOUTH	0-50m	Low Threat	N/A	Hazard Management Area	N/A	2.2.3.2 e,f - H.M.A.
	50-100m	Low Threat	N/A	BAL LOW	N/A	2.2.3.2 e,f - Managed
SOUTH WEST	0-8m	Low Threat	N/A	Hazard Management Area	N/A	2.2.3.2 e,f - H.M.A.
	8-31m	Low Threat	N/A	BAL LOW	N/A	2.2.3.2 e,f - Managed
	31-100m	Grassland (G22)	U/S	BAL 12.5	10m	
WEST	0-7m	Low Threat	N/A	Hazard Management Area	N/A	2.2.3.2 e,f - H.M.A.
	7-28m	Low Threat	N/A	BAL LOW	N/A	2.2.3.2 e,f - Managed
	28-100m	Grassland (G22)	U/S	BAL 12.5	10m	
NORTH WEST	0-15m	Low Threat	N/A	Hazard Management Area	N/A	2.2.3.2 e,f - H.M.A.
	15-54m	Low Threat	N/A	BAL LOW	N/A	2.2.3.2 e,f - Managed
	54-68m	Grassland (G22)	Flat	BAL LOW	10m	
	68-100m	Low Threat	N/A	EXEMPT 8.0 General Residential	N/A	BPAAN No 1 of 2014 v3

Legend: U/S = upslope, D/S = Downslope

As per table 2.1 of AS3959:2018 the fire index of 50 (FDI50) used to determine the bushfire attack levels for this proposal. In accordance with Clause 2.2.6 and Table 2.6 of Section 2 (Method 1) AS3959:2018 the bushfire attack levels for each azimuth were determined.

## CONCLUSIONS & RECOMMENDATIONS

The purpose of this report is to provide an assessment on the Bushfire Hazard risk for a 6-lot subdivision (5 lots + balance lot) of the property known as 1 Kennedia Place in Swansea.

At the time of writing this report, the development site is deemed to be in a bushfire prone area based on the “Bushfire Prone Overlay” of the Tasmanian Planning Scheme- Glamorgan Spring Bay. The vegetation has been classified in accordance with table 2.3 and figure 2.3 of Section 2 (Method 1) AS3959-2018.

With respect to the proposed 6 lot subdivision (5 lots + balance lot) the following requirements have been met.

### C13.6.1 Provision of Hazard Management Areas (**Minimum BAL 19**)

- Lots 1-5 & Balance Lot are compliant with C13.6.1 A1 (b) (iii, iv) with the entirety of the lots being required to be managed as Hazard Management Areas. Management of all lots is to be completed prior to the sealing of Certificates of Title. As each proposed lot is mutually dependent on the other lots for protection, ongoing maintenance of the Hazard Management Areas is to be completed by respective owners prior to the commencement of the Bushfire season each year.

### C13.6.2 Public & Fire Fighting Access

- Public access roads for Lots 1-5 & Balance lot are compliant with Table C13.1.
- Proposed Firefighting access to the Balance lot is to comply with Table C13.2 and are to be constructed prior to the sealing of the Certificates of Title.
- Proposed Firefighting access to the building areas on lots 1,2,3,4 & 5 are to be determined at the time of any future application for a class1a dwelling on that lot.

### C13.6.3 Provision of water supply for firefighting purposes.

- Firefighting water source for lots 1-5 & Balance lot is to comply with Table C13.4 (A) & (B) and is to be installed prior to the sealing of the Certificates of Title.
- If the proposed hydrant has not been installed a static firefighting water supply must be installed that is compliant with Table C13.5 when constructing a Class1a dwelling on lots 1-5 and for the existing dwelling on the balance lot.

Any future development within each of the proposed lots may also require a site and use specific BAL report / BHMP and be able to demonstrate compliance with the “*Building Regulations 2016 – Directors Determination – Bushfire Hazard Areas*” – (Director of Building Control –V1.1 Dated 8 April 2021).

This report is to be read and used in conjunction with the “Bushfire Hazard Management Plan – 1 Kennedia Place, SWANSEA” v1 dated 20/09/2022.

## REFERENCES

“AS3959:2018 – Construction of Buildings in Bushfire-Prone Areas” (incorporating amendments 1, 2 & 3)

“Building for Bushfire – Planning and Building in Bushfire-Prone Areas for Owners & Builders” – (TFS Dec. 2013)

“Bushfire-Prone Areas Advisory Note 01-2014” – (TFS – V3 - November 2017)

“Bushfire-Prone Areas Advisory Note 03-2014” – (TFS – V1 September 2014)

“Bushfire Hazard Advisory Note 04-2020” – (TFS – V4 August 2020)

“Bushfire Emergency Planning Guidelines” – (TFS – V3 2021)

“Building Regulations 2016 – Directors Determination – Bushfire Hazard Areas” – (Director of Building Control –V1.1 Dated 8 April 2021).

“Tasmanian Fire Service Water Supply Signage Guideline” – (TFS – V1 Dated February 2017)

“Building Act 2016”

“C13.0 Bushfire-Prone Areas Code” - (Tasmanian Planning Scheme).



## Appendix 1 – Subdivision Proposal Plan





## Appendix 2 – Vegetation Classification Images



Photo 1 – NORTH



Photo 2 – NORTH



Photo 3 – NORTH



Photo 4 – NORTH EAST



Photo 5 – NORTH EAST



Photo 6 – NORTH EAST







Photo 10 – EAST



Photo 11 – EAST



Photo 12 – SOUTH EAST









Photo 19 – WEST



Photo 20 – WEST



Photo 21 – WEST



Photo 22 – WEST



Photo 23 – WEST



Photo 24 – WEST



Photo 25 – NORTH WEST



Photo 26 – EXISTING ACCESS



Photo 27 – EXISTING ACCESS



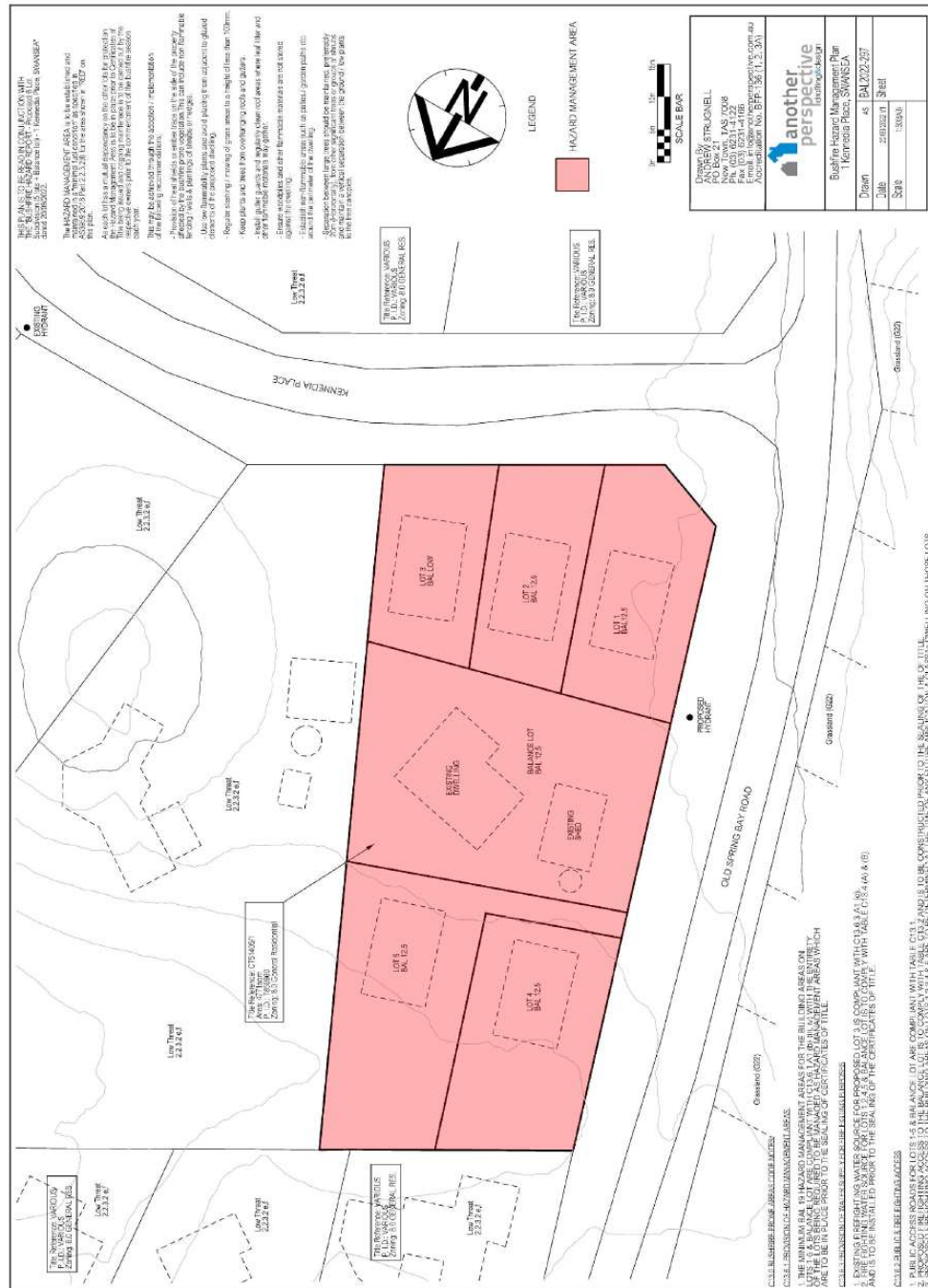


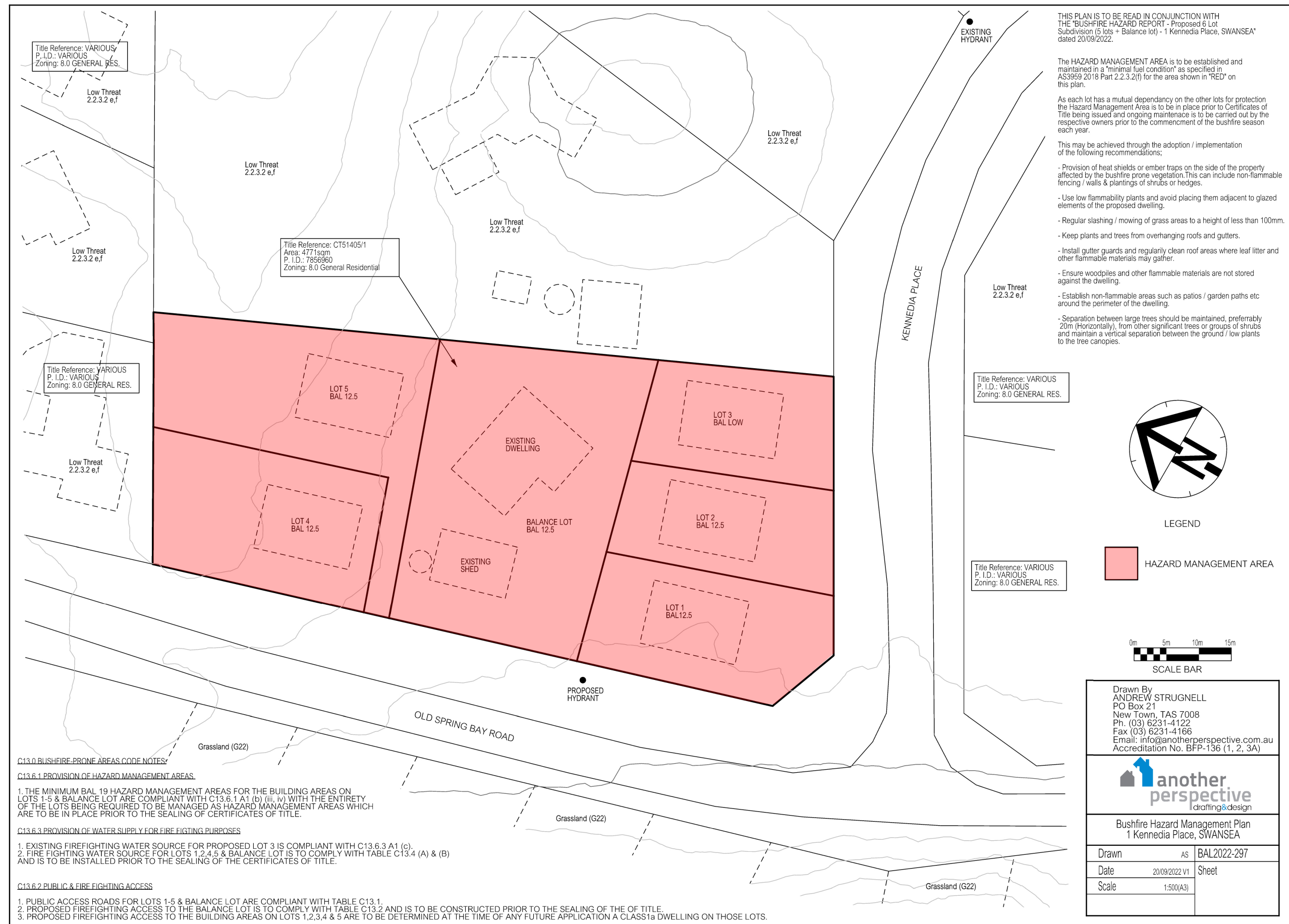
Photo 28 – EXISTING ACCESS



Photo 29 – EXISTING HYDRANT (outside 5 & 7 Kennedia Place)

## Appendix 3 – Bushfire Hazard Management Plan (B.H.M.P.)









**Rep 1 –**

To GM,

As a Swansea resident, I would like to reject the application request. The following are some areas of strong concern;

1. Land size for 6 lots residential construction are questionable considering Swansea a rural coastal town.
2. Across from site there is already 9 lots for construction with these being stage one.
3. Extremely concerned properties will be used as airbnb.
4. More concerned the actual location is a bird habitat whereby endangered species currently nest. I should note, the area has only just started to experience bird life returning.
5. Concerned from 6 lots will result in higher than expected traffic resulting in potential accidents and more so wildlife been harmed and;
6. A shortage on residential properties cannot be used as a way to support this proposal. I would understand it if it was for near or close to a major Tasmania city location.

**Rep 2 -**

Attention: General Manager

I write to object to the development application for a subdivision x 6 lots at 1 Kennedia Place, Swansea, for the following reasons:

1. I have observed Swift Parrots in the trees on the border along Old Spring Bay Road. Swansea has one of the last Swift Parrot habitats in Tasmania.
2. People purchase property in Swansea for the lifestyle it offers, open spaces, and minimal traffic. These extra blocks will increase population dramatically in a small area, and I assume Council will take over maintenance of the roads and paths once development is completed. Funds are already stretched without adding additional infrastructure costs. Potentially, these buildings will be converted to holiday lets which adds cost and traffic with only sporadic spending returned to the area.
3. Creating high density living in a rural setting seems at odds with why people purchase property here in the first place, and not in keeping with preserving natural habitat.
4. There is a natural water course running through the Northern border of the property, the indicative boundaries would appear to show buildings situated right up to the water course. With recent heavy rains I have observed that section of the property under water.

Peter Coney states in part "In short, the proposal complies with each of the applicable standards of the General Residential Zone, as well as relevant Codes, C2.0 Parking and Sustainable Transport Code, and C3.0 Road and Railway Assets Code." Whilst this may be the case, there are so many other reasons why this is not a good development proposal. It would appear to me to be a money grab proposal.

Please feel free to direct my email to relevant personnel.

**Rep 3 -**

Dear Sir,

Please note our concerns regarding the proposed development at 1 Kennedia Place Swansea.

We feel that more attention should be given to the proposed entrances on the Kennedia Place corner and Old Spring Bay Road, we feel the position would be dangerous to traffic turning into the Cul de Sac.

The existing rain runoff from the new subdivision and the Cathcart track will impact anything built on that property and ours unless efforts are made to create a clear water course.

Much of the rear end of the property is covered by an easement we understand cannot be built on, we also believe that there is some easement on the property parallel to Old Spring Bay Road. this has the potential to make the blocks very small and crowded.

Which brings up another concern which may not concern Council at this stage, but we are aware that the Sewerage infrastructure is just coping with current population, during busy periods like holidays, the existing system becomes overwhelmed, with covers lifting and sewerage overflow.

We understood that there exists a Caveat that does not allow this Kennedia Place to be subdivided.

Can that point be confirmed?

It is our hope that Council will consider these issues when making decisions which will impact this small cul de sac community.

Yours sincerely,

**Rep 4 -**

To whom it may concern,

The current development on Old Spring Bay Road has already increased the volume of water flowing into the creek(as named in the development application) running adjacent to 62 Old Spring Bay Road

The development at 1 Kennedia Place has potential to increase the volume of water entering the creek running adjacent to 62 Old Spring Bay Road due to the following:

- Increased non-pervious surfaces associated with residential dwellings,
- Increase in storm water outflow to the creek due to increased catchment areas of pitched roofs

Noting that recent observations during rain events indicate that the current waterway appears to be at capacity, as previously raised with the council.

Has the capacity of the waterway and the effect on surrounding properties been considered?

Kind regards

**Rep 5 -**

13.11.2022

ATTENTION: PLANNING DEPARTMENT- GENERAL MANAGER, MAYOR, DEPUTY MAYOR AND COUNCILLORS OF GLAMORGAN SPRING BAY COUNCIL

We are putting forward an objection to the Development Application – Subdivision x 6 lots of 1 Kennedia Place, Swansea. CT51405/1

We are the owners of \_\_\_\_\_, Swansea and this subdivision directly impacts on our property. There are a number of reasons why this development should not go ahead.

- 3 driveways across the front of Kennedia Place will be unsafe for people and other residents of the cul-de-sac. There will be increased traffic in and out of these driveways comprising of owners and visitors to the properties. Kennedia Place is used regularly by people walking with children, sometimes many children at once to get to the walkways that lead them to the beaches. Thus creating a dangerous environment for walkers as well as people cycling and exercising their dogs.
- 5 blocks plus balance of the property in the subdivision is excessive for the area, 2 blocks plus balance is quite adequate and would not pose such hazards as quoted above.
- The trees along Old Spring Bay Road would have to be cleared for accesses into the developments. These trees are the habitats for the Musk Lorikeets and Swift Parrots, the latter being on the endangered list. Unfortunately the area on the opposite side to 1 Kennedia Place, on Old Spring Bay Road has been cleared of all vegetation that was the habitats to much bird and wild life, as result the numbers have greatly reduced. The area will no longer have what little bird and wild life that is left if habitat areas keep being destroyed thanks to man kind's greed. Aren't we all supposed to be doing the best to keep what beautiful nature we have alive, it is already contending with climate change!
- Drainage is going to be a massive problem. More housing along the creek will produce more runoff of water and pollutants into the water stream which will start coming down from the big development opposite on Old Spring Vale Road. This will cause flooding of the natural water stream and will wash pollutants from the allotments which will flow out to the beach of Masons Bluff which is the habitat of the Little Penguins and Sand Pipers let alone what will flow into the water where sea life lives. Council has a duty to help protect these creatures. I'm sure Parks and Wildlife Department will be interested in this situation and the impact it will have. This will also cause destruction of the water way onto the beach, which it has already started to happen due to the changing of weather patterns and increased rainfall in the area.



- Our property will be impacted by the lack of drainage along Kennedia Place. As our block is slightly lower lying we will and already are having trouble with runoff from the road and the development across the road on Old Spring Bay Road. If the council thinks the new drainage and curbing etc will stop it they are wrong. The subdivision on Old Spring Bay Road has been poorly designed. If this development goes ahead, council will have not an option but to put an open storm water drainage system and curbing along the entirety of Kennedia Place, which is already badly required.
- The south side of Swansea was supposed to be Low Density which is slowly becoming high density. People have purchased properties this end of Swansea for space, peacefulness and a relaxing retirement atmosphere but they are losing that for councils and developers greed and revenue raising.
- More housing developments will increase the population of Swansea but they won't be permanent residents but more holiday dwellers. In saying that Swansea does not have the medical facilities to cope with more residents to the area. The local doctors are at full capacity and pushed to their limits. Mayshaw is no longer big enough and council keeps knocking back proposed Aged Care Developments

We would like to know why we did not receive a letter to inform us of the subdivision on Old Spring Bay Road opposite our property but yet we were lucky enough to receive one about the development of 1 Kennedia Place. Would love have had the opportunity to put in an objection to the other! Council is very lax on the upkeep of Kennedia Place and the Walkway accesses to the beach, the grass is nearly knee high and it could possibly be hiding snakes, if anyone gets bitten it will be on the council's head for lack of upkeep.

**Rep 6 -**

The General Manager,  
Glamorgan Spring Bay Council

Dear Sir,

The 42 block development opposite Kennedia Place (with 12 concrete driveways - so far!) is already causing environmental problems, with the increased water run off across the road and onto the beach (I attach at the end of this letter a copy of my email sent to Council on the 28th September in reference)

Now there is an application for a development at 1 Kennedia Place , requiring the removal of more trees which slow down the run off from the development, and are in addition a precious habitat for musk lorikeets. This development presents a number of potential problems

- 1) Potential flooding - the block has been shown to retain surface water even with ordinary rainfall. The application doesn't address this - it only deals with bush fire mitigation.
- 2) The lack of available parking for 5 more dwellings. Old Spring Bay Rd already has problems with cars parked on both sides of the road
- 3) The removal of the only trees remaining on the eastern side of the road between Gordon St and the boundary of the General Residential zone, and which house a number of pairs of musk lorikeets. The habitat for these birds and many others has already been threatened by the wholesale removal of trees from the 42 block development previously mentioned. Flooding from Cathcart St has been a problem for some time. GSBC has already had to invest in major work on the road to alleviate this, and it hasn't succeeded, as shown by the floods in 2016 that devastated the house at 64(?) Old Spring Bay Rd then occupied by Terry and Helen Griggs.

I attach some pictures indicating the current state of the road after rain, including the swollen runoff channel flowing to Kennedia Beach , which in fact goes through two of the lots in the application. I also attach pictures of the trees and greenery which would have to be removed to enable this ill thought application to succeed.

I should also like to repeat the suggestion from my email of Sept 28th at the foot of this letter that planners should be made to attend the sites of applications such as this to properly assess the environmental effects that would result.

We would like strongly to suggest that this development not be allowed

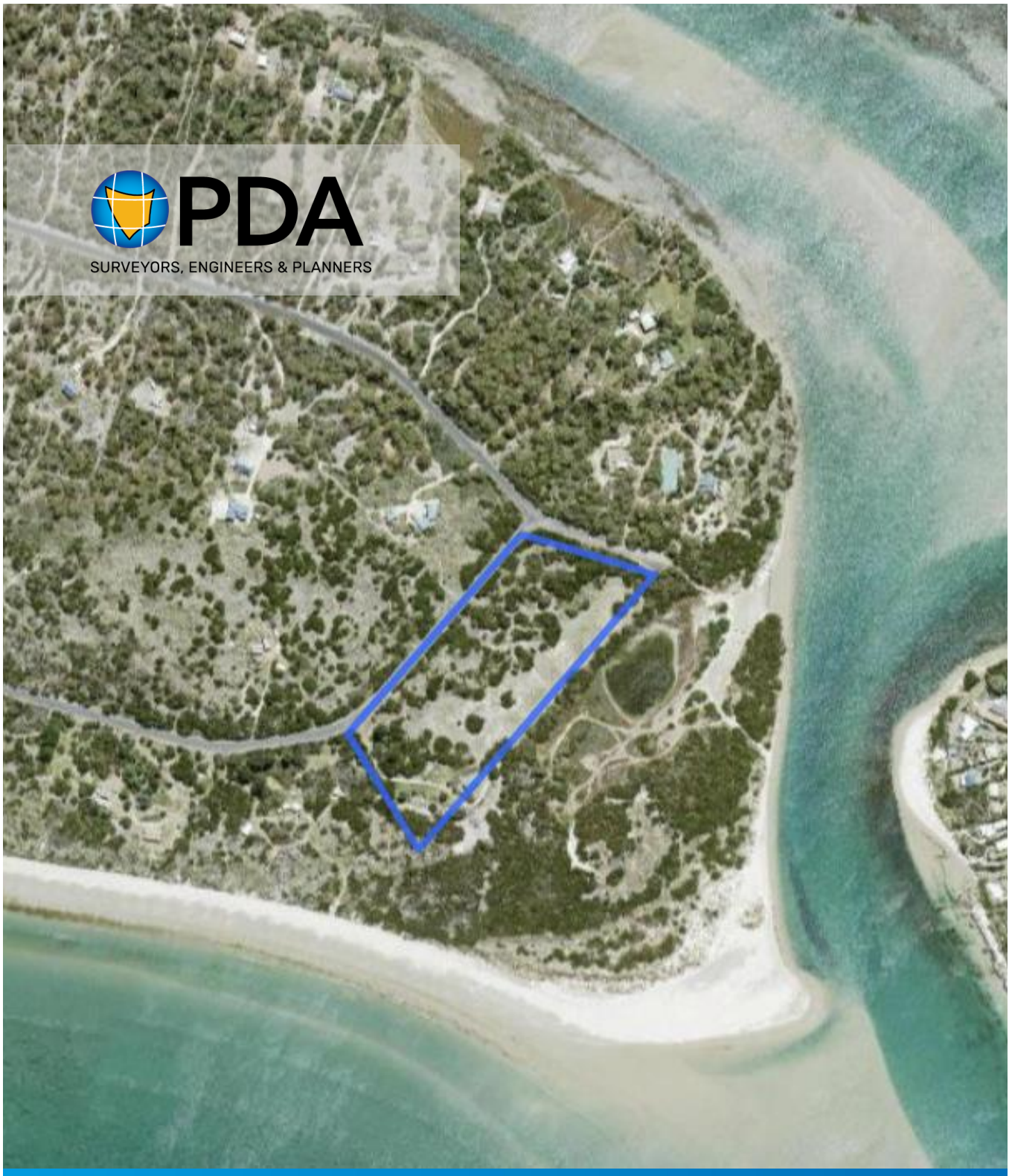
Sincerely











## Planning Report

1433 Dolphin Sands Road, Dolphin Sands  
Subdivision: 2 Lot and balance

49882HC | July 2022



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## PDA Contributors

<b>Planning Assessment</b>	Jane Monks	July 2022
<b>Review &amp; Approval</b>	Hugh Clement	July 2022

## Revision History

Revision	Description	Date
0	First Issue	July 2022
1	Revision	July 2022

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## EXECUTIVE SUMMARY

Council approval is sought for a 2 lot subdivision at 1433 Dolphin Sands Road, Dolphin Sands. This planning assessment, combined with supplementary documentation has been provided in support of the proposed development.

Bett

### Development Details:

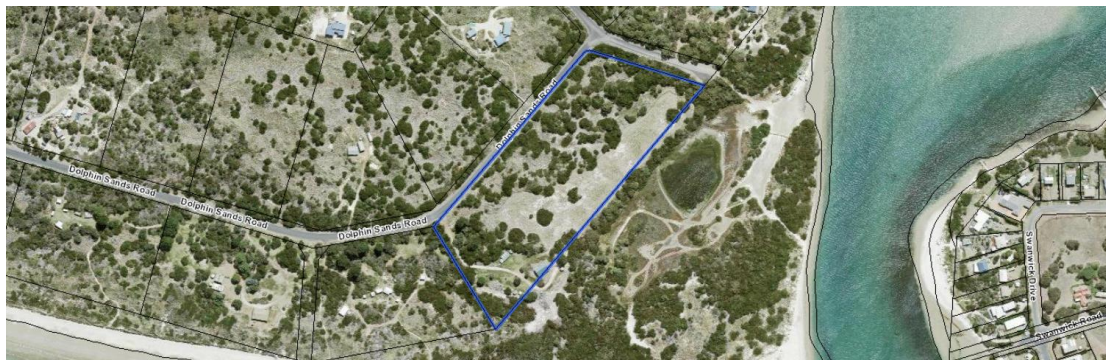
Client/Owner	Bettina Joy Prehn	
Property Address	1433 Dolphin Sands Road, Dolphin Sands	
Proposal	3 Lot Subdivision	
Land Area	3.764ha±	
PID / CT	5280443	54666/206
Planning Ordinance	Tasmanian Planning Scheme – Glamorgan Spring Bay	
Land Zoning	GSB-P1.0 Particular Purpose - Dolphin Sands	
Specific Areas Plans	N/A	
Code Overlays	Bushfire Prone Area Priority Vegetation Area Waterway and Coast Protection Area Coastal Inundation Hazard Band (low)	
Use Status	Residential	
Application Status	Discretionary	

## 1. Introduction/Context

Council approval is sought for a 2 lot subdivision at 1433 Dolphin Sands Road, Dolphin Sands. In support of the proposal, the following associated documents have been provided in conjunction with this planning assessment:

- The Title Plan and Folio: CT 54666/206
- Schedule of Easements: CT 54666/206
- Proposed Plan of Subdivision: PDA 49882HC-1

### 1.1. The Land



**Figure 1.** Existing aerial image of the subject land (LISTmap, 2022)

The subject land is located at 1433 Dolphin Sands Road, Dolphin Sands (PID: 5280443). It is a rectangular shaped parcel of land with a total land area of 3.764ha±, as illustrated in Figure 1. The land is characterised by native scrub and grasses, with clusters of sandy openings. There is an existing dwelling and outbuildings in the southern corner of the land, with access from Dolphin Sands Road provided at the south western corner.

### 1.2 Natural Values

The subject land is within the catchment of the Moulting Lagoon Ramsar Site. No natural values specific to the subject land have been identified.

## 2. Proposal

A Planning Permit for a 2 lot subdivision is sought, in accordance with Section 57 of the *Land Use Planning and Approvals Act 1993* and Clause 6.8 of the *Tasmanian Planning Scheme – Glamorgan Spring Bay*.



**Figure 2.** Proposed Plan of Subdivision  
 (Please refer to the attached file 49882HC -1 for complete Plan of Subdivision)

It is proposed that the land of title CT 54666/206 be subdivided into 2 lots and balance, as shown in Figure 2. Lot 1 and lot 2 have been generously provided with a 30m x 30m indicative building area and new vehicular access, whilst the balance lot is to retain the existing dwelling, outbuilding, and vehicular access to Dolphin Sands Road. New proposed lots are clear of boundary setbacks, and lot layout and design are in keeping with neighbouring properties.

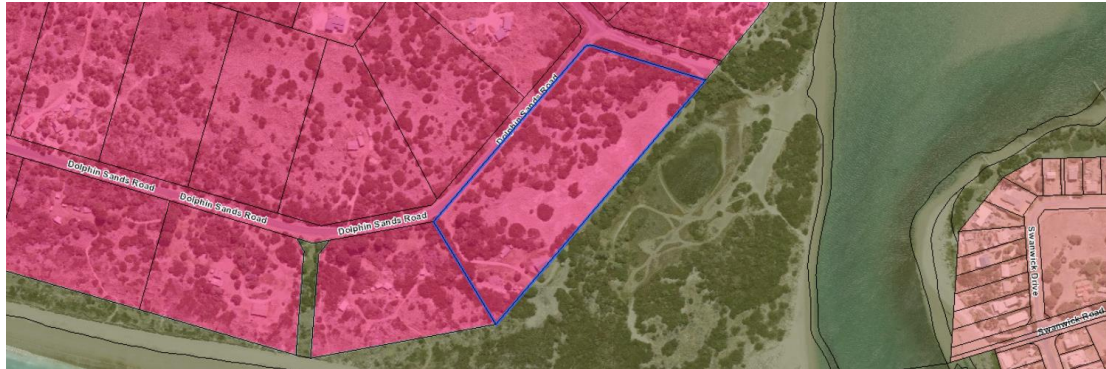
### 3. Planning Assessment

This current proposal for subdivision has been developed in accordance with the *Tasmanian Planning Scheme – Glamorgan Spring Bay*.

#### 3.1. Use Class

Residential

#### 3.2 Zoning



**Figure 3.** Zoning identification of the subject land and surrounds

The subject land is located within a Particular Purpose Zone – Dolphin Sands, as shown in Figure 3. All neighbouring properties are also Particular Purpose zoning, whilst the eastern boundary borders the Environmental Management Zone for which encircles the Dolphin Sands locality.

#### 3.3 Zone Standards

##### GSB-P1.0 Particular Purpose - Dolphin Sands

GSB-P1.7 Development standards for Subdivision

##### GSB-P1.7.1 Subdivision

###### Objective:

To prevent subdivision of land other than that necessary for existing or approved uses or for the management of environmental values.

###### Acceptable Solutions

###### A1

Subdivision must be for the consolidation of lots if no additional lots are created.

###### Performance Criteria

###### P1

Subdivision of land must:

- (a) provide for public open space, a public reserve, public services or utilities; or
- (b) have a minimum frontage of 60m; and
- (c) not create a lot that is less than 1 hectare in area.

###### Response:

P1 is met: The subdivision of the land satisfies the performance criteria as follows:

- (b) at 104m±, 90.0m± and 183.2m±, each lot has been provided with a frontage over 60m;
- (c) at 1.51ha±, 1.106ha±, and 1.104ha±, the area of each lot is over 1ha in size.



### 3.4 Codes



**Figure 4.** Scheme Overlay identification of the subject land and surrounds (LISTmap, 2022)

The subject land is entirely overlaid with a Bushfire Prone Area and Priority Vegetation Area, as well as partially overlaid with a Waterway and Coastal Protection Area (buffer area), and Coastal Inundation Hazard Band (low). The proposed subdivision also requires the following Codes under the Tasmanian Planning Scheme – Glamorgan Spring Bay to be considered.

Code	Comments:
C1.0 Signs Code	N/A
<b>C2.0 Parking &amp; Sustainable Transport Code</b>	As this Code is relevant to this proposal, an assessment is provided below
<b>C3.0 Road and Railway Assets Code</b>	As this Code is relevant to this proposal, an assessment is provided below
C4.0 Electricity Transmission Infrastructure	N/A
C5.0 Telecommunications Code	N/A
C6.0 Local Historic Heritage Code	N/A
<b>C7.0 Natural Assets Code</b>	As this Code is relevant to this proposal, an assessment is provided below
C8.0 Scenic Protection Code	N/A
C9.0 Attenuation Code	N/A
C10.0 Coastal Erosion Hazard Code	N/A
<b>C11.0 Coastal Inundation Hazard Code</b>	As this Code is relevant to this proposal, an assessment is provided below
C12.0 Flood-Prone Areas Hazard Code	N/A
<b>C13.0 Bushfire-Prone Areas Code</b>	As this Code is relevant to this proposal, an assessment is provided below
C14.0 Potentially Contaminated Land Code	N/A
C15.0 Landslip Hazard Code	N/A
C16.0 Safeguarding of Airports Code	N/A

## 3.5 Code Standards

### C2.0 Parking and Sustainable Transport Code

#### C2.6 Development Standards for Buildings and Works

##### C2.6.3 Number of accesses for vehicles

<b>Objective:</b>	
That:	
(a) access to land is provided which is safe and efficient for users of the land and all road network users, including but not limited to drivers, passengers, pedestrians and cyclists by minimising the number of vehicle accesses; (b) accesses do not cause an unreasonable loss of amenity of adjoining uses; and (c) the number of accesses minimise impacts on the streetscape.	
<b>Acceptable Solutions</b>	
<b>A1</b> The number of accesses provided for each frontage must: <ul style="list-style-type: none"> <li>(a) be no more than 1; or</li> <li>(b) no more than the existing number of accesses, whichever is the greater.</li> </ul>	
<b>Response:</b>	
<b>A1 is met:</b> Each lot has no more than one vehicle access point per road frontage	

### C3.0 Road and Railway Assets Code

#### C3.7 Development Standards for subdivision

##### C3.7.1 Subdivision for sensitive uses with a road or railway attenuation area

<b>Objective:</b>	
To minimise the effects of noise, vibration, light and air emissions on lots for sensitive uses within a road or railway attenuation area, from existing and future major roads and the rail network.	
<b>Acceptable Solutions</b>	
<b>A1</b> A lot, or a lot proposed in a plan of subdivision, intended for a sensitive use must have a building area for the sensitive use that is not within a road or railway attenuation area.	
<b>Response:</b>	
<b>A1 is met:</b> <i>Not applicable</i> - the proposal is not in any road or railway attenuation area.	

## C7.0 Natural Assets Code

### C7.7 Development Standards for subdivision

#### C7.7.1 Subdivision within a waterway & coastal protection area or future coastal refugia area

<b>Objective:</b>	
<p>That:</p> <p>(a) works associated with subdivision within a waterway and coastal protection area or a future coastal refugia area will not have an unnecessary or unacceptable impact on natural assets; and</p> <p>(b) future development likely to be facilitated by subdivision is unlikely to lead to an unnecessary or unacceptable impact on natural assets.</p>	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>
<p><b>A1</b></p> <p>Each lot, or a lot proposed in a plan of subdivision, within a waterway and coastal protection area or a future coastal refugia area, must:</p> <p>(a) be for the creation of separate lots for existing buildings;</p> <p>(b) be required for public use by the Crown, a council, or a State authority;</p> <p>(c) be required for the provision of Utilities;</p> <p>(d) be for the consolidation of a lot; or</p> <p>(e) not include any works (excluding boundary fencing), building area, services, bushfire hazard management area or vehicular access within a waterway and coastal protection area or future coastal refugia area.</p>	<p><b>P1</b></p> <p>Each lot, or a lot proposed in a plan of subdivision, within a waterway and coastal protection area or a future coastal refugia area, must minimise adverse impacts on natural assets, having regard to:</p> <p>(a) the need to locate building areas and any associated bushfire hazard management area to be outside a waterway and coastal protection area or a future coastal refugia area; and</p> <p>(b) future development likely to be facilitated by the subdivision.</p>
<b>Response:</b>	
<p>P1 is met: Each proposed lot satisfies the performance criteria as follows:</p> <p>(a) As the majority of the subject land is overlaid with the waterway and coastal protection buffer area, the proposal is unable to locate the proposed indicative building areas outside of this area. However, as this proposal is on the outer edge of the buffer area and the indicative building envelopes are very generous at 30m x 30m, it is likely to have low to no adverse impacts on the natural assets or values of the waterway and coastal protection area. The proposal is also only for subdivision of the land which may, or may not, be developed into the future. It would be more appropriate to seek information about the mitigation or management of risk at the time of any future development.</p> <p>(b) Due to the size and topography of the land, future development of the land is unlikely to adversely impact the waterway and coastal protection buffer area.</p>	

### C3.7.2 Subdivision within a priority vegetation area

#### Objective:

- (a) works associated with subdivision will not have an unnecessary or unacceptable impact on priority vegetation; and  
 (b) future development likely to be facilitated by subdivision is unlikely to lead to an unnecessary or unacceptable impact on priority vegetation.

#### Acceptable Solutions

##### A1

Each lot, or a lot proposed in a plan of subdivision, within a priority vegetation area must:

- (a) be for the purposes of creating separate lots for existing buildings;
- (b) be required for public use by the Crown, a council, or a State authority;
- (c) be required for the provision of Utilities;
- (d) be for the consolidation of a lot; or
- (e) not include any works (excluding boundary fencing), building area, bushfire hazard management area, services or vehicular access within a priority vegetation area.

#### Performance Criteria

##### P1.1

Each lot, or a lot proposed in a plan of subdivision, within a priority vegetation area must be for:

- (a) subdivision for an existing use on the site, provided any clearance is contained within the minimum area necessary to be cleared to provide adequate bushfire protection, as recommended by the Tasmanian Fire Service or an accredited person;
- (b) subdivision for the construction of a single dwelling or an associated outbuilding;
- (c) subdivision in the General Residential Zone or Low Density Residential Zone;
- (d) use or development that will result in significant long term social and economic benefits and there is no feasible alternative location or design;
- (e) subdivision involving clearance of native vegetation where it is demonstrated that on-going pre-existing management cannot ensure the survival of the priority vegetation and there is little potential for long-term persistence; or
- (f) subdivision involving clearance of native vegetation that is of limited scale relative to the extent of priority vegetation on the site.

##### P1.2

Works association with subdivision within a priority vegetation area must minimise adverse impacts on priority vegetation, having regard to:

- (a) the design and location of any works, future development likely to be facilitated by the subdivision, and any constraints such as topography or land hazards;
- (b) any particular requirements for the works and future development likely to be facilitated by the subdivision;
- (c) the need to minimise impacts resulting from bushfire hazard management measures through siting and fire-resistant design of any future habitable buildings;
- (d) any mitigation measures implemented to minimise the residual impacts on priority vegetation;
- (e) any on-site biodiversity offsets; and
- (f) any existing cleared areas on the site.

#### Response:

**P1.1 is met:** The proposal satisfies (b), as all new lots as part of the subdivision are for the construction of a single dwelling.

**P1.2 is met:** To minimise potential adverse impacts on any unidentified priority vegetation, the proposal satisfies to following criteria:

- (a) The design and location of any future development will be limited, and need to conform to the constrains of building within the coastal sand dune landscape;
- (b) No recommendations are made that may constrain any future development, as the landscape and topography of the site provides its own natural constrains. There are not any identified threatened vegetation species within the area, nor is any clearance proposed as part of this application.
- (c) *Not applicable* as there are no impacts to be minimised from bushfire hazard management;
- (d) As there have been no priority vegetation identified in the area, it is assumed there will be no residual impacts;
- (e) *Not applicable*, no on-site biodiversity offsets proposed;
- (f) There is an expanse of native grassland area on the plateau of the subject land, of which is regularly maintained. There are no cleared areas other than the naturally occurring temporally transient sandy open areas.

## C11.0 Coastal Inundation Hazard Code

### C11.7 Development Standards for Subdivision

#### C11.7.1 Subdivision within a coastal inundation hazard area

Objective:	
That subdivision within a coastal inundation hazard area does not create an opportunity for use or development that cannot achieve and maintain a tolerable risk from coastal inundation.	
Acceptable Solutions	Performance Criteria
<b>A1</b> Each lot, or a lot proposed in a plan of subdivision, within a coastal inundation hazard area, must: <ul style="list-style-type: none"> <li>(a) be able to contain a building area, vehicle access, and services, that are wholly located outside a coastal inundation hazard area;</li> <li>(b) be for the creation of separate lots for existing buildings;</li> <li>(c) be required for public use by the Crown, a council or a State authority; or</li> <li>(d) be required for the provision of Utilities.</li> </ul>	<b>P1</b> Each lot, or a lot proposed in a plan of subdivision within a coastal inundation hazard area must not create an opportunity for use or development that cannot achieve and maintain a tolerable risk from coastal inundation, having regard to: <ul style="list-style-type: none"> <li>(a) any increase in risk from coastal inundation for adjacent land;</li> <li>(b) the level of risk to use or development arising from an increased reliance on public infrastructure;</li> <li>(c) the need to minimise future remediation works;</li> <li>(d) any loss or substantial compromise, by coastal inundation, of access to the lot on or off site;</li> <li>(e) the need to locate building areas outside the coastal inundation hazard area;</li> </ul>



	(f) any advice from a State authority, regulated entity or a council; and (g) the advice contained in a coastal inundation hazard report.
--	--

**Response:**

**P1 is met:** *Not applicable* as the coastal inundation area identified for the subject land is located within the proposed balance lot, where there is an existing dwelling, and no further development or changes are proposed. The remaining proposed subdivision is outside potential inundation area and does not create an opportunity for use of development that cannot achieve and maintain a tolerable risk from coastal inundation.

### C13.0 Bushfire-Prone Areas Code

Preliminary advice from bushfire consultant Mark Van den Berg of Geo-Environmental Solutions Pty Ltd, is that similar to 907 Dolphin Sands Road, buffer distances of 22m to achieve BAL 19 will allow compliance with this code. The final report will be forwarded to council as soon as it is available.

## Conclusion

The planning assessment and supporting documentation provided, demonstrates that the development proposal for a 2 lot subdivision at 1433 Dolphin Sands Road, Dolphin Sands, meets all requirements of the Tasmanian Planning Scheme – Glamorgan Spring Bay.

Yours faithfully,

**PDA Surveyors, Engineers & Planners**

Per:



Jane Monks

## Contact

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### **WALTER SURVEYS**

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**P:** 0419 532 669 (Tom Walter)

**E:** tom.walter@waltersurveys.com.au



# PLAN OF SUBDIVISION

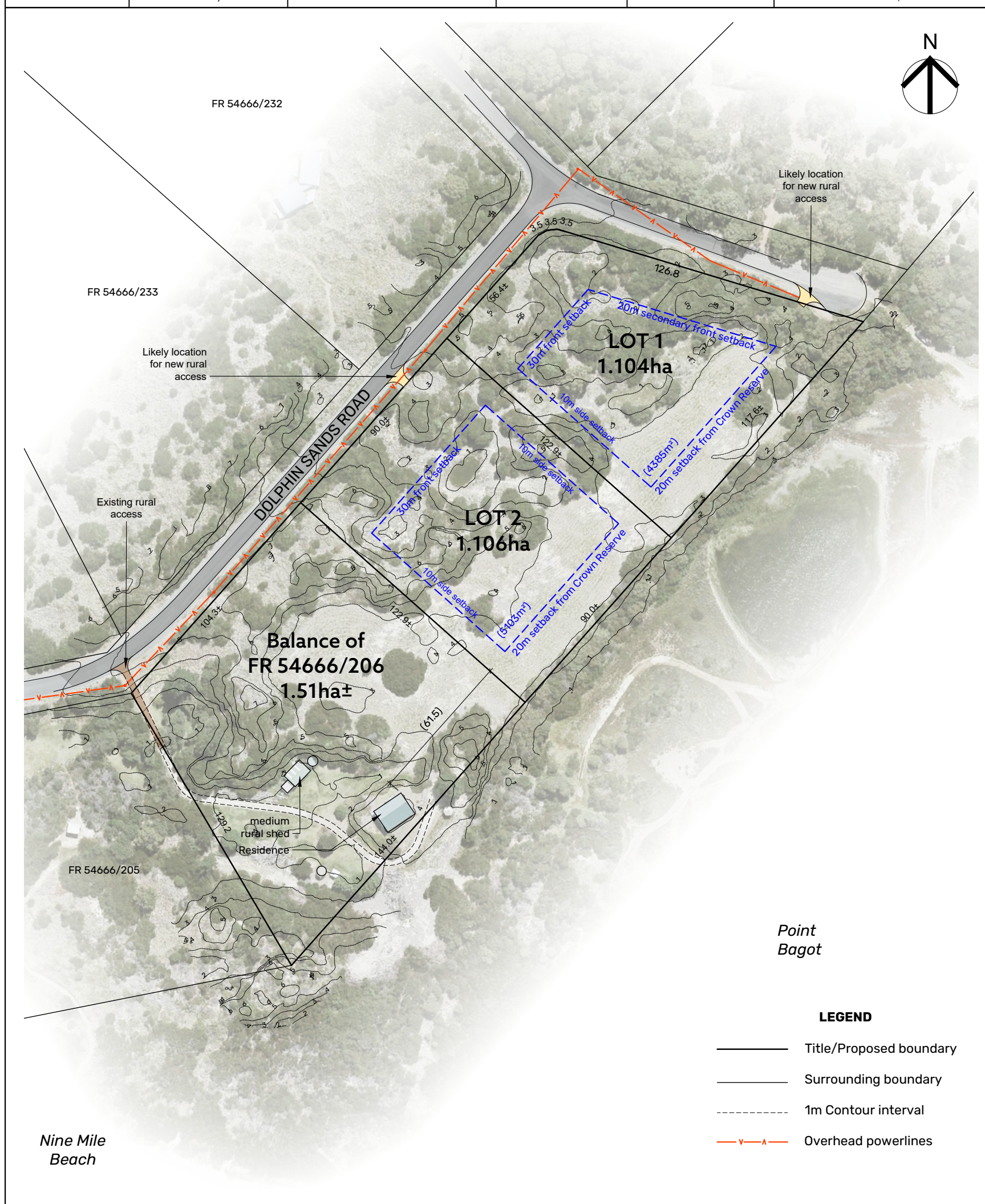


# PDA

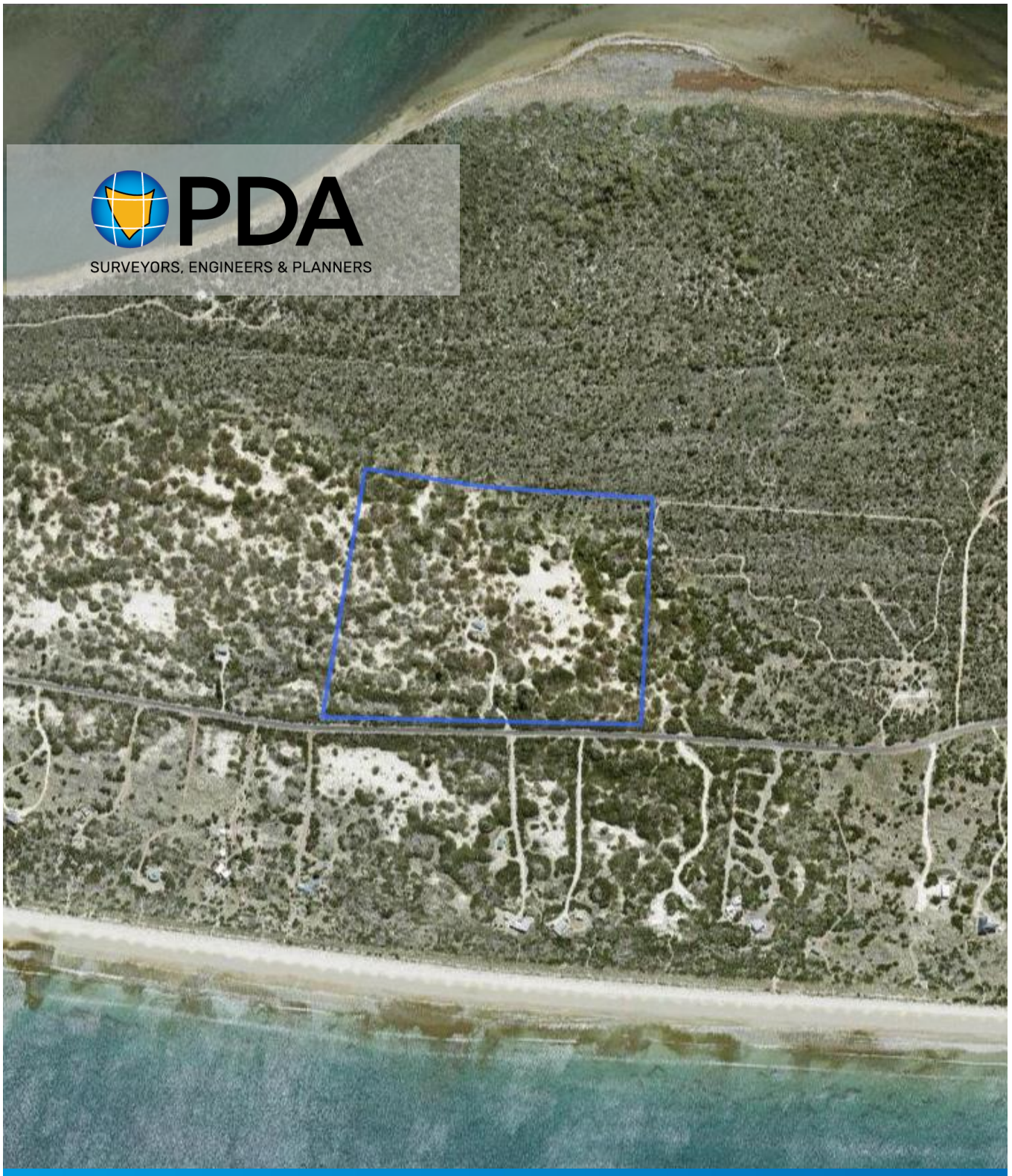
## SURVEYORS, ENGINEERS & PLANNERS

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Hobart, Tasmania, 7000  
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FAX: +61 03 6234 5085  
EMAIL: [pda.hbt@pda.com.au](mailto:pda.hbt@pda.com.au)  
[www.pda.com.au](http://www.pda.com.au)  
Also at: Kingston,  
Launceston & Burnie

Owners	Bettina Joy Prehn		Address	1433 Dolphin Sands Road, Dolphin Sands			This plan has been prepared only for the purpose of obtaining preliminary subdivision approval from the Council and the information shown hereon should be used for no other purpose. All measurements and areas are subject to final survey.				
			Council	Glamorgan-Spring Bay Council							
			Planning Scheme	Glamorgan-Spring Bay Local Provisions							
Title References	FR 54666/206		Zone & Overlay	31 Particular Purpose GSB-P1.0 - Dolphin Sands							
Schedule Of Easements	As shown.										
Scale	1:1500	Date	26 July 2022	PDA Reference	49882HC-1	Map reference	6033-11	PID	5280443	Point of Interest GDA2020 MGA55	601825, 5338760







## Planning Report

945 Dolphin Sands Road, Dolphin Sands  
4 Lot Subdivision

50004HC | August 2022

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## PDA Contributors

<b>Planning Assessment</b>	Jane Monks	Aug 2022
<b>Review &amp; Approval</b>	Hugh Clement	Aug 2022

## Revision History

Revision	Description	Date
0	First Issue	Aug 2022
1	Revision	

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## EXECUTIVE SUMMARY

Council approval is sought for a 4 lot subdivision at 945 Dolphin Sands Road, Dolphin Sands. This planning assessment, combined with supplementary documentation has been provided in support of the proposed development.

### Development Details:

Client/Owner	Jahan Patterson-Were
Property Address	945 Dolphin Sands Road, Dolphin Sands
Proposal	4 Lot Subdivision
Land Area	12.14ha±

PID / CT	5278431	54666/148
Planning Ordinance	<i>Tasmanian Planning Scheme - Glamorgan Spring Bay</i>	
Land Zoning	GSB-P1.0 Particular Purpose - Dolphin Sands	
Specific Areas Plans	N/A	
Code Overlays	Bushfire Prone Area Priority Vegetation Area	

Use Status	Residential
Application Status	Discretionary

## 1. Introduction/Context

Council approval is sought for a 4 lot subdivision at 945 Dolphin Sands Road, Dolphin Sands. In support of the proposal, the following associated documents have been provided in conjunction with this planning assessment:

- The Title Plan and Folio: CT 54666/148
- Proposed Plan of Subdivision: PDA 50004HC-1

### 1.1. The Land



**Figure 1.** Existing aerial image of the subject land (LISTmap, 2022)

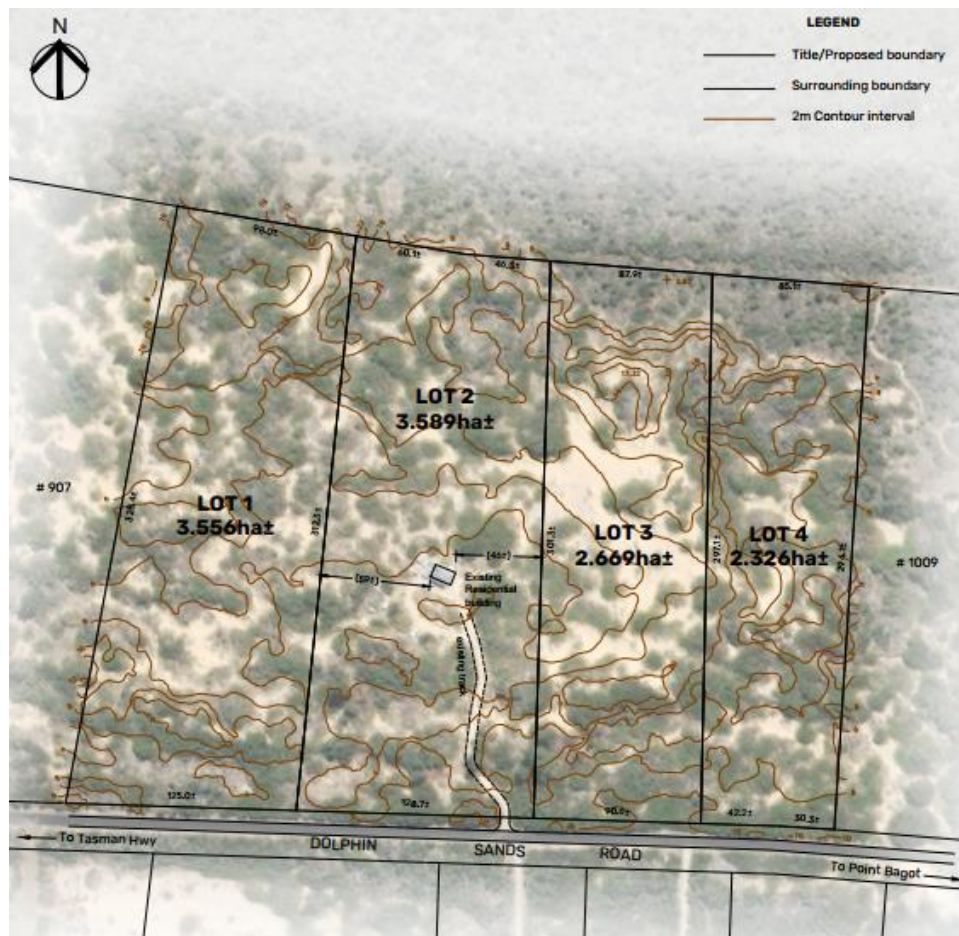
The subject land is located at 945 Dolphin Sands Road, Dolphin Sands (PID:5278431). It is a square shaped parcel of land with a total land area of 12.14ha±, as illustrated in Figure 1. The land is characterised by native scrub and sandy openings spread across an array of dunes. There is an existing dwelling and associated outbuildings located centrally on the land, with vehicular access provided the southern boundary that adjoins Dolphin Sands Road.

### 1.2 Natural Values

The subject land is within the catchment of the Moulting Lagoon Ramsar Site, however, preliminary advice from Mark Wapstra of Environmental Consulting Options Tasmania (ECOtas). It is expected that the land have similar qualities to the neighbouring land at 907 Dolphin Sands Road, where no natural values were identified, as no evidence of priority vegetation was found. Nevertheless, a Natural values assessment is being undertaken by ECOtas to identify the ecological values of the land, and to ensure if there are any notable values on site, that they are suitably considered and managed. The final report will be forwarded to council as soon as it is available.

## 2. Proposal

A Planning Permit for a 4 lot subdivision is sought, in accordance with Section 57 of the *Land Use Planning and Approvals Act 1993* and Clause 6.8 of the *Tasmanian Planning Scheme – Glamorgan Spring Bay*.



**Figure 2.** Proposed Plan of Subdivision  
 (Please refer to the attached file 50004HC for complete Plan of Subdivision)

It is proposed that the land of title CT 54666/148 be subdivided into 4 rectangular lots, in keeping with the existing character of development of the land along Dolphin Sands Road, as shown in Figure 2. The existing dwelling and access will be wholly encompassed into lot 2.

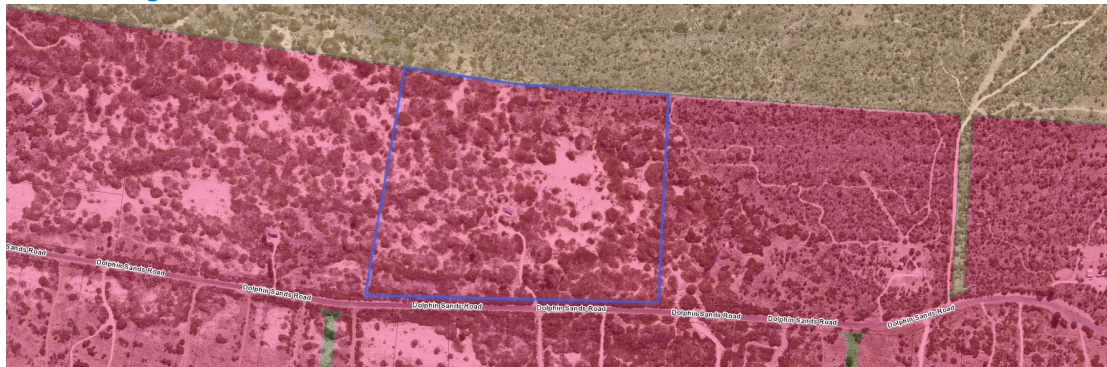
### 3. Planning Assessment

This current proposal for subdivision has been developed in accordance with the *Tasmanian Planning Scheme – Glamorgan Spring Bay*.

#### 3.1. Use Class

Residential

#### 3.2 Zoning



**Figure 3.** Zoning identification of the subject land and surrounds (LISTmap 2022)

The subject land is located within a Particular Purpose Zone – Dolphin Sands, with the northern boundary bordering a Rural Zone, as shown in Figure 3.

#### 3.3 Zone Standards: Particular Purpose - Dolphin Sands

GSB-P1.7 Development standards for Subdivision

##### GSB-P1.7.1 Subdivision

###### Objective:

To prevent subdivision of land other than that necessary for existing or approved uses or for the management of environmental values.

###### Acceptable Solutions

###### A1

Subdivision must be for the consolidation of lots if no additional lots are created.

###### Performance Criteria

###### P1

Subdivision of land must:

- (a) provide for public open space, a public reserve, public services or utilities; or
- (b) have a minimum frontage of 60m; and
- (c) not create a lot that is less than 1 hectare in area.

###### Response:

**P1 is met:** The subdivision of the land satisfies the performance criteria as follows:

(b) at 125.0m±, 128.7m±, 90.6m±, and 72.5m±, each lot has been provided with a frontage is over 60m;

(c) at 3.556ha±, 3.589ha±, 2.669ha±, and 2.326ha±, the area of each lot is over 1ha in size



### 3.4 Codes



**Figure 4.** Scheme Overlay identification of the subject land and surrounds (LISTmap, 2022)

The subject land is entirely overlaid with a Bushfire Prone Area and Priority Vegetation Area, as illustrated in Figure 4. Whilst the proposed subdivision also requires the following Codes under the Tasmanian Planning Scheme – Glamorgan Spring Bay to be considered.

Code	Comments:
C1.0 Signs Code	N/A
<b>C2.0 Parking &amp; Sustainable Transport Code</b>	As this Code is relevant to this proposal, an assessment is provided below
<b>C3.0 Road and Railway Assets Code</b>	As this Code is relevant to this proposal, an assessment is provided below
C4.0 Electricity Transmission Infrastructure	N/A
C5.0 Telecommunications Code	N/A
C6.0 Local Historic Heritage Code	N/A
<b>C7.0 Natural Assets Code</b>	Please refer to the attached Natural Values Assessment prepared by Mark Wapsta of Environmental Consulting Options Tasmania
C8.0 Scenic Protection Code	N/A
C9.0 Attenuation Code	N/A
C10.0 Coastal Erosion Hazard Code	N/A
C11.0 Coastal Inundation Hazard Code	N/A
C12.0 Flood-Prone Areas Hazard Code	N/A
<b>C13.0 Bushfire-Prone Areas Code</b>	Please refer to the attached <i>Bushfire Hazard Report</i> prepared by Mark Van den Berg of Geo-Environmental Solutions Pty Ltd
C14.0 Potentially Contaminated Land Code	N/A
C15.0 Landslip Hazard Code	N/A
C16.0 Safeguarding of Airports Code	N/A



## 3.5 Code Standards

### C2.0 Parking and Sustainable Transport Code

#### C2.6 Development Standards for Buildings and Works

##### C2.6.3 Number of accesses for vehicles

<b>Objective:</b>	
That:	
(a) access to land is provided which is safe and efficient for users of the land and all road network users, including but not limited to drivers, passengers, pedestrians and cyclists by minimising the number of vehicle accesses; (b) accesses do not cause an unreasonable loss of amenity of adjoining uses; and (c) the number of accesses minimise impacts on the streetscape.	
<b>Acceptable Solutions</b>	
<b>A1</b> The number of accesses provided for each frontage must: (a) be no more than 1; or (b) no more than the existing number of accesses, whichever is the greater.	
<b>Response:</b>	
<b>A1 is met:</b> Each lot has no more than one vehicle access point per road frontage	

### C3.0 Road and Railway Assets Code

#### C3.7 Development Standards for subdivision

##### C3.7.1 Subdivision for sensitive uses with a road or railway attenuation area

<b>Objective:</b>	
To minimise the effects of noise, vibration, light and air emissions on lots for sensitive uses within a road or railway attenuation area, from existing and future major roads and the rail network.	
<b>Acceptable Solutions</b>	
<b>A1</b> A lot, or a lot proposed in a plan of subdivision, intended for a sensitive use must have a building area for the sensitive use that is not within a road or railway attenuation area.	
<b>Response:</b>	
<b>A1 is met:</b> <i>Not applicable</i> - the proposal is not in any road or railway attenuation area.	

## C7.0 Natural Assets Code

A Natural values assessment is being undertaken by ECOtas to identify the ecological values of the land, and to ensure if there are any notable values on site, that they are suitably considered and managed. Preliminary advice from Mark Wapstra of ECOtas, anticipates that the land will have similar qualities to the neighbouring land at 907 Dolphin Sands Road, where no natural values were identified, as no evidence of priority vegetation was found, and therefore allow compliance with this code. The final report will be forwarded to council as soon as it is available.

## C13.0 Bushfire-Prone Areas Code

Preliminary advice from bushfire consultant Mark Van den Berg of Geo-Environmental Solutions Pty Ltd, is that similar to 907 Dolphin Sands Road, buffer distances of 22m to achieve BAL 19 will allow compliance with this code. The final report will be forwarded to council as soon as it is available.


## Conclusion

The planning assessment and supporting documentation provided, demonstrates that the development proposal for a 4 lot subdivision at 907 Dolphin Sands Road, Dolphin Sands, meets all requirements of the Tasmanian Planning Scheme – Glamorgan Spring Bay.

Yours faithfully,

**PDA Surveyors, Engineers & Planners**

Per:



Jane Monks

## Contact

For any enquiries, please contact one of our offices:

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### **WALTER SURVEYS**

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**P:** 0419 532 669 (Tom Walter)

**E:** [tom.walter@waltersurveys.com.au](mailto:tom.walter@waltersurveys.com.au)



# PLAN OF SUBDIVISION

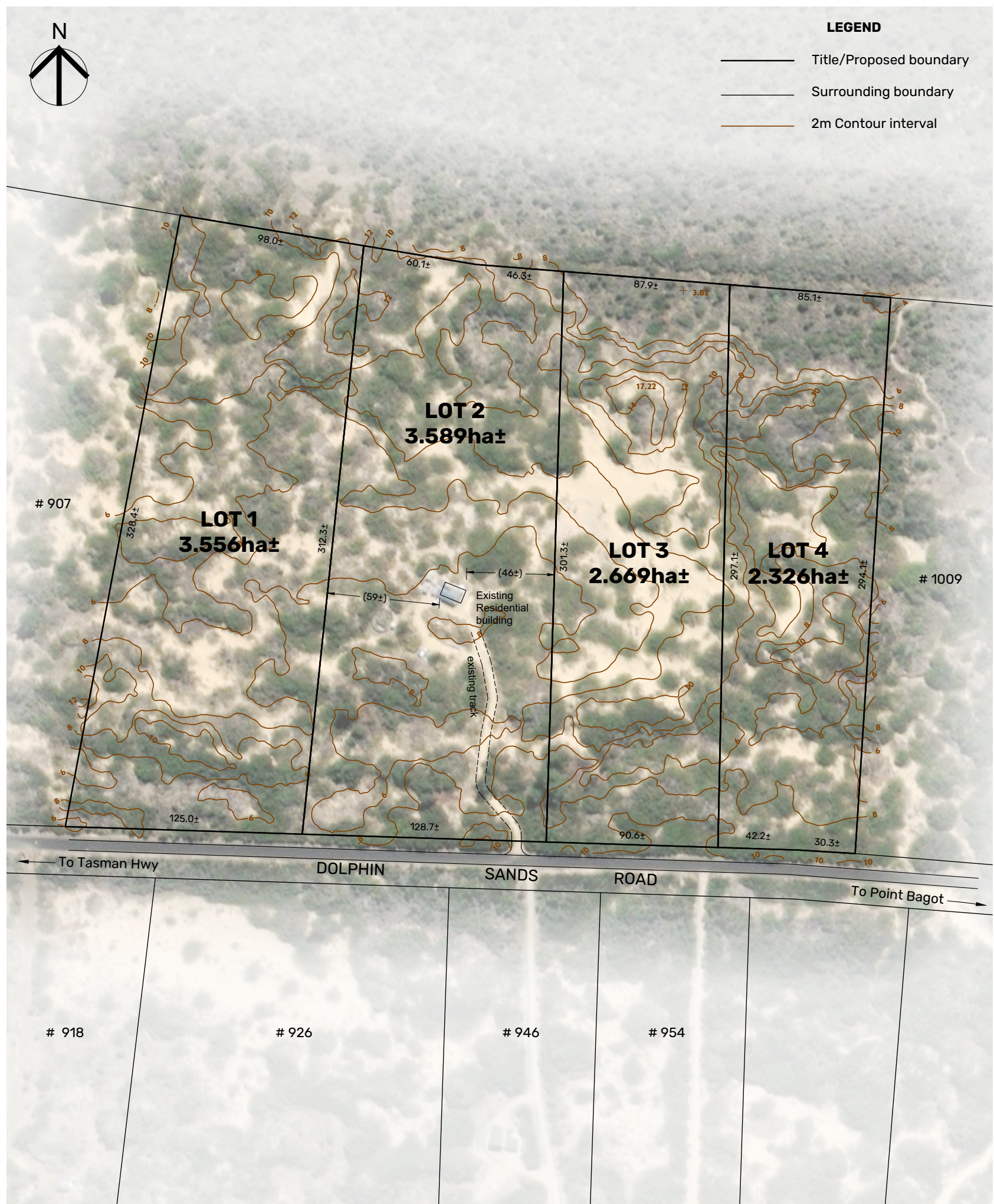


# PDA

**SURVEYORS, ENGINEERS & PLANNERS**

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[www.pda.com.au](http://www.pda.com.au)  
Also at: Launceston, Devonport,  
Hobart & Kingston

Owners	Jajan Patterson-Were			Address	945 Dolphin Sands Road Dolphin Sands TAS 7190			This plan has been prepared only for the purpose of obtaining preliminary subdivision approval from the Council and the information shown hereon should be used for no other purpose. All measurements and areas are subject to final survey.			
				Council	Glamorgan-Spring Bay Council						
				Planning Scheme	Glamorgan-Spring Bay Local Provisions						
Title References	FR 54666/148			Zone & Overlay	31.0 Particular Purpose GSB-P1.0 - Dolphin Sands						
Schedule Of Easements	Nil.										
Scale	1:2000	Date	10 August 2022	PDA Reference	50004HC-1	Map reference	5834	PID	5278431	Point of Interest GDA2020 MGASS	597725E, 5339720N







**GLAMORGAN/SPRING BAY COUNCIL**  
**NOTICE OF PROPOSED DEVELOPMENT**

Notice is hereby given that an application has been made for planning approval for the following development:

**SITE:** **15 Beattie Avenue, Bicheno**  
**CT 205704/41**

**PROPOSAL:** **5 x 1 bedroom Visitor Accommodation units**

Any person may make representation on the application(s) by letter (PO Box 6, Triabunna) or electronic mail ([planning@freycinet.tas.gov.au](mailto:planning@freycinet.tas.gov.au)) addressed to the General Manager. Representations must be received before midnight on 25 November 2022.

**APPLICANT:** **E Kalis Properties Pty Ltd**  
**DATE:** **19/10/2022**  
**APPLICATION NO:** **DA 2022 / 269**





9 Melbourne Street (PO Box 6)  
Triabunna TAS 7190

☎ 03 6256 4777

☎ 03 6256 4774

✉ [admin@freycinet.tas.gov.au](mailto:admin@freycinet.tas.gov.au)

🌐 [www.gsbc.tas.gov.au](http://www.gsbc.tas.gov.au)

## Application for Planning Approval

OFFICE USE ONLY			
DATE RECEIVED:		PID:	
FEE:		RECEIPT NUMBER:	
DA:		PROPERTY FILE:	

### Advice:

Use this form for all no permit required, permitted and discretionary planning applications including subdivision as well as for planning scheme amendment & minor amendments to permits.

Completing this form in full will help ensure that all necessary information is provided and avoid any delay. The planning scheme in clause 6.0 provides details of other information that may be required. A checklist of application documents is provided on page 4 of this form.

Often, it is beneficial to provide a separate written submission explaining in general terms what is proposed and why and to justify the proposal against any applicable performance criteria.

If you have any queries with the form or what information is required, please contact the office.

Details of Applicant and Owner			
Applicant:	E katis Properties Pty Ltd		
Contact person: (if different from applicant)	Theo Muir Wilson		
Address:	Level 4, 142 Elizabeth St		
Suburb:	Hobart	Post Code:	7000
Email:	t.muirwilson@ekatisgroup.com.au	Phone: / Mobile:	0455 380 991

Note: All correspondence with the applicant will be via email unless otherwise advised

Owner (if different from applicant)			
Address:			
Suburb:		Post Code:	
Email:		Phone: / Mobile:	

### Details of Site (Note: If your application is discretionary, the following will be placed on public exhibition)

Address of proposal:	15 Beattie Avenue		
Suburb:	Brickyard	Post Code:	
Size of site: (m <sup>2</sup> or Ha)	720m <sup>2</sup>		
Certificate of Title(s):	15/2328		
Current use of site:	Staff Accommodation		



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Triabunna TAS 7190

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🌐 [www.gsbc.tas.gov.au](http://www.gsbc.tas.gov.au)

#### General Application Details *Complete for All Applications*

Proposal details:	Construct short stay accommodation	
Estimated value of works: (design & construction)	[REDACTED]	
How will stormwater from buildings and hardstand areas be managed?  (Details must be clearly shown / noted on plans)	Discharge to a main	
	Discharge to kerb & gutter	✓
	Discharge to roadside table drain	
	Discharge to natural watercourse	
	Retained on site	

#### For all Non-Residential Applications

Hours of Operation	
Number of Employees	1
Describe any delivery of goods to and from the site, including the types of vehicles used and the estimated average weekly frequency	All goods will be delivered to Beachfront Berthone and transferred by trolley as required.
Describe any hazardous materials to be used or stored on site	NA
Type & location of any large plant or machinery used (refrigeration, generators)	NA
Describe any retail and/or storage of goods or equipment in outdoor areas	NA

#### Personal Information Protection Statement

The personal information requested will be managed in accordance with the *Personal Information Protection Act 2004*. The personal information is being collected by Glamorgan Spring Bay Council for the purposes of managing, assessing, advising on, and determining the relevant application in accordance with the *Land Use Planning and Approvals Act 1993* (LUPPA) and other related purposes, including for the purpose of data collection.

The information may be shared with contractors and agents of the Council for this purpose, law enforcement agencies, courts and other organisations and it may also be made publicly available on the Council's website and available for any person to inspect in accordance with LUPAA. If you do not provide the information sought, Council will be unable to accept and/or process your application.





9 Melbourne Street (PO Box 6)  
Triabunna TAS 7190

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✉ [admin@freycinet.tas.gov.au](mailto:admin@freycinet.tas.gov.au)

🌐 [www.gsbc.tas.gov.au](http://www.gsbc.tas.gov.au)

#### Applicant Declaration

I/we hereby apply for planning approval to carry out the use or development described in this application and the accompanying documents and declare that:


- The information in this application is true and correct.
- I/we authorise Council employees or consultants to enter the site to assess the application.
- I/we have obtained all copy licences and permission from the copyright owner for the publication, communication and reproduction of the application and reports, plans and materials provided as part of the application and for the purposes of managing, assessing, advising on, and determining the application.

I/we authorise the Council to:

- Make available the application and all information, reports, plans, and materials provided with or as part of the application in electronic form on the Council's website and in hard copy at the Council's office and other locations for public exhibition if and as required;
- Make such copies of the application and all information, reports, plans and materials provided with or as part of the application which are, in the Council's opinion, necessary to facilitate a consideration of the application;
- Publish and or reproduce the application and all information, reports, plans and materials provided with or as part of the application in Council agendas, for representors, referral agencies and other persons interested in the application; and
- provide a copy of any documents relating to this application to any person for the purpose of assessment or public consultation and agree to arrange for the permission of the copyright owner of any part of this application to be obtained.

You indemnify the Council for any claim or action taken against the Council for breach of copyright in respect of the application and all information, report, plan, and material provided with or as part of the application.

I/We declare that the Owner has been notified of the intention to make this application in accordance with section 52(1) of the *Land Use Planning and Approvals Act 1993*.

Applicant Signature:		Date:	19/12/22
----------------------	---	-------	----------

#### Owners Consent required if application is on or affects Council or Crown owned or administered land

I declare that I have given permission for the making of this application for use and/or development.

Council General Manager or delegate Signature:		Date:	
--	--	-------	--

If land affected by this application is owned or administered by the Crown or Council, then the written permission of the relevant Minister (or their delegate) and/or the General Manager must be provided. For Crown land, a copy of the instrument of delegation must be provided.

***It is the applicant's responsibility to obtain any owners consent prior to lodgement. Written requests for Council consent are via the General Manager. Request for Ministerial consent is to be directed to the relevant department.***



9 Melbourne Street (PO Box 6)  
Triabunna TAS 7190

☎ 03 6256 4777

☎ 03 6256 4774

✉ [admin@freycinet.tas.gov.au](mailto:admin@freycinet.tas.gov.au)

🌐 [www.gsbc.tas.gov.au](http://www.gsbc.tas.gov.au)

### Checklist of application documents:

*Taken from Section 6 of the Planning Scheme*

An application must include:

- (a) a signed application form;
- (b) any written permission and declaration of notification required under s.52 of the Act and, if any document is signed by the delegate, a copy of the delegation;
- (c) details of the location of the proposed use or development;
- (d) a copy of the current certificate of title for all land to which the permit sought is to relate, including the title plan; and
- (e) a full description of the proposed use or development.

In addition to the information that is required by clause 6.1.2, a planning authority may, in order to enable it to consider an application, require such further or additional information as the planning authority considers necessary to satisfy it that the proposed use or development will comply with any relevant standards and purpose statements in the zone, codes or a specific area plan, applicable to the use or development including:

- (a) any schedule of easements if listed in the folio of the title and appear on the plan, where applicable;
- (b) a site analysis and site plan at a scale acceptable to the planning authority showing, where applicable:
  - (i) the existing and proposed use(s) on the site;
  - (ii) the boundaries and dimensions of the site;
  - (iii) topography including contours showing AHD levels and major site features;
  - (iv) natural drainage lines, watercourses and wetlands on or adjacent to the site;
  - (v) soil type;
  - (vi) vegetation types and distribution including any known threatened species, and trees and vegetation to be removed;
  - (vii) the location and capacity and connection point of any existing services and proposed services;
  - (viii) the location of easements on the site or connected to the site;
  - (ix) existing pedestrian and vehicle access to the site;
  - (x) the location of existing and proposed buildings on the site;
  - (xi) the location of existing adjoining properties, adjacent buildings and their uses;
  - (xii) any natural hazards that may affect use or development on the site;
  - (xiii) proposed roads, driveways, parking areas and footpaths within the site;
  - (xiv) any proposed open space, common space, or facilities on the site; and
  - (xv) proposed subdivision lot boundaries;
- (c) where it is proposed to erect buildings, a detailed layout plan of the proposed buildings with dimensions at a scale of 1:100 or 1:200 as required by the planning authority showing, where applicable:
  - (i) the internal layout of each building on the site;
  - (ii) the private open space for each dwelling;
  - (iii) external storage spaces;
  - (iv) parking space location and layout;
  - (v) major elevations of every building to be erected;
  - (vi) the relationship of the elevations to existing ground level, showing any proposed cut or fill;
  - (vii) shadow diagrams of the proposed buildings and adjacent structures demonstrating the extent of shading of adjacent private open spaces and external windows of buildings on adjacent sites; and
  - (viii) materials and colours to be used on roofs and external walls.



Glamorgan Spring Bay Council  
PO Box 6  
Triabunna TAS 7190

19 October 2022

Dear Planning Department,

**New Development Application: 15 Beattie Avenue, Bicheno.**

Please see attached Architectural Documentation (Existing and Proposed site plan, Proposed floor plan of the accommodation and Elevations) for a New Development Application at 15 Beattie Avenue, Bicheno. The property owners also own and operate the Bicheno Hotel, which is the neighbouring property.

We are proposing to install 5 x 'Tiny Homes' in the rear backyard at 15 Beattie Avenue, Bicheno to accommodate staff short term, as during the summer season when the hotel is fully booked it is difficult to house and retain staff due to the local housing shortage and affordability.

There are currently 2 x car parking spaces associated with the house, 'jockey style' parking under the car port next to the house, we are proposing an addition 4 x car parking spaces in the front yard; creating a total of 6 car parking spaces on the site.

The company who would be engaged to construct these 'Tiny Homes' are located in Launceston and all information regarding these can be found on their website; the below link is the container proposed for this site:

<https://tinyhomestasmania.com.au/packages-tiny-twenty/>

If you have any question please email or call our office (03) 62241 822.

Kind Regards,

A handwritten signature in black ink, appearing to read 'Anna Eaves'.

Anna Eaves

Registered Architect / Access Consultant





Glamorgan Spring Bay Council  
PO Box 6  
Triabunna TAS 7190

8 November 2022

Dear Planning Department,

**New Development Application: 15 Beattie Avenue, Bicheno – Response to RFI**

Each of the proposed visitor accommodation buildings will have a Mitsubishi Standard GS35 High Wall Heat Pump installed. Refer to updated Proposed Site Plan for mechanical unit and sound screen locations.

[MSZ-GS35VFD-A1 Standard GS 35 High Wall Heat Pump // Mitsubishi Electric \(mitsubishi-electric.co.nz\)](https://www.mitsubishielectric.co.nz/)

*An electric heat pump/air conditioning unit is required to be installed onsite due to the exterior unit that cannot be transported while attached to the container. Therefore, we provide all the necessary connections for a heat pump to be installed, however the cost of the unit and the installation on site is the owner's responsibility and must be done by a licensed electrician.*

If you have any question please email or call our office (03) 62241 822.

Kind Regards,

A handwritten signature in black ink, appearing to read "Anna Eaves".

Anna Eaves  
Registered Architect / Access Consultant

PROPOSED STAFF ACCOMMODATION at 15 BEATTIE AVENUE, BICHENO, TAS. for E. KALIS PROPERTIES PTY LTD.		MCA JOB # <b>22052</b>
ARCHITECTURAL - OCTOBER 2022		
DWG. No.	DRAWING	ISSUE

22052-A01	DRAWING INDEX AND LOCATION PLAN	C
22052-A02	EXISTING SITE PLAN 1:200	A
22052-A02.1	PROPOSED SITE PLAN 1:200	C
22052-A03	PROPOSED PLAN - GENERIC CONTAINER 1:50	A
22052-A04	ELEVATIONS 1:50	A



LOCATION PLAN N.T.S.

A01. DRAWING INDEX AND LOCATION PLAN

REVISIONS

Rev.	Description:	By:	Date:
A	PLANNING APPROVAL.	AE	04/10/2022
B	PLANNING APPROVAL.	AE	19/10/2022
C	PLANNING APPROVAL.	AE	08/11/2022

GENERAL NOTES

- o CHECK ALL DIMENSIONS ON SITE PRIOR TO COMMENCEMENT OF ANY BUILDING WORKS. ADVISE PROJECT MANAGER AND ARCHITECT OF DISCREPANCIES WHICH MAY OCCUR.
- o SCHEDULES DOCUMENTS MUST BE READ IN CONJUNCTION WITH ALL DRAWINGS AND THE CONTRACT SPECIFICATION TAKES PRECEDENCE OVER OTHER DOCUMENTS. ADVISE PROJECT MANAGER AND ARCHITECT OF DISCREPANCIES.
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- o ALL GLAZINGS TO COMPLY WITH AS 1288.
- o NO SMOKING ON SITE.
- o NO DOGS ON SITE.

SHEET No. **1** OF **5**

MCA ARCHITECTS

CERTIFIED BUILDING PRACTITIONER - ARCHITECT  
TAS - CC982U VIC - 17933 NSW - 9523  
PO BOX 1 BATTERY POINT TASMANIA 7004  
THE STUDIO 49A DAVEY STREET HOBART  
Phone: (03) 6224 1822 admin@mcaarchitects.com.au  
Anna: 0439 330 923 Michael: 0418 124 355

PROJECT TITLE

PROPOSED SHORT STAY ACCOMMODATION  
No. 15 BEATTIE AVENUE, BICHENO  
for KALIS PROPERTY PTY LTD.

ISSUE

PLANNING APPROVAL

DRAWING TITLE

DRAWING INDEX  
AND LOCATION PLAN

Scale:	Drawn:	Checked:	Approved:	Date:
- @ A3	AEE			08.11.2022

REVISION: C

File: -

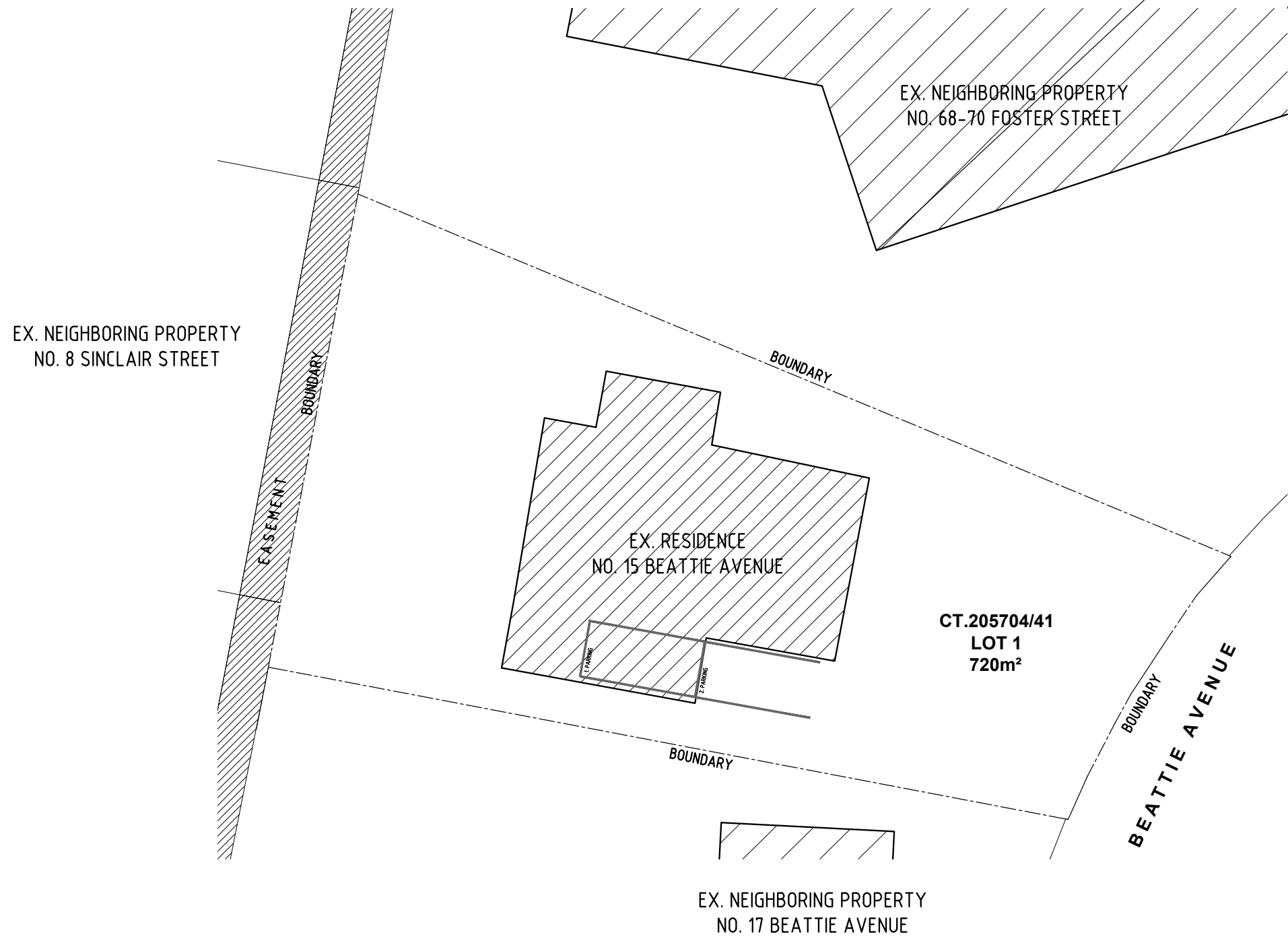
PROJECT No: 22052

A01

SITE PLAN NOTES

THIS DRAWING HAS BEEN CONSTRUCTED USING SURVEY INFORMATION FROM WOOLCOTT SURVEYS - FILE No. 220803 DATED 26/09/2022.

A02. EXISTING SITE PLAN



REVISIONS

Rev.	Description:	By:	Date:
A	PLANNING APPROVAL	AE	04/10/2022

GENERAL NOTES

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0 2 4 10

METRES

1 centimetre on this drawing represents 2 metres on the ground (i.e. 1:200).

SHEET No. 2 OF 5

MCA ARCHITECTS

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TAS - CC982U VIC - 17933 NSW - 9523  
PO BOX 1 BATTERY POINT TASMANIA 7004  
THE STUDIO 49A DAVEY STREET HOBART  
Phone: (03) 6224 1822 admin@mcaarchitects.com.au  
Anna: 0439 330 923 Michael: 0418 124 355

PROJECT TITLE

PROPOSED SHORT STAY ACCOMODATION  
No. 15 BEATTIE AVENUE, BICHENO  
for KALIS PROPERTY PTY LTD.

ISSUE

PLANNING APPROVAL

DRAWING TITLE

EXISTING SITE PLAN

Scale: 1:200 @ A3 Drawn: AEE Checked: Approved: Date: 08.11.2022

REVISION: A



File: -

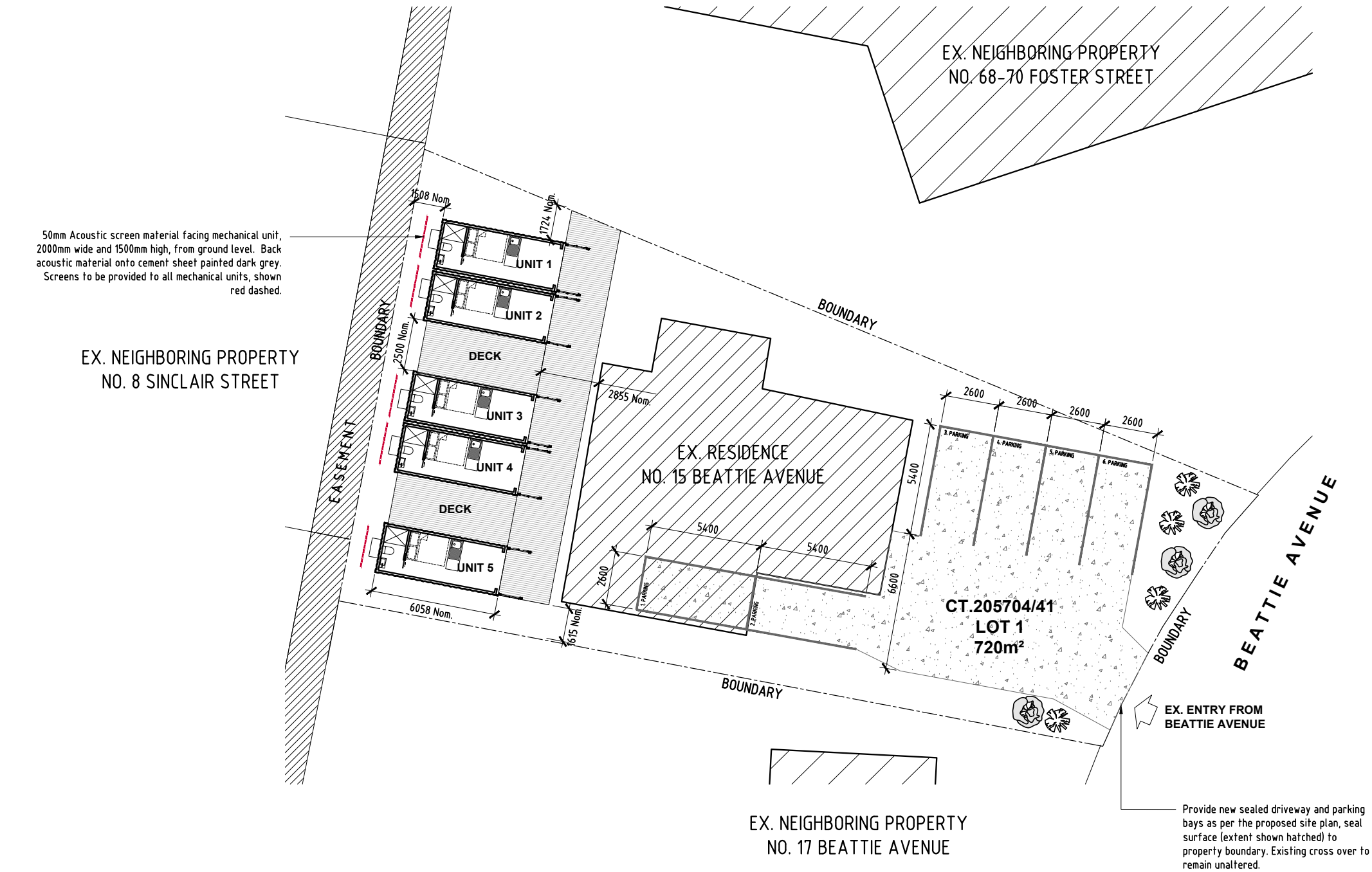
PROJECT No: 22052

A02

**SITE PLAN NOTES**

THIS DRAWING HAS BEEN CONSTRUCTED USING SURVEY INFORMATION FROM WOOLCOTT SURVEYS - FILE No. 220803 DATED 26/09/2022.

PLANTING SCHEDULE				
MARK	BOTANICAL NAME	COMMON NAME	MATURE SIZE (h x w)	QUANTITY
	CORREA ALBA	WHITE CORREA	1.5m x 1.0m	4 No.
	PYRUS CALLERYANA	ORNAMENTAL PEAR	1.5 m x 8m	3 No.



**A02.1. PROPOSED SITE PLAN**

**REVISIONS**

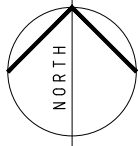
Rev.	Description:	By:	Date:
A	PLANNING APPROVAL.	AE	04/10/2022
B	PLANNING APPROVAL.	AE	19/10/2022
C	PLANNING APPROVAL.	AE	08/11/2022

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0 2 4 10

METRES  
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2 metres on the ground (i.e. 1:200).



**SHEET No. 3 OF 5**

  
**MCA ARCHITECTS**

CERTIFIED BUILDING PRACTITIONER - ARCHITECT  
TAS - CC982U VIC - 17933 NSW - 9523  
PO BOX 1 BATTERY POINT TASMANIA 7004  
THE STUDIO 49A DAVEY STREET HOBART  
Phone: (03) 6224 1822 admin@mcaarchitects.com.au  
Anna: 0439 330 923 Michael: 0418 124 355

PROJECT TITLE  
**PROPOSED SHORT STAY ACCOMODATION  
No. 15 BEATTIE AVENUE, BICHENO  
for KALIS PROPERTY PTY LTD.**

ISSUE  
**PLANNING APPROVAL**

DRAWING TITLE  
**PROPOSED SITE PLAN**

Scale:	Drawn:	Checked:	Approved:	Date:
1:200 @ A3	AEE			08.11.2022

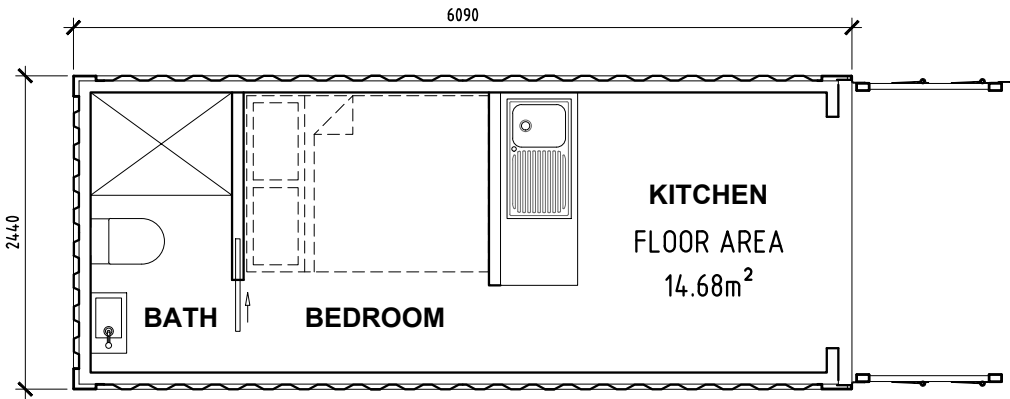
REVISION: **C**

File: -

PROJECT No: **22052**

**A02.1**





PROPOSED FLOOR PLAN - GENERIC CONTAINER 1:50



PHOTOGRAPHS OF 'TINY HOMES' CONTAINERS

A03. PROPOSED FLOOR PLAN - GENERIC CONTAINER

REVISIONS

Rev.	Description:	By:	Date:
A	PLANNING APPROVAL	AE	04/10/2022

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00.512.0

METRES

1 centimetre on this drawing represents 0.5 metres on the ground (i.e. 1:50).

NORTH

SHEET No. 4 OF 5

MCA ARCHITECTS

CERTIFIED BUILDING PRACTITIONER - ARCHITECT

TAS - CC982U VIC - 17933 NSW - 9523

PO BOX 1 BATTERY POINT TASMANIA 7004

THE STUDIO 49A DAVEY STREET HOBART

Phone: (03) 6224 1822 admin@mcaarchitects.com.au

Anna: 0439 330 923 Michael: 0418 124 355

PROJECT TITLE

PROPOSED SHORT STAY ACCOMODATION  
No. 15 BEATTIE AVENUE, BICHENO  
for KALIS PROPERTY PTY LTD.

ISSUE

PLANNING APPROVAL

DRAWING TITLE

PROPOSED FLOOR PLAN  
GENERIC CONTAINER

Scale:

1:50 @ A3

Drawn:

AEE

Checked:

Approved:

Date:

08.11.2022

REVISION:

A

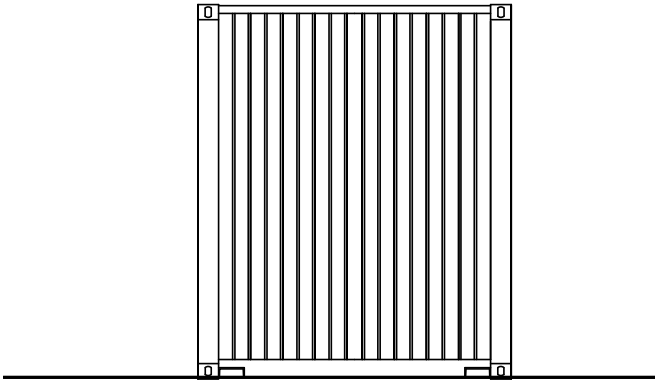
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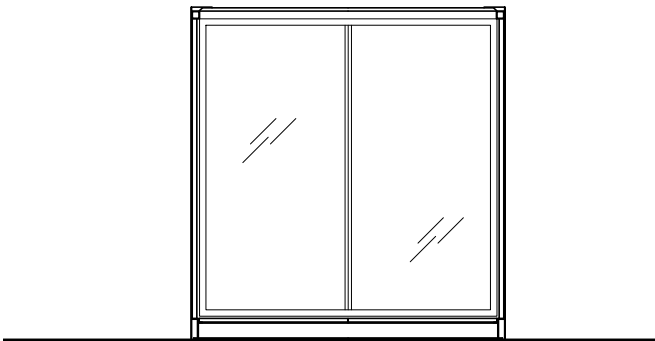
PROJECT No:

22052

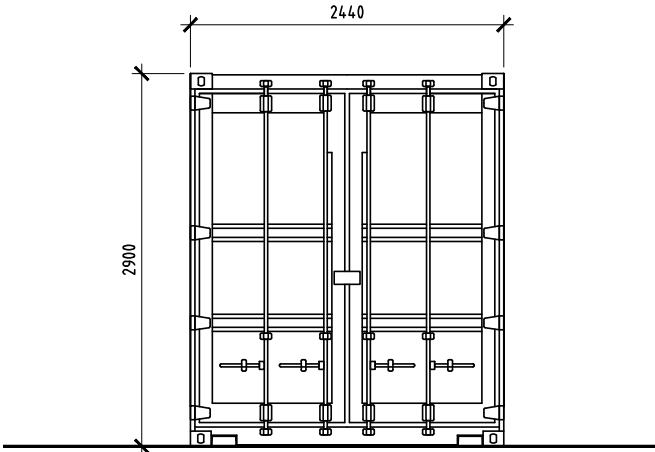
A03



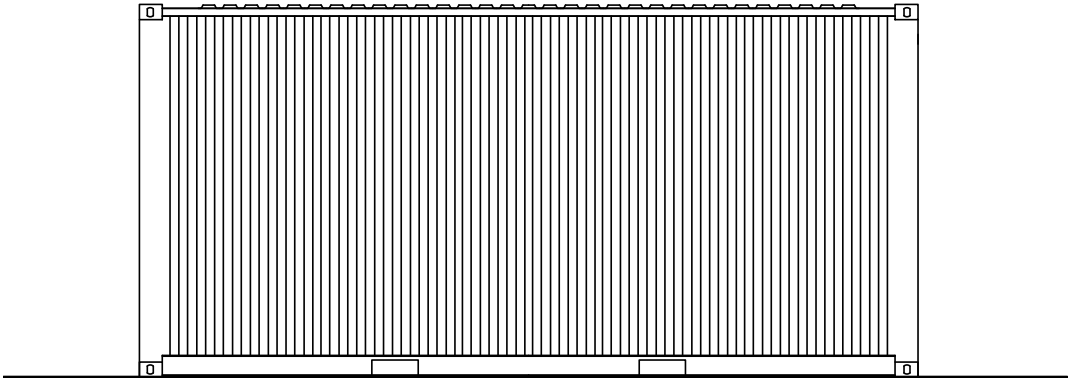
PROPOSED WEST ELEVATION 1:50



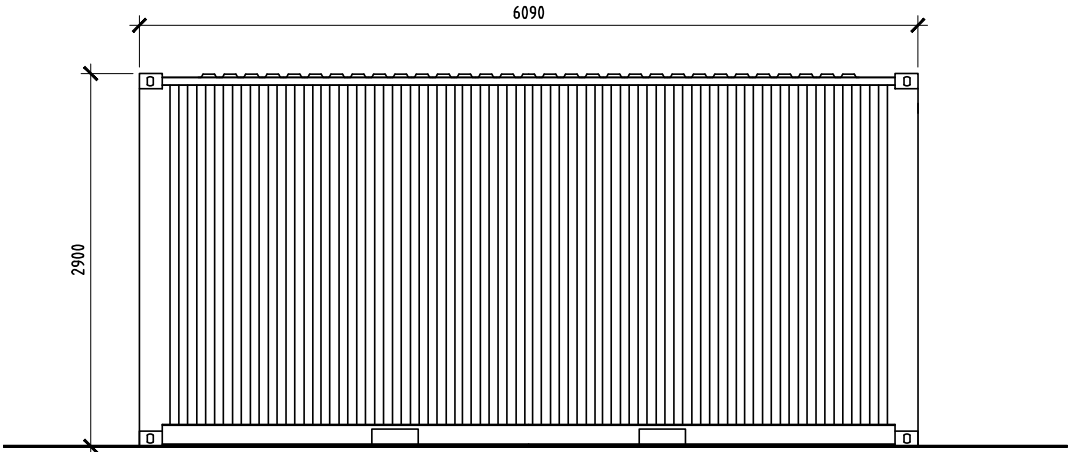
PROPOSED EAST ELEVATION 1:50 (CONTAINER OPEN)



PROPOSED EAST ELEVATION 1:50 (CONTAINER SHUT)



PROPOSED NORTH ELEVATION 1:50



PROPOSED SOUTH ELEVATION 1:50

A04. PROPOSED ELEVATIONS

REVISIONS

Rev.	Description:	By:	Date:
A	PLANNING APPROVAL	AE	04/10/2022

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00.512.0

METRES

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SHEET No. 5 OF 5

CERTIFIED BUILDING PRACTITIONER - ARCHITECT

TAS - CC982U VIC - 17933 NSW - 9523

PO BOX 1 BATTERY POINT TASMANIA 7004

THE STUDIO 49A DAVEY STREET HOBART

Phone: (03) 6224 1822 admin@mcaarchitects.com.au

Anna: 0439 330 923 Michael: 0418 124 355

PROJECT TITLE

PROPOSED SHORT STAY ACCOMODATION  
No. 15 BEATTIE AVENUE, BICHENO  
for KALIS PROPERTY PTY LTD.

ISSUE

PLANNING APPROVAL

DRAWING TITLE

PROPOSED ELEVATIONS

Scale:	Drawn:	Checked:	Approved:	Date:
1:50 @ A3	AEE			08.11.2022

REVISION: A

File: -

PROJECT No: 22052

A04

## Rep 1 -

Representation: DA 2022/269 - CT 205704/41 [Commercial - Anyone Protected]




To: planning@freycinet.tas.gov.au <planning@freycinet.tas.gov.au>;

Glamorgan Spring Bay Council  
PO Box 6  
Triabunna TAS 7190

Planning ref: DA 2022/ 269  
Property file: 1-0550-020  
24 November 2022

Dear Mr Ingham,  
General Manager  
Glamorgan Spring Bay Council

**New Development Application – 5 x 1 bedroom Visitor Accommodation units  
15 Beattie Avenue, Bicheno  
CT 205704/41**

As the owner of the neighbouring property  I am writing to comment on the proposed development at 15 Beattie Avenue. I understand this property this is owned by the adjoining commercial business but is part of the General Residential Zone.

I wish to express my concern that aspects of the proposed development do not comply with objectives of the Tasmanian Planning Scheme – General Residential Zone.

The development application is for visitor accommodation. The Planning Scheme 8.3.2 Visitor Accommodation objectives require that visitor accommodation:

- (a) is compatible with the character and use of the area;
- (b) does not cause an unreasonable loss of residential amenity; and
- (c) does not impact the safety and efficiency of local roads or rights of way

I do not believe five repurposed shipping containers; 'tiny homes' as described by the architect (Anna Eaves) in her 19 October letter to the Planning Department; constitute a development that is compatible with 'the character and use of the area' and due to the increased density of the property will be detrimental to my residential amenity. In addition, an extra four or five vehicles on site will obviously impact on the efficiency of one of the narrowest streets in Bicheno.

The architect also states the purpose of the 'tiny homes' is "to accommodate staff short term, as during the summer season when the hotel is fully booked it is difficult to house and retain staff due to the local housing shortage and affordability." I appreciate the need to accommodate staff but this a commercial arrangement which would preclude the 'tiny homes' being available for visitor accommodation.

I have attempted to contact Ms Kalis to discuss options for amelioration to my residential amenity, and this remains unreturned.

I am concerned about privacy and noise impacts, both through construction and operation of this visitor/staff accommodation development. I am open to suggestions as to how this could be mitigated, but for now, it appears to be contrary to the planning scheme specifications outlined above.

I am open to consultation, but as the plans stand, I must oppose the development as it has been put forward. Furthermore, whilst not my primary concern, this is not in keeping with development in Bicheno more generally in General Residential Zone.

I look forward to discussing this further with Council, Planning and/or the Property Owner. Please feel free to call me anytime on my mobile

Yours sincerely,



**Rep 2 -**

To the General Manager

Greg Ingham,

I wish to make a representation in regard to the Planning Application for the PROPOSED STAFF ACCOMMODATION at 15 BEATTIE AVENUE, BICHENO, TAS. for E. KALIS PROPERTIES PTY LTD.

I believe this is a very poor proposal and will be setting a Precedent for future applicants wishing to house people in high density shipping containers.

If this Application is approved, will this be setting a new standard for Visitor Accommodation in Glamorgan Spring Bay Local Government area? Tourists / Visitors are defined as persons outside their usual environment for personal or business professional purposes for more than one day. Therefore, staff accommodation is still Visitor Accommodation.

Does the plan provide the required amount of open space?

How will 6 car spaces, some that will be managed "jockey style" be adequate provision for 5 units plus the current house on this site?

Does this meet the guidelines for Visitor accommodation in relation to parking?

Having five heat pumps/ air conditioners on a boundary isn't very nice for the neighbours. Building a screen to muffle the sound, appears to be a quick and simplified solution, but there is no compulsion to maintain this sound muffling barrier. What research is available to show that this sound barrier will work?

Shipping containers are steel boxes designed for transportation of goods. Are shipping containers really the type of accommodation we wish to provide for visitors to our community? If approved, this could become the standard for other developments throughout Bicheno and the Glamorgan Spring Bay Council.

Shipping containers are sometimes used as the structure for a Tiny house, but the Shipping Containers in this Proposal still look like shipping containers. There doesn't appear to have any cladding or other materials that will be used to integrate the shipping containers.

How will the shipping containers be tied down / tethered?

Roof water. How will this be managed as not to impinge on the surrounding area?

To render a container house energy efficient in a cold climate, there is a need to insulate it outside, and possibly inside as well. All sides, including the bottom, the metal does not act as a thermal bridge, robbing you of your hard earned heat.

To get a container up to par for energy efficiency in winter, you would have to insulate it. Cover every bit of the metal so it doesn't act as a thermal bridge.

Will the Shipping Containers be new or used shipping containers? Will be an eyesore (weathered or damaged containers can be ugly!)

They can be toxic to your health. Containers house a lot of different things. They could have been used to transport pesticides or chemicals.

Shipping Containers made in some countries are usually coated with lead-based paint to withstand the salty air and water in the oceans. This is one of the reasons why a lot of shipping container home building companies are using brand new containers instead of using the older unused containers as they are very toxic. The Shipping Containers in the Web Site of the company listed in this proposal state that they use both used and new shipping containers. Will the Shipping Containers be new containers or if used will their provenance be known?

Shipping containers are quite narrow in width and height. Do these Shipping Containers meet the building standards for Visitor accommodation?

**From the Website of the company selling the shipping containers as Tiny Homes as stated in their Proposal.**

“Do I need Council Approval?

Yes. Whilst regulations vary from council to council, we can provide you with some guidance on obtaining council permission. A shipping container home is classed as an ancillary dwelling, which means it is exempt from planning approval, meaning the process is much faster than a regular newly built home.

Is a roof required?

This is discretionary, some councils require the storm water to be dealt with on certain sites. This will be decided on during the building approval process. If a separate roof is required a licensed builder will be required to follow the plans for on-site installation. During the design phase, you can have a say in the roof's design if you would like it to cover a decking or entrance area. This should be decided on before building approval is granted”.

Is this an Ancillary dwelling? five shipping containers in the backyard of a residential house?

Regards

**Rep 3 -**

**Attention General Manager**

**Re: APPLICANT: E Kalis Properties Pty Ltd DATE: 19/10/2022 APPLICATION NO: DA 2022 / 269**

**SITE: 15 Beattie Avenue, Bicheno CT 205704/41 PROPOSAL: 5 x 1 bedroom Visitor Accommodation units**

We refer to the above application noting that we are a nearby residence of the property which overlooks the proposed development.

We write to express our concerns over this application;-

- The proposed site is to the north east of our property – which we overlook – please refer to attached photo (existing dwelling is shown with red roof)
- The DA is completely out of character with the townscape and neighbouring properties. It would result in the industrialisation of a residential property in a beachside location
- The site is zoned general residential. Some years ago this site was amended from resort residential to general residential, which we assume was in recognition of the surrounding area. The proposed high density industrialised shipping containers, appears to be contrary to this zoning type.
- The existing dwelling at 15 Beattie Ave is a 3 bedroom residence – with the addition of a further 5 bedrooms, this would total 8 bedrooms on a 720m2 residential block, which is not in keeping with a residential zoning.
- 5 shipping containers seems excessive to fit into such a small “back yard”. This would set an unfortunate precedent with a range of consequences which are not in keeping with both the planning scheme and townscape.
- The proposed development set back at the rear boundary is approx.. 1.5 metres, which is significantly less than the 4 metres required. It also appears to only be approx. 2.8 metres from the existing dwelling. The remaining land is proposed for 6 car parks – this all leads to a lack of outdoor space and again not in keeping with the area.
- The DA seems to lack any details of the construction finish. In the absence of such, we assume it will be in its original cladding of pressed steel. Furthermore no screening or landscaping seems to be taken into consideration in an effort to “hide” or minimise the visual impact of the shipping containers.
- We are concerned over the increase of noise pollution from this high density living arrangement – especially given the nature of their employment and “after work parties”.

- We are also concerned about the increase to noise pollution from the 5 x air conditioning units. We assume with the absence of any windows to the shipping containers, the air conditioners will be running 24/7. The DA lacks details of the overall dbA output from 5 air conditioner. We note the EPA Tasmania website records:-

*Heat pumps and air conditioners should not be noisier than 45dB(A) between 7am and 10pm or 40dB(A) between 10pm to 7am*

- The applicant states the reason for 5 shipping containers is to address the shortage of short term accommodation for seasonal staff workers:-
  - Whilst we acknowledge Bicheno has a lack of short term accommodation, we believe this type of condensed industrialised development is not the solution. It is our opinion there needs to be an overall strategic approach to addressing this issue, given the increase of tourism in the region.
  - If the Bicheno Hotel (Beachfront) is short of staff accommodation, it begs the questions why the recent redevelopment of the conference room into visitor accommodation would not have been better utilised as staff accommodation.





**Rep 4 -**

Dear Planner,

Please be advised that that I object to approval of DA 2022/269 as advertised for the following reasons:

1. Even on the most casual inspection of the plans it must be clear that the proposed container conversions are not one bedroom visitor accommodation units as described in the application.  
They are in fact bedsits and very cramped ones at that. The total floor area of kitchen/bed and bathroom is 14.68m<sup>2</sup> rather than that being the area of the kitchen as the plans at first reading might suggest.
2. To approve the addition of 5 new visitor accommodation units to the existing residence on a residential lot of 720m<sup>2</sup> would clearly result in an unacceptable density and set a precedent for future applications. There is no doubt that staff accommodation is in short supply in Bicheno and the Kalis Group is to be commended for trying to find solutions to alleviate same. The application however is not for staff accommodation units but for visitor accommodation units.
3. Good planning for the future ( if that is in fact the brief of a planning department) requires anticipating potential problems and one potential problem here is that 15 Beattie Avenue is on a separate title and upon approval of DA 2022/269 could at any time be sold as a house and 5 visitor accommodation units with inadequate parking. If a condition of approval of this DA would be that the title to 15 Beattie Avenue be adhered to the adjoining Kalis Group property at 68-70 Foster Street Bicheno than it would be much more transparent that staff accommodation is indeed its use into the future and would not set a terrible and highly undesirable precedent for future applications. It would also immediately provide adequate off-street parking.

Yours faithfully,

Draft Tasmanian Planning Policies

# **Tasmanian Planning Policies**

Draft for Consultation in accordance with section  
12C(2) of the *Land Use Planning and Approvals Act 1993*

## Draft Tasmanian Planning Policies

### Foreword

Land use planning seeks to balance the competing demands on land to support the community's environmental, social and economic interests. To achieve this, it applies foresight, strategic thinking and prioritized action to spatially arrange land use and development to avoid conflict and, from a temporal perspective, it applies this approach in the consideration, protection and allocation of land to accommodate the needs of future generations.

The Tasmanian Planning Policies (TPPs) are a planning instrument made under Part 2A of the *Land Use Planning and Approvals Act 1993* (the Act) that provide consistent, high-level planning policy direction that will guide planning outcomes delivered through Regional Land Use Strategies (RLUS) and the Tasmanian Planning Scheme (TPS). The Act also requires consideration of the TPPs during the declaration and assessment of major projects.

Section 12B of the Act sets out the broad range of matters that a TPP may relate, including:

- the sustainable use, development, protection or conservation of land;
- environmental protection;
- liveability, health and wellbeing of the community; and
- any other matter that may be included in a planning scheme or regional land use strategy.

The policy content is delivered through seven TPPs that address broad land use planning topics including: Settlement, Environmental Values, Environmental Hazards, Sustainable Economic Development, Physical Infrastructure, Cultural Heritage and Planning Processes.

The Foreword and Implementation, Table of Contents, headings, footnote and the Principles and Policy Context section of each TPP are not intended to have statutory application. They have been included to assist users' understanding of the TPPs, their relationship to the Act and how they are intended to be implemented to guide both the planning system and planning outcomes. They are a guide only and should be read in conjunction with the Act.

### Implementation

There is no order or hierarchy associated with the application of the TPPs. It is intended that, where the Act requires consideration of the TPPs, the TPPs should be considered in their entirety with all relevant strategies applying equally.

Section 12B (3) of the Act allows that the TPPs may specify the manner in which they are to be implemented into the State Planning Provisions (SPPs), Local Provisions Schedules (LPSs) and RLUSs.

## Draft Tasmanian Planning Policies

The TPPs provide a section to include implementation guidelines. Where none are specified, the section is retained to allow future provisions to be included if required.

Implementation guidelines that are provided in the TPPs form part of the TPPs, and therefore there is a statutory requirement for the policy content to be implemented in the manner specified. Implementation guidelines are provided only where it is considered necessary to specify how particular strategies are to be implemented to achieve the desired policy outcome.

Those strategies that do not have implementation guidelines are considered to contain enough detail in the strategy to guide how it is intended to be applied. These strategies can be implemented in multiple ways, allowing different local and regional circumstances to be considered in the context of competing social, environmental and economic interests.

The effectiveness of the TPPs will be monitored, and to ensure the policy outcomes are responsive to changing circumstances, reviews will be undertaken every five years in accordance with section 121 of the Act.



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# 1.0 Settlement

## 1.0.1 Principles and Policy context

In Tasmania and around the world, the majority of people live in settlements. The quality of our settlements contributes to our quality of life. Settlements that contain diverse uses, are well planned, serviced, accessible and environmentally attractive stimulates economic growth and community resilience and wellbeing.

Land use planning shapes the existing and future form and function of our settlements. It considers the competing demands on land and aims to balance these demands to spatially arrange land use and development to avoid conflict. Urban environments are highly susceptible to land use conflict due to the interaction of environmental, social and economic forces that create complex spatial relations. Land use planning considers these spatial relations, and in doing so promotes the allocation, co-ordination and efficient use of land to provide for the needs of the existing and future generations.

With the guidance of the TPPs, the planning system will determine how and where growth will occur. The Settlement TPP requires that sufficient land is allocated to meet the community's needs for housing, including social and affordable housing, commerce, recreation, open space and community facilities and is appropriately serviced by social and physical infrastructure. It also supports the planning system to deliver future development in a coordinated, cost effective and environmentally responsible way.

Settlement patterns have a direct impact on infrastructure and service requirements and outcomes. Where possible, use and development should align with and maximise the use of existing infrastructure and services.

The policy prioritises a settlement pattern that locates people where they have access to employment, social infrastructure and transport networks to improve connectivity and liveability of settlements. It emphasises the delivery of social and affordable housing and recognises that these types of housing are essential to improve social and economic resilience. The Settlement TPP acknowledges that designing functional, sustainable and engaging spaces contribute to social inclusion and strengthen connections with place and our cultural identity. The combination of these factors supports healthy communities, attracting more people to live, visit and invest in our settlements.

To achieve these planning outcomes, the Settlement TPP is split into 5 separate policy areas that provide for liveable settlements, mechanisms for directing growth, policies relating to specific settlement types, housing diversity and availability and providing for well- designed built environment and public spaces.

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### 1.0.2 Climate Change Statement

Because settlements concentrate populations and economic activities, they are also drivers of energy and resource consumption and contribute to climate change. Under a changing climate, Tasmania's terrestrial environments are projected to experience a rise in annual average temperatures, significant changes in seasonal and regional rainfall patterns and an increase in rainfall intensity.

In practice this means some of our settlements may experience increased likelihood of:

- localised flooding;
- inundation in coastal areas;
- potential for land slips;
- storm damage to property and infrastructure;
- bushfires in bushland near to settlements;
- social and economic disruption from extreme events;
- hot days and greater runs of hot days; and
- urban heat island effect in highly built-up areas.

Land use planning cannot prevent these events, however it can support measures that help address the causes and impacts of climate change.

While some of these matters are more specifically dealt with under other TPPs, from a settlement perspective many of the strategies to address these impacts also offer other benefits to the community and the environment. For example, strategies that promote networks of green spaces also increases rain-absorbing surfaces, allowing cities to better manage flooding from intense storms. Encouraging urban vegetation that provides shade allows urban environments to better tolerate extreme heat events and contributes to carbon storage in the urban landscape. Both these actions help to reduce the impact of climate change and, in doing so, create a more liveable environment.

Similarly, measures to consolidate settlements, make use of existing infrastructure, promote energy efficient design and improve access to public and active transport networks, while providing for efficient settlement patterns also reduces resource consumption and lowers emissions.

The impact of these predicted changes will not be felt evenly throughout the community. The more vulnerable in our community are likely to experience greater impacts, especially people that are older, have some pre-existing medical conditions, have lower levels of literacy and those on lower incomes or in housing stress.

While the planning system cannot solve these problems, there are strategies within the Settlement TPP that facilitates greater access to health, education and social and affordable housing that will support the vulnerable and build climate change resilience within the community.



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### **I.1 Growth**

#### **I.1.1 Application**

Applies to existing settlements and land that is proposed, allocated or identified for future settlement growth, with the exception of rural residential settlements.

#### **I.1.2 Objective**

To plan for settlement growth that allocates land to meet the existing and future needs of the community and to deliver a sustainable pattern of development.

#### **I.1.3 Strategies**

1. Provide for at least a 15 year supply of land that is available, identified or allocated, for the community's existing and forecast demand for residential, commercial, industrial, recreational and community land to support the economic, social and environmental functioning of settlements.
2. Plan for growth that will:
  - a) prioritise and encourage infill development, consolidation, redevelopment, re-use and intensification of under-utilised land within existing settlements, prior to allocating land for growth outside existing settlements;
  - b) prioritise the development of land that maximises the use of available capacity within existing physical and social infrastructure networks and services;
  - c) avoid the development of land that is not well serviced by existing or planned physical and social infrastructure, or that are difficult or costly to service;
  - d) avoid the development of land at risk of natural hazards, that has high environmental or landscape value or are, or could have the potential to be used for, viable agricultural or extractive industry uses; and
  - e) integrate with existing transport systems.
3. Identify regional settlement hierarchies based on:
  - a) population projections and forecast demographic change;
  - b) the functional characteristics of the settlement and any specific role it plays in the State or Region;
  - c) the social, environmental and economic characteristics of the settlement;
  - d) the availability of goods and services, including social infrastructure, to support the needs of the community;
  - e) access to employment and training opportunities;
  - f) efficient and accessible transport systems; and
  - g) capacity and cost-efficient upgrading of physical infrastructure.

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4. Prioritise growth of settlements that are within the higher tiers of the settlement hierarchy.
5. Actively address impediments to infill development, particularly in the major urban centres.
6. Require the preparation of structure plans that provide for the effective planning and management of land use and development within a settlement, or part of a settlement, that, as a minimum, considers:
  - a) the identified values, physical constraints and the strategic context of the location;
  - b) urban or settlement growth boundary;
  - c) movement networks, including street hierarchy and pedestrian and cycling paths for active transport modes;
  - d) location of land for the purpose of residential, commercial, open space, recreation and community use and development, the relationship between uses and their positioning to avoid land use conflict;
  - e) any staging or sequencing of development of land;
  - f) the use of existing infrastructure and services and the logical and efficient provision of additional infrastructure; and
  - g) impacts on broader physical and social infrastructure, including health and education facilities, strategic transport networks, public transport services, water and sewerage.
7. Create urban or settlement growth boundaries that clearly identifies the spatial extent of growth, including the allocation of a sufficient land to meet projected growth.
8. Proposed growth located outside an urban or settlement growth boundary must be strategically justified, based on:
  - a) projected population growth;
  - b) land supply and demand analysis (including infill and greenfield);
  - c) existing infrastructure networks and services;
  - d) supporting the regional settlement hierarchy; and
  - e) preventing the distortion of growth strategies in other settlements.
9. Identify the role and function of activity centres within settlements and provide for use and development that compliments and supports that role and function.
10. Encourage the concentration of commercial, administrative, major retail, entertainment and cultural use and development within activity centres that are highly accessible by public and active transport.
11. Prioritise the sustainable expansion, consolidation, redevelopment and intensification of existing activity centres prior to the development of new activity

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centres, unless the existing activity centres are at capacity and growth is constrained.

12. Provide for and identify preferred development sequences in areas of growth to enable better coordination and more cost-effective planning and delivery of physical infrastructure.

### **1.1.4 Implementation Guidelines**

Based on the regional settlement hierarchy, RLUSs are to identify settlements that require at least a 15 year supply of land to accommodate growth.

For identified settlements, the RLUS should provide a 20 year supply of land to maintain the 15 year minimum supply required by strategy 1 of section 1.1.3 of the TPPs. The 5 yearly review cycle of the RLUS should assist in maintaining the 15 year supply minimum.

Urban or settlement growth boundaries are to define the spatial extent of the 20 year land supply, considering infill, intensification and consolidation strategies, allocated to accommodate settlement growth that must be identified on a map within the RLUS.

## **1.2 Liveability**

### **1.2.1 Application**

Applies to existing settlements and land that is proposed, allocated or identified for future settlement growth, with the exception of rural residential settlements.

### **1.2.2 Objective**

To improve the liveability of settlements by promoting a pattern of development that improves access to housing, education, employment, recreation, nature, health and other services that support the wellbeing of the community.

### **1.2.3 Strategies**

1. Promote the location of residential use and development in areas that are close to, or are well connected to, activity centres or secure and reliable employment sources.
2. Facilitate access to, and a diverse range of, employment opportunities in settlements by:
  - a) the provision of, and access to, safe and efficient public transport;
  - b) encouraging telecommunications infrastructure to support the ability to work remotely and access global markets; and
  - c) enabling businesses that promote local characteristics, resources and produce.

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3. Provide for tertiary education and vocational training institutions in close proximity to, or highly accessible by, residential areas to support growth in the skilled workforce and increase opportunities for innovation, technology and research to support established and emerging industries.
4. Provide for a network of accessible and inviting open and green spaces close to and within residential areas and activity centres to encourage active lifestyles, connection with nature and social interaction.
5. Provide for connectivity within settlements, especially between residential areas, activity centres and open space networks, through a network of legible and accessible infrastructure dedicated to active transport modes, including end of trip facilities.
6. Provide integrated transport networks that allow people to move safely and efficiently between and within settlements utilising different transport modes, including public transport, cycling and walking, to reduce car dependency.
7. Support measures to mitigate the impacts of climate change on urban environments by encouraging urban forests, street plantings, garden roof tops (green roof), water sensitive urban design and integration of shade and water features into public spaces.
8. Improve neighbourhood amenity by managing incompatible use and development.
9. Provide for a range of cultural, recreational and community facilities that support wellbeing, social cohesion and cultural identity and understanding.
10. Protect and enhance those settlements, or part of settlements, that contain unique or distinctive local characteristics that contribute, or have the potential to contribute to, the community's identity and sense of place.
11. Facilitate place-making and recognise the contribution it makes to the local economy, environmental amenity and social wellbeing of the community.

### 1.2.4 Implementation Guidelines

None specified.

## 1.3 Social Infrastructure

### 1.3.1 Application

Applies to existing settlements and land that is proposed, allocated or identified for future settlement growth, with the exception of rural residential settlements.

### 1.3.2 Objective

To support the provision of adequate and accessible social infrastructure to promote the health, education, safety and wellbeing of the community.

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### **I.3.3 Strategies**

1. Provide for a sufficient supply of land to support the community's existing and forecast demand for social infrastructure, including, but not limited to, schools, health care, libraries, social services and child and aged care.
2. Facilitate the co-location of suitable and compatible social infrastructure.
3. Maximise the use of existing well-located social infrastructure, including the re-use and multi-use of sites, to meet the changing needs of the community.
4. Integrate public and active transport networks with major social infrastructure.
5. Promote the location of social infrastructure in close proximity to, or highly accessible by, residential areas.
6. Facilitate the provision of services that support vulnerable or at risk people, including crisis accommodation, neighbourhood houses, youth-at-risk centres, women's shelters and men's shelters.
7. Protect major health and emergency services facilities (including associate airspace) from land use conflict by avoiding the encroachment or intensification of surrounding incompatible use and development.
8. Support the temporary or intermittent use of recreational, educational and community facilities for a range of cultural and creative activities that promote community participation and social inclusion.

### **I.3.4 Implementation Guidelines**

None specified.

## **I.4 Settlement Types**

### **I.4.1 Application**

Applies to existing settlements and land that is proposed, allocated or identified for future settlement growth.

### **I.4.2 Objective**

To plan for the sustainable use and development of settlements that have particular environmental characteristics or values.

### **I.4.3 Strategies**

1. Identify and strategically manage the peri-urban interface to protect environmental, landscape and agricultural values from urban encroachment and to protect life and property from the threat of natural hazards.



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2. Promote the vibrancy and character of specific activity centres, hubs or inner-city locations that have good connectivity, housing choices and access to goods and services that support urban lifestyles, where the impacts associated with mixed use and higher density residential use can be managed.
3. Establish urban or settlement growth boundaries around coastal settlement to ensure that growth in coastal areas is directed to existing settlements areas and prevents linear development along the coast.
4. Facilitate the provision of social and physical infrastructure to support the seasonal fluctuations in populations experienced by coastal or other settlements that are characterised by holiday homes.
5. Identify and protect the key values and activities of rural towns and villages, and support use and development that enhances these values and activities.
6. Avoid allocating additional land for the purpose of rural residential use and development, unless:
  - a) the amount of land to be allocated is minimal and does not constitute a significant increase, or the existing pattern of development reflects rural residential type settlement;
  - b) the land is not within an urban growth boundary or settlement growth boundary;
  - c) the location of the land represents an incremental, strategic and natural progression of an existing rural residential type settlement;
  - d) the land is not strategically identified, or has the potential to be identified in the future, for development at urban densities;
  - e) growth opportunities maximise the efficiency of existing services and infrastructure;
  - f) agricultural land, cultural heritage values, landscape values, environmental values and land subject to natural hazards are avoided;
  - g) the potential for land use conflict with surrounding incompatible activities, such as extractive industries and agricultural production, is avoided; and
  - h) it contributes to providing for a mix of housing choices that attracts or retains a diverse population.

**1.4.4 Implementation Guidelines**

None specified.

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## **1.5. Housing**

### **1.5.1 Application**

Applies to existing settlements and land that is proposed, allocated or identified for future settlement growth.

### **1.5.2 Objective**

To provide for a sufficient supply of diverse housing stock, including social and affordable housing, that is well-located and well-served to meet the existing and future needs of the Tasmanians.

### **1.5.3 Strategies**

1. Provide the timely supply of land for housing in locations that are, or can be, easily connected to, and integrated with, the range of services including infrastructure provision, access to community, health and education facilities, public transport, and employment, consistent with the policy outcomes that deliver liveable settlements.
2. Supply land, including infill, reuse and greenfield sites, for housing that meets the projected housing demand, which is to be based on the best available evidence, to improve housing availability and affordability.
3. Facilitate social and affordable housing to meet the needs of the community that is located close to services and public transport networks.
4. Plan and provide for a diverse range of quality housing types that meet the needs of the community by:
  - a) responding to demographic trends including changing household size and composition;
  - b) supporting the provision of well-designed social and affordable housing;
  - c) catering for the aging population, including facilitating aging in place and catering for different levels of dependency and transitioning between them;
  - d) catering for people requiring crisis accommodation;
  - e) considering the needs of people with disabilities, including the level of support and care required for different levels of dependent and independent living options; and
  - f) supporting co-living scenarios to help address housing availability and affordability.
5. Encourage higher density housing in locations that:
  - a) have been identified for urban consolidation;
  - b) are within close proximity to an activity centre;

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- c) have good access to employment, services, open space and active and public transport networks;
- d) the potential impacts associated with increased residential density and land use conflict can be managed; and
- e) does not impact environmental values and is not constrained by topography and environmental hazards.

### **1.5.4 Implementation Guidelines**

None specified.

## **1.6 Design**

### **1.6.1 Application**

Statewide

### **1.6.2 Objective**

To create functional, connected and safe urban spaces that positively contribute to the amenity, sense of place and enjoyment experienced by the community.

### **1.6.3 Strategies**

1. Encourage the design and siting of buildings to positively contribute to:
  - a) the site and surrounds;
  - b) the wellbeing of the occupants;
  - c) the public realm;
  - d) neighbourhood amenity and safety;
  - e) incorporate energy efficient measures; and
  - f) safe access and egress for pedestrian, cyclists and vehicles.
2. Provide public places that are designed to connect with, and respond to, their natural and built environments, enhancing and integrating environmental values that contribute to a sense of place and cultural identity.
3. Encourage public places that are designed to promote:
  - a) equal access and opportunity and to cater for the various needs and abilities of the community; and
  - b) safety, social interaction and cultural activities, enabling a sense of wellbeing and belonging.

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4. Respect the characteristics and identities of neighbourhoods, suburbs and precincts that have unique characteristics by supporting development that considers the existing and desired future character of the place.
5. Encourage the use of urban design principles that creates, or enhances, community identity, sense of place, liveability, social interaction and climate change resilience.
6. Support sustainable design practices that are energy and resource efficient, address temperature extremes and reduce carbon emissions, including:
  - a) reduce the urban heat island effect by promoting the greening of streets, buildings and open space with vegetation, preferably native species where appropriate;
  - b) implement sustainable water and energy solutions for climate change adaptation, including water sensitive urban design and renewable energy production;
  - c) promote consolidation of urban development;
  - d) integrate land use and transport; and
  - e) encourage active transport through the provision of safe and shaded rest areas with urban furniture, drinking fountains and similar amenity measures.
7. Promote subdivision design that considers the existing and future surrounding pattern of development and provides for connection and integration of street networks, pedestrian and bicycle paths and the efficient provision of services.
8. Promote subdivision design that provides a functional lot layout that:
  - a) supports the intended future use and development of the lot;
  - b) uses urban land efficiently;
  - c) promotes climatically responsive orientation of buildings;
  - d) allows passive surveillance of public spaces promoting community safety;
  - e) provides a convenient, efficient and safe road network;
  - f) supports efficient and effective public transport access;
  - g) provides safe active transport;
  - h) is responsive to topography, site constraints and environmental values and hazards; and
  - i) provide diverse lot sizes for residential use, in appropriate locations, that supports the future provision of diverse housing choices that meets the needs of the local community.

**1.6.4 Implementation Guidelines**

None specified

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## 2.0 Environmental Values

### 2.0.1 Principles and Policy Context

Tasmania's natural environment is diverse, rich and unique. It provides the backdrop to our settlements, it is where we choose to engage in recreational pursuits and our connection with nature contributes to our quality of life, general wellbeing and how we identify as Tasmanians.

Land use planning seeks to recognise the functional, aesthetic and intrinsic value of the natural environment. It also acknowledges that by protecting these values it can support those sectors that rely on healthy ecosystems and intact landscapes to produce goods and services that stimulates our economy.

A significant proportion of Tasmania's environmental values are protected by mechanisms outside the planning system. Land use planning can play a strategic role in identifying and prioritising other environmental values and apply measures to protect them. In doing so, it can help address the broad scale, cumulative effects associated with land use and its impacts on environmental values.

The Environmental Values TPP seeks to protect environmental values by adopting, where relevant to the specific environmental value, the following principles:

1. identify environmental values and determine their significance;
2. avoid designating land, that contains significant environmental values, for land use and development that will detrimentally impact those values;
3. minimise the impact of land use and development on environmental values where avoidance is not possible or impracticable; and
4. where possible, apply offset where the impacts cannot be minimised.

These principles have been broadly applied to five categories of environmental values being:

- Biodiversity;
- Waterways, wetlands and estuaries;
- Geodiversity;
- Landscape values; and
- Coasts

While the primary outcome of the Environmental Values TPP is to establish the strategies by which the planning system can play its role in protecting and conserving Tasmania's environmental values, it also contributes to broadening the community's understanding and appreciation of natural systems which in turn promotes their health and resilience.



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### 2.0.2 Climate change statement

Projected changes to Tasmania's future climate will have a variety of impacts on our environmental values. These include:

- significant changes in the amount of rainfall, including seasonal variation and spatial distribution;
- increased frequency and intensity of extreme weather events;
- increased average temperatures and longer runs of days at higher temperatures: and
- sea level rise

Future climatic conditions will impact the five categories within the Environmental Values TPP differently. These changes are unlikely to be linear and predictable, and the interactions between effects may introduce additional uncertainty.

Coastal environments are projected to experience sea level rise, ocean warming, increased frequency and intensity of marine heatwaves and storm events. The latter will accelerate coastal erosion in vulnerable areas, potentially threatening coastal habitats.

Waterways and wetlands may experience times of flooding or reduced flow rates. This may impact aquatic habitats and present issues for water security. Periods of either excessive high or low soil moisture may stress native flora and fauna.

Ecosystems may also be exposed to climatic conditions that they are not adapted, potentially disrupting ecological processes. Changed environmental conditions may also favour and potentially increase the spread of invasive plant and animal species. More frequent fires will also impact damage habitat, and while many of our native flora and fauna have adapted to fire, a significantly altered fire regime may also effect the abundance and distribution of species and the relationship between them.

Because there are many unknowns regarding climate change, the planning system needs to plan for both predicted scenarios and remain responsive to unforeseen circumstances. The Environmental Values TPP seeks to address this by:

- supporting early action against native habitat loss;
- promoting connectivity between vegetation to support viable ecological processes and build climate change resilience;
- considering the vulnerabilities of ecosystems and natural processes to the projected future climate and spatially applying parameters to identify, protect and prioritise communities at high risk; and
- enabling retreat pathways for ecosystems.

Land use planning can also support measures to reduce emissions. The Environmental Values TPP supports this by promoting the protection of biodiversity values and ecological services that maximise opportunities for carbon storage.

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## 2.1 Biodiversity

### 2.1.1 Application

Statewide.

### 2.1.2 Objective

To contribute to the protection and conservation of Tasmania's biodiversity.

### 2.1.3 Strategies

1. Identify biodiversity values, appropriately rank the significance of those values and map their location.
2. Avoid designating land for purposes that will require substantial land clearance in areas identified as having high biodiversity values.
3. Prior to designating land for a particular purpose:
  - a) consider the biodiversity values of that land and the potential impacts of the range of future use and development will have on those values; and
  - b) determine if they are compatible and can be managed to avoid or minimise the impact on biodiversity values, especially high biodiversity values.
4. Provide for a level of restriction and regulation of use and development that will reflect its potential impact on, and be relative to, the biodiversity value.
5. Promote use and development to be located, designed and sited to avoid impacts on biodiversity values, and where avoidance cannot be achieved, or is not practicable, the impacts to biodiversity values will be minimised, or offset.
6. Promote and maintain connectivity between isolated and fragmented vegetation communities to support habitat corridors and promote viable ecological processes.
7. Land use planning is to minimise the spread and impact of environmental weeds.
8. Protect and enhance areas that provide biodiversity and ecological services that maximise opportunities for carbon storage.
9. Support early action against loss of native habitat as a result of climate change.
10. Promote natural resilience by reducing threats to biodiversity, caused by inappropriately located use and development that will increase the ability of species, ecological communities and ecosystems to adapt to climate changes.
11. Identify ecological communities that are most vulnerable to climate change and develop strategies that consider improving resilience, mitigating impacts, planning retreat and facilitating adaptation to support their long-term survival.
12. Identify and enable retreat pathways for endangered ecosystems in coastal zones.

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13. Support land managers or regulators of land within the Tasmanian Reserve Estate to manage that land in accordance with approved management plans and specific reserve objectives.

### 2.1.4 Implementation Guidelines

None specified.

## 2.2 Waterways, Wetlands and Estuaries

### 2.2.1 Application

Statewide

### 2.2.2 Objective

To protect and improve the quality of Tasmania's waterways, wetlands and estuaries.

### 2.2.3 Strategies

1. Identify and protect areas that support natural systems within waterways, wetlands and estuaries, including their terrestrial verges and groundwater recharge areas.
2. Avoid designating land in, or around, waterways, wetlands and estuaries for use and development that has the potential to cause point source or diffuse pollution and would require considerable disturbance of riparian or foreshore vegetation and soil, unless the use and development:
  - a) relies specifically on being located within close proximity to aquatic environments;
  - b) is for flood mitigation measures; or
  - c) has considerable social, economic and environmental benefits; and can demonstrate that the risk of environmental harm can be managed.
3. Protect and conserve waterways by retaining, creating or improving vegetated riparian zones to maintain their natural drainage function and minimise unnatural or accelerated erosion of stream banks while providing riparian habitat corridors and protecting landscape values.
4. Use and development located on land in, or around, waterways, wetlands and estuaries will:
  - a) minimise the clearance of native vegetation;
  - b) promote the retention and restoration of, and linkages between, terrestrial and aquatic habitats;

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- c) protect the natural form and process of the landform assemblage, including aquatic areas;
  - d) avoid land disturbance, soil erosion and changes in sediment loads within the water;
  - e) not significantly increase the rate and quantity of stormwater or pollutants entering the water; and
  - f) be designed and sited to maintain or enhance significant views and landscape values.
- 5. Support the collaboration and coordination of catchment management across the State and implement integrated catchment management that considers the downstream impacts of land use and development on water quantity and quality, and freshwater, coastal and marine environments.
  - 6. Protect and manage the ecological health and environmental values of surface and groundwater to prevent water quality degradation due to point source pollution, diffuse land use impacts or chemical reactions such as acidification.
  - 7. Provide for the availability of clean, high-quality drinking water by protecting water catchments and water supply facilities.
  - 8. Promote and encourage the efficient and effective use of water resources.

### 2.2.4 Implementation Guidelines

None specified.

## 2.3 Geodiversity

### 2.3.1 Application

Statewide.

### 2.3.2 Objective

To protect and conserve land containing high conservation value geodiversity and to promote natural geological, geomorphological and soil processes that support broader, and more balanced, ecological functions.

### 2.3.3 Strategies

- 1. Identify and map land containing high conservation value geodiversity and avoid designating land for use and development that will impact those values, including through the modification of natural processes and functions that prevents geological, geomorphological or soil features from evolving naturally.

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2. Promote the protection of high conservation value geodiversity by avoiding, or if not practicable minimising, the impacts of land use and development on the feature and the natural processes and functions that support the feature's evolution.
3. Encourage integrated management of geodiversity and biodiversity to enhance efficient function of ecological processes.
4. Protect places and sites of geological, palaeontological or other scientific importance, including rock formations and fossil sites from human induced impacts.
5. Protect geological features, such as peat, that provide opportunities for carbon storage.

### 2.3.4 Implementation Guidelines

None specified.

## 2.4 Landscape Values

### 2.4.1 Application

Statewide.

### 2.4.2 Objective

To protect and enhance significant landscapes that contribute to the scenic value, character and identity of a place.

### 2.4.3 Strategies

1. Identify and map the extent of significant cultural, ecological, geological and aesthetic landscapes, scenic areas and scenic corridors and determine their specific features and values.
2. Protect significant landscapes, scenic areas and scenic corridors by recognising their individual scenic values and develop measures to ensure that use and development respects, and is sensitive to, the character and quality of those scenic values.
3. Avoid land use and development that causes the fragmentation of significant landscapes, scenic areas and scenic corridors, unless the use and development:
  - a) relies specifically on being located within significant landscape;
  - b) has considerable social, economic and environmental benefits; and
  - c) includes specific measure to minimise the impact on significant landscapes.
4. Promote the retention and natural revegetation of degraded sites that will contribute to the overall improvement of the scenic quality of a significant



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landscape, scenic area or scenic corridor, where vegetation cover is an element of the scenic quality.

### 2.4.4 Implementation Guidelines

None specified.

## 2.5 Coasts

### 2.5.1 Application

Applies to the Coastal Zone as defined in the *State Coastal Policy 1996*, which is to be taken as a reference to State waters and to all land to a distance of one kilometre inland from the high-water mark.

### 2.5.2 Objective

To promote the protection, conservation and management of coastal values.

### 2.5.3 Strategies

1. Protect natural coastal processes and coastal landforms from use and development that will prevent natural processes to continue to occur, including the landward transgression of sand dunes, wetlands, saltmarshes and other sensitive coastal habitats due to sea-level rise, unless engineering or remediation works are required to protect land, property, infrastructure and human life.
2. Strengthen the resilience of coastal processes to climate change by reducing threats and protecting the natural coastal environment, such as wetlands, estuaries, marine-protected areas, sand dunes, cliff tops, beaches, native vegetation, and other important habitats.
3. Identify coastal areas that can support the sustainable use and development of recreation, tourism, boating infrastructure (jetty wharfs), marine industries, ports and other land use that explicitly rely on a coastal location while minimising the impacts on coastal values.
4. Support the location of use and development on the coast that:
  - a) promotes the maintenance of biodiversity, ecological functions, natural coastal processes and coastal resources; and
  - b) complements or enhances the coastal environment in terms of its landscape, amenity and cultural values.

### 2.5.4 Implementation Guidelines

None specified.

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## 3.0 Environmental Hazards

### 3.0.1 Principles and Policy Context

Environmental hazards are a natural part of the Tasmanian landscape. Significant environmental hazard events, or natural disasters, have the potential to impact people, property, infrastructure, the economy and the natural environment.

Traditionally governments have focussed attention on emergency response and recovery from natural disasters and typically overlooked mitigation strategies. As a result of enquiries into natural disasters in recent decades, governments are focussing more attention on building community resilience and capacity to prepare for environmental hazards and include regulatory measures to reduce their associated impact. Environmental hazard management and policy is now delivered through a range of institutions at a range of scales, from international to local.

Land use planning is one of the tools available to government to help reduce the impact of environmental hazards. From a strategic perspective, land use planning can identify land that is subject to hazards and avoid zoning that land for incompatible purposes thereby directing inappropriate development away from high-risk areas. Regulation through statutory planning provisions can ensure specific developments incorporate hazard protection or mitigation measures, such as adequate water supply for firefighting in a bushfire-prone area, to reduce the risk of harm caused by environmental hazards. It can also support the necessary emergency responses and community recovery from events by facilitating the provision of emergency and community infrastructure.

While the planning system has a role to play, it is also limited in what it can achieve. It cannot apply retrospectively to address planning decisions that were made under former planning regimes but it can provide for current and future land use planning decisions to respond to risks.

Planning is one component of an integrated system that operates in conjunction with others to reduce the risks arising from natural disasters from occurring and reduce the risk of harm caused by these events. For example, The *Mineral Resources Development Act 1995* regulates the management of landslip hazards and controls are imposed under the *Building Act 2016*, *Building Regulations 2016* and associated Determinations issued by the Director of Building Control. The *Land Use Planning and Approvals Act 1993* provides guidance on addressing issues relating to natural and environmental hazards including public health, public safety or other prescribed circumstances. Also, the *Environmental Management and Pollution Control Act 1994* include provisions to protect and enhance the quality of the environment to prevent any adverse impact and maintain environmental quality.

The Environmental Hazards TPP seeks to consider hazards early in the planning system which will assist in protecting life and property, reducing the financial and emotional cost to the community and decreasing the burden for emergency management caused by environmental hazards. To achieve this, the TPPs apply the following set of principles to drive the planning policy response to environmental hazards:

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- prioritise the protection of human life;
- support disaster resilience of communities;
- identify and map the environmental hazard;
- avoid designating land for incompatible use or development in hazard prone areas;
- use and development, including intensification of existing use and development, does not increase the risk of environmental hazards or the harm caused by environmental hazards;
- hazard mitigation measures are to be applied to use and development exposed to unacceptable levels of hazard risk to reduce that risk to a tolerable level;
- hazard mitigation measures must consider the impacts on other identified values; and
- regulation of use and development in areas subject to environmental hazards will reflect the level of exposure to the risk of harm caused by the environmental hazard.

### 3.0.2 Climate change statement

Significant changes in seasonal and regional rainfall patterns, an increase in rainfall intensity and associated flooding, higher average and more extreme temperatures, and longer, more intense fire seasons will impact the frequency and intensity of hazard events.

Tasmania's coastal zone is projected to be impacted by rising sea levels and an increase in the frequency and intensity of storm events. This will exacerbate the impacts from coastal hazards such as coastal erosion and inundation.

The Tasmanian Government has developed sea level rise planning allowances for all coastal municipalities, and statewide mapping of natural hazards including, coastal erosion and inundation, and bushfire risk.

These measures demonstrate how land use planning can contribute to climate resilience, enable adaptation to the risks from a changing climate, minimise risks from natural hazards to settlements and built form, and support the health and safety of communities in the long-term.

By managing the risks from a changing climate and building a climate-resilient economy, the economic and ecological impacts from extreme weather events can be reduced, and impacted communities can recover faster.

With advancements in GIS and greater access to evidence-based data relating to future climate change scenarios, land use planning, through the guidance of the Environmental Hazards TTP, can:

- identify and map risks from natural hazards and avoid locating incompatible use and development in areas subject to risk;
- strategically consider how risks are best managed;

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- apply climate change adaptation responses through statutory provisions; and
- consider protective works.

### 3.1 Bushfire

#### 3.1.1 Application

Statewide.

#### 3.1.2 Objective

To prioritise the protection of human life and to support the resilience of settlements and communities by reducing the potential impacts of bushfire on life, property and infrastructure.

#### 3.1.3 Strategies

1. Identify and map land that is exposed to bushfire hazards.
2. The protection of human life from harm caused by bushfire will be considered and prioritised at every stage of the planning process.
3. Avoid designating land for purposes that expose people, property and supporting infrastructure to risk arising from bushfire hazards, especially significant risks.
4. Where it is not practical to avoid bushfire hazards, use and development is to:
  - a) identify the risk of harm to human life, property and infrastructure caused by bushfire;
  - b) incorporate bushfire protection measures that manage the identified risk and reduce it to within a tolerable level; and
  - c) provide a higher level of risk mitigation for uses deemed particularly vulnerable or hazardous.
5. Support the efficient and safe intervention of firefighting personnel and emergency evacuation.
6. Facilitate the provision of firefighting infrastructure and support emergency services and the community to prevent, respond and recover from bushfire events.
7. Avoid future use and development that will increase the exposure to bushfire risks for existing use and development, especially uses deemed to be particularly vulnerable or hazardous.
8. When designating land for particular purposes and considering use and development in areas subject to bushfire hazards:
  - a) consider the impacts of implementing future bushfire protection measures on environmental values and the cost to the community associated with defending properties from bushfire; and

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- b) avoid locations that require bushfire hazard management to be undertaken on land external to the site where that land is publicly owned and managed for conservation purposes.
- 9. Allow the implementation of bushfire protection measures that are carried out in accordance with an endorsed plan, including hazard reduction burns.
- 10. Identify and plan for the potential impacts of future bushfire conditions as a result of climate change based on the best available scientific evidence.

### 3.1.4 Implementation Guidelines

None specified.

## 3.2 Landslip

### 3.2.1 Application

Statewide.

### 3.2.2 Objective

To reduce the risk to people, property and the environment from the adverse impacts of landslip hazards.

### 3.2.3 Strategies

- 1. Identify and map susceptibility to landslip hazards, including consideration of the impacts of predicted climate change induced increased rainfall and sea level rise on landslip hazards.
- 2. Use and development on land at risk of landslip, including the provision of utilities, is of a type, scale and in a location that avoids triggering or exacerbating the risk of landslip.
- 3. Avoid designating land that is more susceptible to landslip hazards for purposes that have the potential to expose people and property to landslip hazard where it does not achieve and maintain a level of tolerable risk from landslip.
- 4. Avoid designating land for use and development that involves significant soil disturbance, major construction or adding significant quantities of water to soil on land that is identified as being prone to landslip hazards, unless hazard reduction or protection measures can be applied to demonstrate that the risk of harm to people and property associated with the landslip hazard is tolerable.
- 5. Promote use and development that maintains or enhances the protective function of landforms and vegetation that can mitigate risks associated with landslip hazards.



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6. Ensure the risk to human life and property resulting from use and development on land that is more susceptible to landslip hazards is identified and addressed through hazard reduction or protection measures that reduce the level to a tolerable risk.

### 3.2.4 Implementation Guidelines

None specified.

## 3.3 Flooding

### 3.3.1 Application

Statewide.

### 3.3.2 Objective

To minimise the impact of flood hazards that have the potential to cause harm to human life, property and infrastructure and to reduce the cost to the community as a result of flood events.

### 3.3.3 Strategies

1. Identify and map land that is subject to flooding based, as a minimum, on land inundated by the 1% Annual Exceedance Probability (AEP), or an alternative as determined by the State Government in response to climate change.
2. Avoid designating land for purposes that provide for incompatible use and development to be located on land that exposes people, property and infrastructure to flood hazards that cannot achieve and maintain a level of tolerable risk from flood.
3. Consider and plan for the cumulative impacts of use and development on flooding behaviour.
4. Maintain a level of tolerable risk from flood by avoiding locating, or intensifying, incompatible use and development on land subject to flood hazards.
5. Avoid locating use and development on land subject to flood hazards, where a level of tolerable risk cannot be achieved and maintained, that involves:
  - a) the storage of hazardous materials that if impacted by flooding may result in the release of materials, increasing the risk to public health and the environment caused by the flood hazards;
  - b) activities where vulnerable people are gathered, who may not be able to respond, evacuate or protect themselves in the event of a flood; and
  - c) public infrastructure that is required to be functional to assist in the delivery of emergency responses during and in the recovery phase of a flood event.

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6. Where incompatible use and development cannot avoid being located on land subject to flood hazards, hazard reduction and protection measures must be considered and, where appropriate, incorporated into the planning and ongoing functioning of the use and development to reduce the level of risk to people, property and infrastructure to a tolerable risk level.
7. Consider and support use and development that will assist in managing emergency responses and recovery to flood events including the provision of, and safe and efficient access to, evacuation centres, emergency accommodation and medical centres.
8. Support the development of flood mitigation infrastructure that has the capacity to lower the risk of flood hazards and provide greater protection to human life, property and infrastructure, if:
  - a) the flood hazard is not diverted to an area that will expose people, property and infrastructure to an increased risk of harm where a level of tolerable risk cannot be achieved and maintained;
  - b) the impact on environmental values are considered and minimised;
  - c) the cost to the community is considered and minimised; and
  - d) careful consideration is given to the appropriateness of intensifying the use and development of the area being protected to avoid exposing additional people, property and infrastructure to flood hazards, especially considering the unpredictability of climate change induced flood events.
9. Consider any upstream dam infrastructure when strategically planning land use to protect the impacts on human life, property, critical infrastructure and community assets as a result of potential dam failure.

### 3.3.4 Implementation Guidelines

None specified.

## 3.4 Coastal Hazards

### 3.4.1 Application

Applies to the Coastal Zone as defined in the *State Coastal Policy 1996*, which is to be taken as a reference to State waters and to all land to a distance of one kilometre inland from the high-water mark.

### 3.4.2 Objective

To minimise the risks associated with coastal erosion and coastal inundation caused by climate change induced sea level rise by incorporating avoidance, mitigation and adaptation strategies into land use planning.

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**3.4.3 Strategies**

1. Identify and map land that is subject to coastal erosion and coastal inundation, based on a projected sea level rise of not less than 0.8 metres by 2100 or the latest adopted State Government sea level rise measurements, that considers the effects of coastal processes, geology, topography, storm surges and tides on the rate and extent of coastal erosion and coastal inundation.
2. Avoid designating land for purposes that provide for incompatible use and development to be located on land that exposes people, property and infrastructure to coastal hazards that cannot achieve and maintain a level of tolerable risk from coastal erosion or coastal inundation.
3. Avoid incompatible use and development of land subject to coastal erosion or coastal inundation where a level of tolerable risk cannot be achieved and maintained, or that is not feasible or desirable to be located elsewhere, unless the use and development is:
  - a) dependent on a coastal location;
  - b) temporary, readily locatable or able to be abandoned;
  - c) essential public infrastructure; or
  - d) minor redevelopment or intensification of an existing use involving a building or structure that cannot be relocated or abandoned.
4. Where incompatible use and development cannot avoid being located on land subject to coastal erosion or coastal inundation, hazard reduction and protection measures must be considered and, where appropriate, incorporated into the siting, design, construction and ongoing functioning of the use and development to reduce the level of risk to people, property and infrastructure to a level of tolerable risk.
5. Promote strategic responses for existing settlements that are at risk of being impacted by coastal erosion or coastal inundation by considering the effectiveness and the social, environmental and economic viability of one, or a combination, of the following strategic responses:
  - a) adaptation to changing conditions over time;
  - b) planned retreat; and
  - c) protective works.
6. Avoid use and development that will;
  - a) increase the rate of coastal erosion or coastal inundation; or
  - b) increase the risk of exposing existing people, property or infrastructure to coastal erosion or coastal inundation, especially vulnerable and hazardous uses.
7. Encourage coastal defences that work with natural processes to protect assets or mitigate coastal erosion and coastal inundation risks where possible.

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8. Facilitate the provision of engineered coastal defences to protect community assets from coastal inundation and coastal erosion, where the social, environmental and economic considerations are included in the planning and decision-making process.

### **3.4.4 Implementation Guidelines**

None specified.

## **3.5 Contaminated Air and Land**

### **3.5.1 Application**

Statewide.

### **3.5.2 Objective**

To consider the impacts of past, present and future land use and development that has involved, or is proposed to involve, potentially contaminating activities, and to minimise the risk of harm to human health, property and the environment arising from exposure, or potential exposure, to contaminants or nuisances caused by those activities.

### **3.5.3 Strategies**

1. Identify and map land that has been used, or is being used, or has been affected by use and development involving potentially contaminating activities.
2. Avoid allowing incompatible use or development on contaminated or potentially contaminated sites, unless remediation works, protection measures and a site assessment demonstrates the land is suitable for the future intended use and development.
3. Avoid land use conflict by applying and maintaining appropriate separation between potentially contaminating activities and incompatible use.

### **3.5.4 Implementation Guidelines**

None specified.

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## 4.0 Sustainable Economic Development

### 4.0.1 Principles and Policy Context

The Sustainable Economic Development TPP focuses on identifying and supporting our economic advantages, to deliver economic growth in a socially and environmentally responsible way.

Tasmania's natural resources underpin our economic prosperity. Our fertile soils, mild climate and reliable rainfall provide opportunities in the agricultural sector while our pristine air quality unique landscapes and ecological diversity attract visitors from around the world. Our proximity to Antarctica and the Southern Ocean provides advantages to attract research, accessing and servicing opportunities. Our world-class wind, deep hydro storages and 100% renewable-energy status provide opportunities to attract industry looking for clean energy and have been identified as a key economic and emissions reduction driver both for Tasmania and Australia.

While our geographic location has advantages, it also presents some economic challenges. Being the only island state of an island nation, Tasmania's isolation from mainland Australia and the rest of the world puts us at an economic disadvantage in an era of globalisation and globalised economies. Our physical distance from the northern hemisphere and Asian markets adds to complexities for maintaining competitive in trading commodities and accessing markets. In addition, our ageing population is likely to present future economic challenges through a decline in the skilled workforce.

While the planning system alone cannot drive the State's sustainable economic growth, it still has an important role to play. We will remain geographically isolated but we can plan for and support the provision of digital infrastructure, to ensure our businesses have access to online global markets. Planning for ports and strategic transport networks can improve efficiency in physically accessing global markets. It can also facilitate infrastructure development in areas best aligned with environmental, social and economic values, provide for strategic co-location of new infrastructure with existing infrastructure and promote circular economies.

Similarly, planning cannot prevent the declining workforce. However, it can support the creation of liveable cities that encourage migration and the retention of our young adults. It can also support the establishment of higher education institutions that are easily accessible, which also helps increase the skilled workforce.

The Sustainable Economic Development TPP supports economic activity through the planning system by embedding the following principles:

- allocating sufficient land in appropriate locations to support various economic activities;
- protecting allocated land from incompatible use and development;



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- supporting the efficient use of infrastructure and coordinated delivery of new infrastructure, including digital infrastructure;
- identifying and supporting emerging and innovative industries;
- promoting diversification to strengthen the resilience of the economy; and
- protecting the resources and values that are relied on for sustainable economic development.

The Sustainable Economic Development TPP provides initiatives to guide economic growth in our agriculture, tourism, renewable energy, industry, extractive industries, business and commercial and research and innovation industries. It provides for flexibility in responding to new opportunities and changing economic conditions, supporting a diverse and more resilient economy.

### 4.0.2 Climate change statement

Tasmania's economy is likely to face challenges as a result of the predicted effects of climate change however, we also have some significant advantages. Our greenhouse gas emissions profile is unique among Australian jurisdictions, due to a high proportion of renewable energy generation and high levels of carbon sequestration from the State's managed forest estate

Each economic sector in the Sustainable Economic Development TPP will be impacted differently by climate change and will need to respond to issues as they emerge. For example, the agricultural sector will need to reconsider traditional crops and favour those that respond better to warmer conditions. Areas that may have been ideal for low chill varieties of fruit may need to consider trials and progressive replacement of orchards. Primary production is also at risk from increased storm damage, unpredictable rainfall and more extreme high temperature events.

While it is difficult to predict the range and extent of the potential impact climate change will have across all economic sectors, land use planning can play a strategic role in facilitating economic resilience and help to address the impacts and causes of climate change.

The Sustainable Economic Development TPP addresses these issues by:

- protecting agricultural resources and promoting diversification within the industry which will help the industry respond to changing climatic and economic conditions;
- promoting efficient use and consolidation of land, infrastructure and transport networks to reduce emissions;
- supporting innovation and research opportunities to diversify and contribute to a more resilient economy; and
- supporting opportunities for greater economic self-sufficiency and circular economies to help reduce the impact of unexpected, external forces on the economy.

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## 4.1 Agriculture

### 4.1.1 Application

Statewide.

### 4.1.2 Objective

To promote a diverse and highly productive agricultural sector by protecting agriculture land and the resources on which agriculture depends, while supporting the long-term viability and growth of the agricultural sector.

### 4.1.3 Strategies

1. Identify agricultural land, and potential agricultural land, and apply contemporary land capability classification mapping systems, that includes access to irrigation water as a criteria of land capability, that identifies and maps the capability of land to sustain long term agricultural uses as a criteria, including under forecast climate change scenarios.
2. Protect land with agricultural capabilities by designating it specifically for agricultural use and development or for purposes that prevent the permanent loss or conversion of the land's agricultural potential.
3. Allow compatible land uses to operate on agricultural land, where they do not cause unreasonable fettering or fragmentation and minimises the sterilisation of agricultural land.
4. Protect land with significant agricultural capabilities, and agricultural land within irrigation districts, by affording them the highest level of protection from fettering, fragmentation or conversion to non-agricultural uses.
5. Prevent fettering of agricultural land by considering the impacts of agricultural uses on surrounding future use and development to prevent land use conflict and protect the productivity and viability of agricultural uses.
6. Protect the viability of agricultural uses by preventing the fragmentation of agricultural land.
7. Protect agricultural land by avoiding the permanent conversion of agricultural land to non-agricultural land uses unless:
  - a) the scale of the conversion or sterilisation is minor in terms of the overall agricultural operation of the site;
  - b) the conversion contributes to the viability of the agricultural use on the site; and
  - c) the proposed use will not cause land use conflict, fetter or impact the viability of the surrounding agricultural uses.

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8. Support diversification and value-adding of the primary industries sector by supporting effective agricultural production and processing, innovation in rural industries and farm-related retailing and agritourism that is ancillary to the principal use, to enable sustainable growth of the sector and strengthen its ability to adapt to climate change, natural disasters and market challenges.
9. Allow residential use where it is part of, or supports, an agricultural use, such as workers' accommodation, where it does not unreasonably fetter, fragment or convert agricultural land uses.
10. Support the retention of small farms close to urban areas and acknowledge the contribution, or potential contribution, that they make in supplying local produce to farm gate market, agrifood economy and tourism.
11. Facilitate the provision and protection of infrastructure that supports the diversification and improved productivity of the primary industries sector.
12. Protect the viability of upstream dam infrastructure when strategically planning land use and development.

### 4.1.4 Implementation Guidelines

None Specified.

## 4.2 Extractive Industry

### 4.2.1 Application

Statewide.

### 4.2.2 Objective

To identify and protect existing and potential extractive industry resources, and supporting infrastructure, to facilitate economic growth and support efficient infrastructure and urban development.

### 4.2.3 Strategies

1. Identify and protect key resource areas and deposits, including areas of known mineral resources and strategically important construction materials, such as sand.
2. Protect existing extractive industries from encroachment by residential and other incompatible use.
3. Support the long-term viability of existing operations and access to future mineral resources.
4. Enable the provision and protection of supporting infrastructure for extractive and related resource industries so that access can be facilitated and maintained.

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5. Support future mineral extraction on land available for mineral exploration by, prior to designating the land for a purpose that removes the ability of that land to be used and developed for mineral extraction, consideration of the following:
  - a) the nature and scale of the mineral resource;
  - b) the viability of extracting the mineral resource; and
  - c) the social, economic and environmental benefits of the mineral resource compared to that of the alternative land use.
6. Plan for and encourage the use of suitable mineral resources that can provide for a viable resource supply to be extracted consistent with relevant planning policies, considering:
  - a) the benefits to the community;
  - b) the provision of energy and infrastructure;
  - c) access to a skilled workforce;
  - d) risks to public health and safety are managed to within acceptable levels; and
  - e) environmental impacts are minimal.
7. Facilitate the provision of housing and services to support mining employees and their families in remote settlements.

### 4.2.4 Implementation Guidelines

None specified

## 4.3 Tourism

### 4.3.1 Application

Statewide.

### 4.3.2 Objective

To promote the sustainable development of the State's tourism industry.

### 4.3.3 Strategies

- I. Identify existing and potential key tourism sites or destinations and investigate the role of these sites or destinations from a State, regional and local perspective to help plan where they are best located and how they can be sustainably developed, taking into consideration:
  - a) visitor demand and forecast trends of visitation across the State;
  - b) existing supply of tourism product, services and infrastructure;

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- c) appropriateness of the scale and nature of the tourism use;
  - d) the impact on the environmental, landscape, intrinsic and local character values of the place;
  - e) the use and development being displaced;
  - f) alignment with and promotion of the Tasmanian brand;
  - g) alignment with regional destination plans supporting the visitor economy;
  - h) the contribution to the local, regional and State economy; and
  - i) integration with the local community.
2. Promote tourism use and development that protects, is compatible with and builds on the assets and qualities of the events, activities and attractions underpinning them.
  3. Ensure visitor accommodation does not significantly impact the supply of housing for the local community.
  4. Support unique, diverse and innovative tourism experiences that support the Tasmanian brand.
  5. Facilitate the provision of infrastructure, housing and services, where appropriate, to support tourism and hospitality employees, to meet the demand for, and support the growth of, sustainable tourism use and development.
  6. Identify and protect attributes that attract and enhance tourism experience.
  7. Prevent the cumulative impacts of tourism use and development from unreasonably detracting from how the local community engages and identifies with their local surrounds.
  8. Promote growth and investment in recreational, art and cultural activities that attracts tourism growth and supports the local community's access to these facilities.
  9. Promote the integration of tourism infrastructure into activity centres to support and reinforce the economic function of activity centres.

**4.3.4 Implementation Guidelines**

None specified.



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## **4.4 Renewable Energy**

### **4.4.1 Application**

Statewide.

### **4.4.2 Objective**

To promote renewable energy use and development to support economic and employment opportunities and strengthen the State's economy, while also supporting emissions reduction.

### **4.4.3 Strategies**

1. Identify renewable resource areas to prioritise the location of renewable energy use and development within areas that have been strategically identified for future renewable energy use and development taking into consideration:
  - a) the quality of the energy resource;
  - b) economic and social value;
  - c) investor interest; and
  - d) environmental, cultural heritage and land-use constraints.
2. Identify and plan for supporting transmission infrastructure required to connect renewable resource areas to the existing network, taking into consideration the ancillary infrastructure that may be required to provide for a reliable and secure network.
3. Recognise the quality and diversity of Tasmania's renewable energy resources and the role it can play in limiting greenhouse gas emissions and supporting the transition to national low carbon economy through existing and future interconnection to Tasmania.
4. Facilitate local, neighbourhood and specific site renewable energy generation, including the potential use of green hydrogen, to help diversify the local economy, improve sustainability outcomes and build resilience and diversification around energy supply.
5. Support infrastructure enabling distributed energy resources.
6. Facilitate the provision of housing, including temporary housing, required to accommodate workers, particularly during the construction phase, to support the development of renewable generation sources within regional areas.

### **4.4.4 Implementation Guidelines**

None specified.

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## 4.5 Industry

### 4.5.1 Application

Statewide.

### 4.5.2 Objective

To protect industrial land, facilitate sustainable industrial use and development and ensure there is sufficient availability of suitable industrial land to meet the existing and future needs of Tasmania.

### 4.5.3 Strategies

1. Identify and allocate land within urban growth boundaries that is suitable for industrial use and development, considering:
  - a) analysis of industrial activities and land supply at a regional or metropolitan level, including existing available land, potential for growth within, or adjacent to, existing centres, and the nature of current and future industrial activities;
  - b) topography and physical site constraints;
  - c) compatibility of surrounding land use;
  - d) provision of adequate buffer areas to separate incompatible uses;
  - e) access to workforce;
  - f) supply chain relationships, including freight patterns, and proximity to existing freight networks, including high productivity and key local freight roads;
  - g) the ability to and cost of, servicing with physical infrastructure; and
  - h) avoidance of environmental hazards and environmental values.
2. Provide for at least a 15 year supply of industrial land, that is located within urban growth boundaries, that is based on projected demand to meet the economic needs of Tasmania.
3. Enable industrial use and development, outside urban growth boundaries, where:
  - a) the use is resource dependent, including, but not limited to, abattoir, onshore marine farm or sawmill, and required to be located with the resource to provide for more sustainable outcomes;
  - b) high impact industrial use warrants separation from settlements;
  - c) the land has formerly been developed and is no longer being used to its full capacity, such as a brownfield site, and is proposed to be re-purposed for industrial use and development; or

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- d) the land is identified as being strategically located, such as having access to supporting infrastructure or freight routes and has State or regional industrial importance; and
  - e) environmental hazards and the impact on environmental values are avoided or can be appropriately managed.
- 4. Protect existing and future industrial land from encroachment by incompatible use and development.
- 5. Where appropriate, protect land surrounding industrial estates by designating it for a compatible land use that does not prejudice the future availability of that land for industrial use and development.
- 6. Encourage the co-location of similar industrial uses within existing or future strategic industrial precincts.

### 4.5.4 Implementation Guidelines

None specified.

## 4.6 Business and Commercial

### 4.6.1 Application

Statewide.

### 4.6.2 Objective

To promote business and commercial activities at a scale and intensity suited to the location to support diverse economic and employment opportunities and strengthen the State's economy.

### 4.6.3 Strategies

- 1. Identify and allocate a sufficient supply of land within existing settlements or areas identified for future growth of settlements, to provide for commercial and business use and development based on existing and projected demands, considering:
  - a) the nature and scale of the catchment being serviced;
  - b) consumer demand and demographic forecast;
  - c) efficient use of existing infrastructure;
  - d) accessibility to existing transport networks and services;
  - e) access to employees;
  - f) activity centre hierarchy; and
  - g) regional settlement hierarchy.

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2. Identify an activity centre hierarchy that is based on the scale, role, function and accessibility of activity centres.
3. Support the activity centre hierarchy by promoting complimentary use and development to strengthen efficiencies within activity centres and avoid unnecessary competition between activity centres.
4. Encourage the intensification and growth in, and around, higher order activity centres that are highly accessible and which promote the efficient use of infrastructure and services.
5. Support the redevelopment of commercial and business use and development in existing activity centres prior to considering the establishment of new activity centres, unless it is a natural progression of the existing activity centre and is highly accessible to its catchment of users.
6. Avoid locating activity centres outside urban or settlement growth boundaries.
7. Support home-based businesses where the impact does not cause an unreasonable loss of residential amenity to the surrounding area.
8. Provide for small scale commercial or business opportunities in residential and industrial areas that meets the needs of local residents or workers, is conveniently located and, in the case of residential land, does not cause an unreasonable loss of residential amenity.
9. Support mixed use, including residential uses, in activity centres that are highly accessible and where the potential for land use conflict can be managed.

### 4.5.4 Implementation Guidelines

None specified

## 4.7 Innovation and Research

### 4.7.1 Application

Statewide.

### 4.7.2 Objective

To promote innovation and research, and the institutions and infrastructure that drives learning and prepares a skilled workforce, that will support existing and emerging opportunities and contribute to a diverse and resilient economy.

### 4.7.3 Strategies

- I. Support the provision and expansion of logistics and digital infrastructure to promote the information and communications technologies (ICT) industry that

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- provides opportunities to drive learning, productivity, innovation and access to online global markets.
2. Support accessible and well-connected tertiary education and training institutions that fosters innovation and career diversity while supporting the existing and emerging needs of the State's employment sectors.
  3. Promote existing and emerging innovation and research opportunities, especially those that promote Tasmania's assets, facilitates diversification of our economy, makes use of our geographical location and furthers our brand values, by providing planning mechanisms that are adaptive and flexible to respond competitively to opportunities as they arise.
  4. Provide for precinct planning that allows for collaborations between industry, science, research and education institutions to be co-located to facilitate and promote learning, on the job training, collaboration and shared access to resources.
  5. Support opportunities for greater economic self-sufficiency, diversification and circular economies to help reduce the impacts of external forces on the State economy.

#### 4.7.4 Implementation Guidelines

None specified.

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## 5.0 Physical Infrastructure

### 5.0.1 Principles and Policy Context

Tasmania has extensive physical infrastructure networks, across transport, water and sewerage, energy and telecommunications. These networks underpin a wide range of social, environmental and economic outcomes for the State, including population growth, sanitation, job creation, productivity improvements, efficient market access and community connectivity.

Physical infrastructure assets have a long-life span and are expensive to provide and maintain. Maximising the outcomes of these assets requires long-term planning and a sound evidence base. Physical infrastructure planning must consider the many factors influencing why, where and when infrastructure is provided, for example, demographics, economics, climate, and technological change and how the infrastructure is currently or likely to be used.

Land use planning has a direct impact on infrastructure efficiency, safety and performance. It is important that use and development aligns with the function and capacity of existing infrastructure, protects key assets from encroachment by incompatible use and protects current and future infrastructure corridors.

Economies of scale are critical to infrastructure delivery. Where possible, land use planning frameworks should facilitate the consolidation of use and development in locations close to key and existing infrastructure and services.

Land use planning should be flexible in responding to changes in community preferences, technology and demand affecting the type of infrastructure required and how it is used.

### 5.0.2 Climate change statement

The projected changes to the State's climate can affect the lifespan and viability of infrastructure networks and assets.

Older infrastructure was typically designed before climate change was accepted and understood. Greater extremes and longer periods of higher temperatures, and more violent weather events, will impact the capacity of these older systems. Combined with wear and tear over time and changes in technology, many forms of infrastructure will need to be adapted, or replaced.

Climate-resilient infrastructure refers to how well infrastructure networks and assets continue to function while under greater stress, including the ability to withstand, and recover from, natural hazards made worse by climate change. The TPPs can promote climate-resilient infrastructure by:

- minimising the need for future adaptation by considering the best available climate science to inform decision-making early in the planning process;
- identifying and mapping current and projected areas subject to hazards, such as coastal erosion and inundation, flooding and bushfire;



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- strengthening the framework for identifying appropriate location of land use and development; and
- inclusion of risk mitigation measures.

The Physical Infrastructure TPP supports the provision of well-planned and well-designed infrastructure that can reduce emissions and take advantage of emerging opportunities in a low-emissions future by:

- enabling the sustainable development of existing and emerging low-emissions technologies (for example: renewable energy generation and renewable hydrogen), and ensuring development is planned for in an appropriate manner;
- protecting the efficiency and functioning of freight routes and strategic transport networks;
- Supporting integration of infrastructure providers' strategic planning into land use planning strategy and decision making;
- supporting the uptake of low and zero emissions vehicles<sup>1</sup> by enabling the siting of charging and refuelling infrastructure in developments and the public domain; and
- better sharing of road space to support increased uptake of more sustainable transport modes.

## 5.1 Provision of Services

### 5.1.1 Application

Statewide.

### 5.1.2 Objective

To promote the efficient, effective, sustainable and safe delivery of services including reticulated water and sewerage, stormwater management, electricity, gas, telecommunications and recycling and waste management.

### 5.1.3 Strategies

- I. Identify, allocate and protect a sufficient amount of appropriately located land to accommodate infrastructure that will provide for the existing and future service needs of the community.

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<sup>1</sup> Low emissions vehicles include plug-in hybrid electric vehicles, battery electric vehicles, and hydrogen fuel cell electric vehicles.

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2. Identify whether existing infrastructure has the capacity to deliver services to accommodate growth and prioritise designating land use for the purpose of making efficient use of that available capacity.
3. Where there is no infrastructure, available infrastructure capacity or non-infrastructure solution, promote the most logical and cost-effective solution to deliver services to growth areas.
4. Support the installation and/or upgrading of infrastructure to deliver services that meet the future long-term needs of the community.
5. Facilitate developer contributions to service new use and development to be transparent, fair and reasonable, providing for equity between users.
6. Provide an integrated approach to the planning and engineering design of new subdivision and subsequent use and development, promoting the coordinated and efficient provision of infrastructure.
7. Provide for reticulated sewerage at the time of subdivision or ensure lots created by the subdivision are capable of adequately treating and retaining all domestic wastewater within the boundaries of each lot.
8. Provide for reticulated electricity supply at the time of subdivision or ensure lots created by the subdivision are capable of accommodating an alternative source of power adequate for the future use and development of the land.
9. Protect significant existing and future water, gas, electricity, sewerage, drainage and telecommunications infrastructure assets and waste disposal and resource recovery facilities, sites and infrastructure corridors from sensitive and incompatible use and development encroaching those assets, facilities, sites or corridors.
10. Encourage the siting, design, management and rehabilitation of waste disposal facilities to prevent or minimise contamination of groundwater and surface waters, litter, odour, dust and noise.
11. Facilitate access to a variety of recycling stations to encourage community participation in recycling and waste reduction.
12. Support the provision of contemporary telecommunications and information technology that are widely accessible and meet the needs of business, industry, public infrastructure and domestic users.
13. Where appropriate, support the co-location of infrastructure to service use and development.

**5.1.4 Implementation Guidelines**

None specified.

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## **5.2 Energy Infrastructure**

### **5.2.1 Application**

Statewide.

### **5.2.2 Objective**

To protect electricity infrastructure, including infrastructure to support energy efficiency and renewable energy and provide for a safe, secure and reliable energy system to meet the needs of the community, businesses and industry.

### **5.2.3 Strategies**

1. Protect existing energy infrastructure corridors and ancillary facilities from conflicting and incompatible land use and development.
2. Plan for and facilitate energy-related use and development (including ancillary facilities) in appropriate locations.
3. Support infrastructure required for distributed energy resources including rooftop solar, battery storage, at home electric vehicle chargers.
4. Contribute to improved energy efficiency through urban design and urban settlement pattern, and support for the use of alternative transport modes.

### **5.2.4 Implementation Guidelines**

None specified.

## **5.3 Roads**

### **5.3.1 Application**

Statewide.

### **5.3.2 Objective**

To plan, manage and maintain an integrated road network that supports efficiency, connectivity, travel reliability and safety.

### **5.3.3 Strategies**

1. Identify and protect the following key road corridors from encroachment by incompatible land use and development:

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- a) Burnie to Hobart transport corridor, Tasmania's premier passenger and freight corridor, facilitating the movement of high volumes of people and heavy freight between major ports, intermodal hubs, population and industrial centres;
  - b) Key urban passenger transport corridors; and
  - c) Last mile urban freight routes.
2. Identify and protect future road corridors.
3. Recognise the role of Tasmania's regional road network in providing connectivity and access between regional and rural communities, major production and processing centres and tourism destinations.
4. Support heavy vehicle access that is responsive to industry needs and appropriate to the use and function of a road.
5. Provide for new and upgraded road infrastructure on key urban and local corridors to allocate space for electricity infrastructure, public transport, walking and cycling modes.
6. Provide for land use planning frameworks and decisions to support, and be informed by, road investment programs.
7. Support the targeted expansion and improvement of the urban road network based on future use, safety, and in response to strategic urban growth corridors.
8. Provide for road networks to be protected from incompatible use and development.
9. Minimise the environmental, heritage and social impacts associated with new and upgraded transport infrastructure and services.

### 5.3.4 Implementation Guidelines

None specified.

## 5.4 Transport Modes

### 5.4.1 Application

Generally applied statewide, with a focus on urban areas.

### 5.4.2 Objective

To support a safe, reliable, efficient and accessible passenger transport system that provides people with modal choice and is well integrated with land use.

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**5.4.3 Strategies**

1. Support integrated land use and infrastructure and network planning that increases mode choice to access employment, essential services and community participation.
2. Promote medium to high density development and mixed use in proximity to high frequency passenger transport corridors.
3. Integrate land use with existing and planned passenger transport infrastructure and services.
4. Identify and protect key sites required to support the expansion of public transport services and modes.
5. Provide an active transport network within key urban areas that is integrated across State and local government networks, and which includes dedicated infrastructure, appropriate signage, and end of trip facilities.
6. Encourage public transport corridors to be supported by active transport networks and bus stops that are safe, accessible and provide for better passenger amenity.
7. Provide for subdivision design that:
  - a) supports efficient and effective public transport access;
  - b) encourages walking and cycling, with the provision of appropriate and direct site-through links; and
  - c) considers the subsequent, and surrounding, use and development, promoting the coordinated and efficient provision of passenger transport systems.
8. Locate developments that attract high numbers of people within existing activity centres, in areas adjacent to major urban public transport corridors or in areas that support the logical extension of existing public transport services.
9. Support the targeted expansion and improvement of public transport services, and supporting infrastructure, based on travel demand, including latent demand, and in support of strategic urban growth corridors.
10. Encourage land use planning frameworks that can support and adapt to changing passenger transport needs, modal options, and technologies.
11. Recognise carparking as a key travel demand management measure, and appropriately manage carparking provision to support a modal shift.
12. Provide infrastructure to support the use of electric vehicles, including a public network of high-quality EV charging stations, and the inclusion of 'electric vehicle ready' carparking as part of new residential and commercial developments.

**5.4.4 Implementation Guidelines**

None specified.

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## **5.5 Ports and Strategic Transport Networks**

### **5.5.1 Application**

Statewide.

### **5.5.2 Objective**

To recognise and protect Tasmania's strategic freight system, including key freight networks, ports, intermodal hubs and industrial estates.

### **5.5.3 Strategies**

1. Identify and protect existing and future freight infrastructure, industrial and distribution centres.
2. Promote use and development at and adjacent to the Burnie, Devonport, Launceston and Hobart ports, and the Brighton Transport Hub, that is compatible with proximity to a major port and reinforces the role of these ports as freight and logistics hubs.
3. Recognise the regional ports at Grassy, Lady Barron and Cape Barren as critical links in the freight supply chains of the Bass Strait Islands.
4. Protect key freight corridors and assets from encroachment by inappropriate land use and development.
5. Protect major airports by applying appropriate buffers that prevent the encroachment of incompatible use and development.
6. Support major airports by designating adjacent land to accommodate complementary use and development.
7. Locate industrial, freight and intermodal developments in areas with good access to existing, high-volume freight networks.
8. Protect the Burnie to Hobart freight corridor as Tasmania's premier land transport network for both road and rail.
9. Encourage land use planning frameworks that can support and adapt to a changing freight system, including changes to freight volumes and demand, and emerging technologies.
10. Provide appropriate zoning for major freight generating activities to support on-site operational efficiency.
11. Identify and safeguard locations along key freight corridors for heavy vehicle rest areas.
12. Recognise the strategic value of non-operational rail corridors.

### **5.5.4 Implementation Guidelines**

None specified.



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## 6.0 Cultural Heritage

### 6.0.1 Principles and Policy Context

Tasmania's cultural heritage is diverse and unique. It provides valuable insight into the lives of past generations and contributes to our identity and connection with place.

The Cultural Heritage TPP addresses Aboriginal Cultural Heritage values and non-Indigenous cultural heritage values. The land use planning response to Aboriginal and non-Indigenous cultural heritage differs to reflect the different ways these values are found in the landscape, recorded and managed. It also acknowledges the distinctive relationship and understanding Aboriginal people have of their heritage and aspirations for its conservation.

A core practical difference remains that non-Indigenous cultural heritage tends to be visible and known, and thus easily identifiable pre-emptively for protection, whereas much Aboriginal Cultural Heritage is often not formally identified until rediscovered, commonly in the course of development preparation.

Land use planning should acknowledge and respect the Tasmanian Aboriginal people as being the custodians of their living and enduring cultural heritage, seeking to improve its protection and where possible supporting ongoing Aboriginal Cultural Heritage practices. In the past the main or only emphasis has been on identifying Aboriginal Cultural Heritage at the development stage. The Cultural Heritage TPP seeks to rectify this by encouraging Aboriginal Cultural Heritage to be considered more strategically when land is being designated for particular use and development.

Tasmania also has a rich source of non-Indigenous cultural heritage which is represented in certain buildings, parts of buildings, places, precincts and landscapes. Often the best-preserved historical suburbs and towns are the places that attract us to visit, work and live.

The non-Indigenous component of the Cultural Heritage TPP addresses only local non-Indigenous cultural heritage values, as sites with State heritage significance are listed on the Tasmanian Heritage Register and are protected under the *Historic Cultural Heritage Act 1995*.

The underlying principle of the Cultural Heritage TPP is to promote early consideration of cultural heritage values in land use planning to manage and protect these values more efficiently and effectively.

### 6.0.1 Climate Change Statement

Tasmania's cultural heritage sites are located in a range of settings across the State. Like other aspects of our natural and built environments, they will be impacted by climate change.

Climate change will impact environmental processes which may affect the cultural heritage values of a site. For example, archaeological sites may be compromised because of changes in

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soil chemistry. Changes in the water table can affect older buildings and structures, and new pest species may threaten structures constructed with organic material.

This is in addition to the better understood threats of flooding, fire and heatwave. Increased thermal stress can accelerate the deterioration process, and increased periods under water threaten structural integrity. Some sites may be permanently lost due to sea level rise.

The management of cultural heritage sites requires consideration and response to the projected changes to Tasmania's environments. Management responses require site-specific approaches and a good understanding of the projected risks from natural hazards for a given location. Other components of the TPPs support this, particularly the Environmental Hazards TPP.

While it is premature to accurately predict what, and how, cultural heritage sites might be impacted by climate change and therefore propose specific strategies to protect them, land use planning in general has a role to play by:

- providing spatial identification of cultural sites, and projected risks from natural hazards;
- ensuring the projected impacts of climate change on cultural heritage sites and practises is considered early in the planning process; and
- supporting processes to protect significant cultural heritage sites and practises.

## 6.1 Aboriginal Cultural Heritage

### 6.1.1 Application

Statewide.

### 6.1.2 Objective

Support the protection and Aboriginal custodianship of Aboriginal Cultural Heritage including places, objects and practices.

### 6.1.3 Strategies

- I. Land use planning is to:
  - a) recognise, respect and accept that Tasmanian Aboriginal people are the custodians of their cultural heritage;
  - b) acknowledge that Aboriginal Cultural Heritage is living and enduring;
  - c) promote the protection of Aboriginal Cultural Heritage; and
  - d) support the protection and connection of Tasmanian Aboriginal people with country and the continuity of their practices and traditions.

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2. Support the investigation of land for the presence of Aboriginal Cultural Heritage places and objects where that land is proposed to be designated for use and development that could potentially damage any identified places or objects.
3. Avoid designating land for incompatible land use and development where investigations identify, or it is known that there are, or highly likely to be, places or objects of Aboriginal Cultural Heritage.
4. Avoid use and development that has the potential to impact Aboriginal Cultural Heritage places or objects unless clear plans, agreed by the Tasmanian Aboriginal people, demonstrate remediation measures to limit the impact on the Aboriginal Cultural Heritage place or object.
5. Support Tasmanian Aboriginal people to identify, manage and, where appropriate, continue to use and culturally identify with, places of Aboriginal Cultural Heritage.

### 6.1.4 Implementation Guidelines

None specified.

## 6.2 Non-Indigenous Cultural Heritage

### 6.2.1 Application

Statewide

### 6.2.2 Objective

To support the identification and conservation of significant non-Indigenous local cultural heritage buildings, part of buildings, infrastructure (for example bridges), places, precincts and landscapes and consider design responses that preserves cultural heritage values while allowing for appropriate adaptive reuse.

### 6.2.3 Strategies

1. Identify land that has potential archaeological local cultural heritage value and avoid designating it for incompatible use and development that would damage the archaeological values until the significance of those values can be established and appropriately managed.
2. Identify buildings, part of buildings, places, infrastructure, precincts and landscapes that contain significant non-Indigenous local cultural heritage values, describe the significance of those values and promote access to this information to ensure identified values are considered early in strategic and statutory planning processes.
3. Provide for the protection, and encourage the restoration, of identified buildings, part of buildings, infrastructure, places, precincts and landscapes that contain significant non-Indigenous local cultural heritage value.

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4. Encourage appropriate development and adaptive reuse of buildings, part of buildings, infrastructure, places, precincts and landscapes of significant non-Indigenous local cultural heritage value by promoting innovative and complimentary design responses that conserves, restores and retains cultural heritage values.
5. Support the retention of appropriate surrounding settings and site context that contributes to the significance of the non-indigenous local cultural heritage values of buildings, part of buildings, infrastructure, places, precincts and landscapes.

**6.2.4 Implementation Guidelines**

None specified.

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## 7.0 Planning Processes

### 7.0.1 Principles and Policy Context

The Planning Processes TPP seeks to ensure that best practice, contemporary planning processes are adopted and applied in the planning system.

The *Land Use Planning and Approvals Act 1993* (the Act) is the primary legislation controlling most of land use planning in Tasmania. It establishes the framework for the development, assessment and implementation of various statutory instruments.

As such, the TPPs are subordinate to the provisions in the Act and cannot modify the planning processes that it specifies.

The planning system also relies on processes that either sit outside the Act, or are less explicit in the Act. For example, these processes include the preparation of local plans such as settlement strategies, structure plans and precinct plans that potentially inform RLUSs and LPSs. The Planning Processes TPP can support improved processes at this level of planning.

A fundamental element of land use planning is to understand the needs, expectations and values of the community. To obtain this information planners must engage with the community. At its best, meaningful engagement in planning allows the community to discuss issues, share experiences, expand their understanding, develop empathy with competing stakeholders and help find collaborative solutions that can be expressed through strategic and statutory planning processes.

However, not all people within the community share the same needs, expectations and values. The role of planning is to fairly and transparently evaluate these competing demands to deliver outcomes in the best interest of the broader community, balancing social, environmental and economic considerations. Strategically planning land use and development lowers the risk and likelihood of land use conflict by giving a structured process to handle disagreement, providing for the more sustainable use of land and resources

To achieve this, land use planning considers a variety of opinions and complex arguments to reach a mediated outcome. In trying to address concerns and to ensure desired outcomes are achieved, planning has been criticised for over regulation and 'red tape'. The Planning Processes TPP seeks to acknowledge the issue and responds by including strategies that seek to align the degree of regulation to the scale of the impact caused by the use and development.

### 7.0.2 Climate change statement

Resilience is the capacity to maintain function in the face of disturbance. Land use planning is a mechanism with considerable potential to improve social, economic and environmental resilience to climate change.

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The scale of the transition facing the Tasmanian community is large. The impacts of climate change will not be evenly distributed amongst the community with the vulnerable being disproportionately affected. Planning processes that are collaborative, consultative, evidence based and responsive to change are essential for navigating an unpredictable future and taking care of the more vulnerable within the community.

Land use planning also plays a significant role in mitigating and adapting to climate change. Robust planning processes are required to achieve these responses. The Planning Processes TPP promotes consultation, strategic considerations of issues and collaborations between jurisdictions, and in doing so increases the capacity of the community to understand, respond and build resilience to climate change.

### **7.1 Consultation**

#### **7.1.1 Application**

Statewide.

#### **7.1.2 Objective**

To improve and promote community consultation processes to ensure the community's needs, expectations and values are identified and considered in land use planning.

#### **7.1.3 Strategies**

1. Facilitate the community's understanding of the planning system, land use planning issues and how they might be impacted, to encourage meaningful community consultation in land use planning.
2. Promote community consultation that is fair, inclusive, respectful and genuine, allowing people to express themselves freely and strengthening their confidence in participating in land use planning.
3. Support consultation processes, and the outcomes generated from them, that are informative and transparent.
4. Acknowledge that planning outcomes, derived through consultation processes, involves compromise and trade-offs that balance the community's social, economic and environmental interests.

#### **7.1.4 Implementation Guidelines**

None specified.



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## **7.2 Strategic Planning**

### **7.2.1 Application**

Statewide.

### **7.2.2 Objective**

To encourage the strategic consideration of land use planning issues by promoting integrated and coordinated responses that balance competing social, economic, environmental and inter-generational interests to provide for the long-term sustainable use and development of land.

### **7.2.3 Strategies**

1. Avoid allowing use and development where the implications of that use and development on the environment, now and into the future, is not fully known or understood.
2. Promote the identification, establishment and implementation of long-term land use planning priorities, that are environmentally sound, to strengthen inter-generational equity, allowing future generations to have access to the resources they need.
3. Strengthen the use of scientific-based evidence to make informed decisions about land use planning.
4. Promote the integration and coordination of land use planning with population strategies and social and physical infrastructure planning.
5. Promote collaboration and coordination between, and within, Commonwealth, State and local government to deliver integrated, efficient and effective planning outcomes.
6. Facilitate coordinated approaches between public and private investment to achieve common planning goals.
7. Adopt and implement best practice governance structures to provide strategic and innovative leadership within communities that will effectively inform land use planning.
8. Promote the regular review of land use strategies so that they remain current, adaptive and responsive to planning issues as they arise.

### **7.2.4 Implementation Guidelines**

None specified.

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## **7.3 Regulation**

### **7.3.1 Application**

Statewide.

### **7.3.2 Objective**

To avoid over regulation by aligning the level of regulation to the scale of the impact associated with use and development.

### **7.3.3 Strategies**

1. Allow use and development that has little or no impact to proceed without requiring planning approval.
2. Reduce planning regulation to the amount necessary to reflect, manage and be proportionate to, the level of impact caused by the use and development.
3. Support the maintenance of regulatory consistency unless there is a demonstrated need that warrants deviation from that consistency.
4. Encourage mechanisms that allow for timely adjustments in planning regulation for responses to, and recovery from, situations including, but not limited to, pandemic, climate change and emergency events.
5. Facilitate the coordination and rationalisation of regulation where there is consistency between planning and other jurisdictions.

### **7.3.4 Implementation Guidelines**

None specified.

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## GLOSSARY

**Active transport** – means physical activity undertaken as a means of transport and includes travel by foot, bicycle and other non-motorised vehicles,

**Activity centre** – means a place that provides a focus for retail, commercial, services, employment, and social interaction in cities and towns.

**Affordable housing** – means rental homes or home purchases that are affordable to low-income households, meaning that the housing costs are low enough that the household is not in housing stress or crisis.

**AIDR** – Australian Institute for Disaster Resilience.

**Agricultural land** – means all land that is in agricultural use, or has the potential for agricultural use, that has not been zoned or developed for another use or would not be unduly restricted for agricultural use by its size, shape and proximity to adjoining non-agricultural uses.

**Agricultural use** – means use of the land for propagating, cultivating or harvesting plants or for keeping and breeding of animal, excluding domestic animals and pets. It includes the handling, packing or storing of plant and animal produce for dispatch to processors. It includes controlled environment agriculture and plantation forestry.

**Agritourism** – means a tourism-related experience that connects agricultural or aquaculture products, people or places with visitors on a farm, including marine farms.

**Amenity** – means, in relation to a locality, place or building, any quality, condition or factor that makes or contributes to making the locality, place of building harmonious, pleasant or enjoyable.

**Assisted housing** – means housing provided by an organisation for higher needs tenants or residents, including those with physical or intellectual disabilities, and may include associated support services.

**Brownfield site** – means underutilised, vacant or derelict former industrial or commercial land typically located in an urban environment and often characterised by contamination

**Circular economy** – means a model of production and consumption, which involves sharing, leasing, reusing, repairing, refurbishing and recycling existing materials and products as long as possible.<sup>2</sup>

**Coastal protection work** – means structure or works aimed at protecting land, property and human life from adverse impacts caused by erosion or inundation in the coastal zone.

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<sup>2</sup> <https://www.europarl.europa.eu/news/en/headlines/economy/20151201STO05603/circular-economy-definition-importance-and-benefits>

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**Coastal Zone** - means as described in section 5 of the State Coastal Policy Validation Act 2003.

**Communal residence** – means use of land for a building to accommodate persons who are unrelated to one another and who share some parts of the building such as a boarding house, residential college and residential care facility.

**Community** – means a social group with a commonality of association and generally defined by location, shared experience, or function and with a number of things in common, such as culture, heritage, language, ethnicity, pastimes, occupation, or workplace. (AIDR 2019)

**Distributed energy resources** – means consumer-owned devices that, as individual units, can generate or store electricity or have the 'smarts' to actively manage energy demand. This includes small-scale embedded generation such as residential and commercial rooftop photovoltaic systems (less than 100 kilowatts [kW]), non-scheduled generation (NSG, up to 30 megawatts [MW]), distributed battery storage, virtual power plant and electric vehicles.

**Electricity Infrastructure** - means anything used for, or in connection with, the generation, transmission or distribution of electricity including, but not limited to –

- (a) electricity generating plant; and
- (b) structures and equipment to hold water, or to direct, monitor or control the flow of water, for the purposes of hydro-electric generation; and
- (c) powerlines; and
- (d) substations for converting, transforming or controlling electricity; and
- (e) equipment for metering, monitoring or controlling electricity;

**Geodiversity** – means 'the range (or diversity) of geological (bedrock), geomorphological (landforms) and soil features, assemblages, systems and processes'.<sup>3</sup>

**Groundwater** - means any water contained in or occurring in a geological formation.

**Land** – means as defined by the Act.

**Liveability** – means the degree to which a place is suitable or good for living in.

**Physical infrastructure** – means the basic physical structures required for an economy to function and survive, transportation networks, water supply, sewers, stormwater, waste disposal systems, power and telecommunications.

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<sup>3</sup> SHARPLES, C., 1995a: Geoconservation in forest management - principles and procedures; Tasforests, Vol. 7, p. 37 - 50, Forestry Tasmania, Hobart, Dec. 1995.  
(<https://nre.tas.gov.au/Documents/geoconservation.pdf>)

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**Place-making** – means a collaborative process that strengthens the connection between people and the places they share, to shape the public realm in order to promote community identity and maximise shared values and aspirations.

**Potentially contaminating activities** – means an activity listed in Table C14.2 [of the Tasmanian Planning Scheme] as a potentially contaminating activity that is not directly associated with and subservient to Residential [Use Class].

**Resilience** – means the ability of a system, community or society exposed to hazards to resist, absorb, accommodate, adapt to, transform and recover from the effect of a hazard in a timely and efficient manner, including through the preservation and restoration of its essential basic structures and function through risk management. (UNDRR 2017)

**Sense of place** – means the felt or meaningful character of a place that makes it distinctive as a place<sup>4</sup>.

**Sensitive use** – means a residential use or a use involving the presence of people for extended periods except in the course of their employment such as a caravan park, childcare centre, dwelling, hospital or school.

**Settlement** – means land developed, or designated for, the concentration of occupation by human activity in urban or rural areas and which may contain a mix of land use. While predominantly referring to land developed as cities, towns and villages, it also includes land that has been modified from its natural state to provide for a mix of land uses which are not reliant upon natural resources, such as rural residential, utility and industrial uses.

**Social housing** – means both housing provided by the government (public housing) and non-government organisations (community housing) with below-market rent prices.

**Social infrastructure** - means facilities and spaces where the community can access social services. These include emergency and health-related services, education and training, social housing programs, police, courts and other justice and public safety provisions, as well as arts, culture and recreational facilities.<sup>5</sup>

**Tolerable risk** – means the lowest level of likely risk from the relevant hazard:

- a) to secure the benefits of a use or development in a relevant hazard area; and
- b) which can be managed through:
  - i. routine regulatory measures; or
  - ii. by specific hazard management measures for the intended life of each use or development.

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<sup>4</sup> Malpas, J., 2018. Place and Experience: a philosophical topography, Routledge, New York

<sup>5</sup> <https://www.statedevelopment.qld.gov.au/industry/infrastructure/infrastructure-planning-and-policy/social-infrastructure>

# Draft Tasmanian Planning Policies

Supporting Report for Consultation



State Planning Office  
Department of Premier and Cabinet





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## Introduction

The Supporting Report (the report) has been prepared by the Department of Premier and Cabinet's State Planning Office (SPO) to accompany the set of draft Tasmanian Planning Policies (TPPs), as provided in Attachment I, that are undergoing consultation in accordance with section 12C(2) of the *Land Use Planning and Approvals Act 1993* (the Act).

This consultation precedes the lodging of the draft TPPs with the Tasmanian Planning Commission for its formal review and reporting to the Minister. That review process will include a public exhibition period of 60 days and the opportunity for anyone to make representations to the Commission.

The TPPs are intended to establish high-level strategic policy directions that will be delivered through the Regional Land Use Strategies (RLUS) and the Tasmanian Planning Scheme (TPS).

The Act establishes the provisions under which the TPPs may be prepared, made, amended, implemented and reviewed.

The report provides background information regarding the process and development of the draft TPPs to facilitate greater understanding and more meaningful consultation on their content and intended outcomes.

## Glossary

The following acronyms and abbreviations are used in this report.

TPP	–	Tasmanian Planning Policy
Act	–	<i>Land Use Planning and Approvals Act 1993</i>
RLUS	–	Regional Land Use Strategy
RMPS	-	Resource Management and Planning System
TPS	–	Tasmanian Planning Scheme
SPP	–	State Planning Provision
SPO	-	State Planning Office
LPS	–	Local Provisions Schedule
UNSDG	–	United Nations Sustainable Development Goals
PESRAC	–	Premier's Economic and Social Recovery Advisory Council
PAL	-	<i>Protection of Agricultural Land Policy 2009</i>



## Consultation

When the Minister is preparing the TPPs, the Act requires two rounds of consultation. This is specified in section 12C(2) of the Act that states:

*The Minister must consult with –*

- a) the Commission; and*
- b) the planning authorities; and*
- c) the State Service Agencies, and the State Authorities, as the Minister thinks fit –*  
*in relation to the intention to prepare a draft of the TPPs and a draft of the TPPs.*

Consultation of the intention to prepare a draft of the TPPs was undertaken in October and November 2021 with a [Scoping Paper](#) being published on the SPO's website. An invitation to comment on the range of issues and topics that the TPPs should address and other matters expressed in the Scoping Paper was extended to the parties listed under section 12C(2) of the Act and to a broad range of relevant stakeholders.

A total of [108 submissions](#) were received during the scoping consultation. A [Report on draft TPP Scoping Consultation](#) was published on the SPO's website in April 2022. The report discussed the issues raised in submissions, summarised responses to them and provided a revised TPP structure and table of TPP topics and issues that formed the basis for more detailed drafting of the TPPs.

Targeted consultation was undertaken between April and August 2022. Various stakeholders provided input into the initial drafting of the TPPs. Given the TPPs are intended to deliver State planning policies, the initial draft set of TPPs were firstly reviewed by State Agencies. Agencies nominated a representative to liaise between the divisions within their Agencies and the SPO to provide comment and recommendations on the draft TPP content to ensure the Agency's interests and policies were reflected through the TPPs.

In addition to the parties mentioned in section 12C(2) of the Act, comment is also invited from those who engaged in the scoping consultation and broader stakeholders who may have an interest in the draft TPPs.

## Content and Purpose of TPPs

Section 12B of the Act sets out the 'Contents and purpose of the Tasmanian Planning Policies' stating:

- (1) The purpose of the TPPs are to set out the aims, or principles, that are to be achieved or applied by –*
  - a) the Tasmanian Planning Scheme; and*
  - b) the regional land use strategies.*
- (2) The TPPs may relate to the following:*
  - a) the sustainable use, development, protection or conservation of land;*
  - b) environmental protection;*
  - c) liveability, health and wellbeing of the community;*



- d) *any other matter that may be included in a planning scheme or a regional land use strategy.*

The TPPs are intended to provide a consistent, overarching policy setting for the State's planning system that will guide planning outcomes delivered through the RLUSs and the TPS. The Act also requires consideration of the TPPs during the declaration and assessment of major projects.

The policy setting for the current RLUSs and TPS have relied on the broad Schedule 1 Objectives of the Act and a limited number of State Policies. While the intention of the TPS was to achieve regulatory consistency, and the RLUS to deliver strategic consistency across each region, they have not been informed by a common set of planning policies. The TPPs are intended to fill that policy space and deliver a more balanced, informed and mature planning system.

The Act requires a review of the TPS and RLUSs following the making of the TPPs, and their subsequent modification to demonstrate consistency with the TPPs<sup>1</sup>.

## Structure of draft TPPs

A draft suite of TPPs were prepared in 2017 ([click here to view](#)) to provide an indication of what the TPPs may comprise at the time the amendment to the Act, to provide for the necessary legislative mechanisms for the making of the TPPs, was being considered.

The Scoping Paper referenced the 2017 draft TPPs as an example of what the scope and structure of the TPPs might include. It also included the following TPP template and invited comment on its structure to deliver the purpose and content of the TPPs.

TPP Topic	The name of the particular topic covered by the TPP
Issue	Sets out the particular issue(s) under the TPP Topic
Objective	Describes the broad intent of what the issue aims to address
Strategies	Describes how the objective will be achieved – there may be multiple strategies
Implementation Statements	Describes how each individual strategy will be delivered into the planning system, either through strategic planning such as regional land use strategies, or through statutory planning in the Tasmanian Planning Scheme (State Planning Provisions and Local Provision Schedules)

**Table 1.** TPP Template - Extract from page 8 Scoping Paper

<sup>1</sup>The current draft LPSs that are being assessed by the Tasmanian Planning Commission to bring the TPS into effect in each municipality are not required to be assessed as consistent with the TPPs. This avoids the current assessment processes being altered with further delays to the implementation of the TPS. All amendments to LPSs, once approved, must be assessed as consistent with the TPPs, along with any amendments to any interim planning schemes that remain in effect at the time of the TPPs being made.

Most submissions supported the proposed template. Additional comments were that an introductory component should be included to help set the policy context for each topic.

The Scoping Paper also sought submissions on how climate change should be addressed in by the TPPs. Most submissions suggested that climate change issues should be integrated with other policies and not form a stand-alone TPP. This approach was adopted in the revised TPP structure. In addition, and because it is the preeminent policy position, a separate 'Climate Change Statement' has been included within the 'Principles and Policy Context' (refer to Figure 2 below) to establish context for the proceeding policies.

For further detail regarding the modifications made to the TPP structure see the [Report on draft TPP Scoping Consultation](#).

The following table was published in the Report on Scoping Consultation and outlines the revised TPP structure.

TPP Structure	Function
<b>Title</b>	Identifies the TPP topic.
<b>Principles and Policy Context</b>	<p>Outlines any overarching principles relating to the TPP topic and provides the policy context to support greater understanding of the planning and regulatory provisions that flow from the particular TPP. It also provides an overview of State endorsed policies relevant to the TPP topic.</p> <p><u>Climate Change Statement</u></p> <p>Within the 'Principles and Policy Context' section there is a subheading called 'Climate Change Statement' that identifies the likely impacts that climate change will have on the TPP topic and describes how the responses to climate change issues are addressed and integrated within the policy content of the TPP.</p>
<b>Policy application</b>	Sets out any application specifications for a TPP, or part of a TPP, which may include a map to spatially define an area, a locality, land with particular characteristics, or a particular type of use or development.
<b>Objective</b>	Expresses what the TPP is intended to achieve and is drafted as an aspirational outcome in response to a broad land use planning issue.
<b>Strategies</b>	<p>Specifies how the TPP is to achieve the objective.</p> <p>It is anticipated that the many of the strategies will be derived in response to the specific issues as identified in Attachment I.</p>
<b>Implementation guidelines</b>	Provides detailed guidance on how a TPP will be implemented through the SPPs, LPSs and RLUs.

**Table 2.** Modified Structure of TPPs - Attachment 2 of Report on Scoping Consultation

The draft TPPs have been drafted in accordance with this structure with the following exceptions or qualifications:





- the ‘Principles and Policy Context’ element refers to providing an overview of State endorsed policies relevant to the TPP topic. An overview of this nature was considered to add unnecessary length and complexity to this part of the TPP without adding much value, so the concept was abandoned.
- Not all policies have detailed ‘Implementation Guidelines’. Section 12B(3) of the Act states that ‘the TPPs may specify the manner in which the TPPs are to be implemented into the SPPs, LPSs and regional land use strategies’. (emphasis added)
- A Glossary, Foreword and Implementation sections have been included to assist understanding, operation and usability of the TPPs.

The TPP structure has a number of elements however, the policy intent is effectively delivered through the ‘Objective’ and ‘Strategies’. As outlined in Figure 2, the ‘Objective’ sets the scene for what the policy is trying to achieve. It is an aspirational aim that the TPP is seeking to achieve. The proceeding ‘Strategies’ are that part of the TPPs that establish how those aims, expressed through the ‘Objective’, are intended to be achieved or applied by the TPP.

The use of the terms ‘Objective’ and ‘Strategies’ are consistent with the 2017 draft TPPs that was used as an example to amend the legislation to provide for TPPs, is consistent with many of the State planning policies in other jurisdictions and was supported in the scoping consultation as being an effective way to express planning policy.

## Development of the draft TPPs

### Topics and issues framework

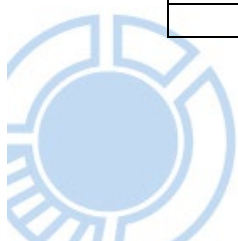
The Scoping Paper introduced a list of TPP topics and issues that was modified based on submissions received during the scoping consultation. Attachment I of the [Report on draft TPP Scoping Consultation](#) provides that modified list which formed the basis for the drafting of the TPPs.

The TPP topics and issues framework was developed considering a ‘best fit’ approach and having regard to the comments received during the scoping consultation and the way similar planning issues are grouped and addressed in the RLUS or TPS. The following list has been modified slightly since it was published in the Report on Scoping Consultation to address additional matters that became apparent once drafting commenced. The revised framework essentially informs the TPP table of contents and is structured as follows:

Tasmanian Planning Policy (Topic)	Subheadings
I. Settlement	1.1 Growth 1.2 Liveability 1.3 Social Infrastructure 1.4 Settlement Types 1.5 Housing 1.6 Design
	2.1 Biodiversity

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2. Environmental Values	2.2 Waterways, Wetlands and Estuaries 2.3 Geodiversity 2.4 Landscape Values 2.5 Coast
3. Environmental Hazards	3.1 Bushfire 3.2 Landslide 3.3 Flooding 3.4 Coastal 3.5 Contaminated Air and Land
4. Sustainable Economic Development	4.1 Agriculture 4.2 Mining and Minerals 4.3 Tourism 4.4 Renewable Energy 4.5 Industry 4.6 Business and Commercial 4.7 Innovation and Research
5. Physical Infrastructure	5.1 Provision of Services 5.2 Energy Infrastructure 5.3 Roads 5.4 Transport Modes 5.5 Ports and Strategic Transport Networks
6. Cultural Heritage	6.1 Aboriginal Cultural Heritage 6.2 Non-indigenous Cultural Heritage
7. Planning Processes	7.1 Consultation 7.2 Strategic Planning 7.3 Regulation

**Table 3.** Topics and Issues Framework

Each topic represents a TPP, for example, the 'Settlement TPP' or the 'Environmental Hazards TPP'. Each TPP includes a number of sub-headings, or broad issues to be addressed, that contain an 'Objective' followed by a number of 'Strategies'. For example, in the 'Environmental Values TPP' under the 'Biodiversity' sub-heading there is a single objective that is followed by a number of 'Strategies' to achieve that 'Objective'. This pattern is repeated under all of the other 4 sub-headings grouped within Environmental Values, including 'Waterways, Wetlands and Estuaries', 'Geodiversity', 'Landscape Values' and 'Coasts', all of which collectively comprise the 'Environmental Values TPP'.

## Drafting of policies

### Policy content

An observation from consultation processes undertaken to date has been that there are wide and varied opinions on the matters that the TPPs should address, and to what level of detail. To determine this, the following criteria has been used to help guide the range and detail of the draft TPPs' policy content, and include:



- can only deal with matters provided for in the Act;
- does not repeat the requirements of the Act or that of other Acts;
- is to be consistent with section 12B of the Act;
- is to further the Schedule 1 Objectives of the Act;
- is to be consistent with a relevant State Policy;
- is to produce a planning outcome that can be achieved or applied through the TPS and RLUS;
- cannot apply retrospectively to address broad scale planning issues or decisions made under a former planning regime; and
- cannot address issues that are too specific or that deliver detailed, predetermined outcomes.

The development of the policy content commenced with an overview of those matters that present reoccurring issues in planning and where a policy foundation was required to provide strategic and statutory direction. The policy content has also been derived through a review, consideration and response to the social, economic and environmental challenges that are facing Tasmania. This has been informed by, among other things, a review of the existing RLUS where many of the regional policies have been adopted and modified to suit Statewide application.

The TPPs do not provide a policy setting for every planning matter that may arise. They speak in broad land use planning terms with the intent being to provide high level policy guidance for the planning system. To achieve this, great care has been taken to pitch the policies in a way that is concise, balanced and can deliver outcomes through strategic and statutory planning instruments.

Further detail regarding the rationale and justification for the drafting of the policy content is provided in the Principles and Policy Context section within each TPP.

### Climate change

As discussed above, climate change policy has been integrated within each of the TPPs. The way in which this is achieved is outlined in the Climate Change Statement as provided in the Principles and Policy Context section of each TPP. Many of the strategies that achieve other planning outcomes, also support mitigation or adaptation responses to climate change. This is not always explicit in the strategies however is described in the Climate Change Statement.

### Terminology

The TPPs include a Glossary of defined terms to assist with interpretation. Where possible, consistent terminology has been used to align meanings with other planning instruments to provide for greater consistency. New terms that have been introduced that are considered necessary to be defined by the TPPs have been included in the Glossary, such as 'Liveability', 'Social Infrastructure' and 'Sense of Place'.



Other terms or phrases have not been explicitly defined as it is considered that their meaning is generally understood.

The TPPs have deliberately avoided making reference to use classes and zones referred to in the TPS. There are two fundamental reasons for this. Firstly, the TPPs are intentionally kept broad and high level and by referencing specific use classes and zones causes the narrowing of policy considerations. Secondly, the policy content of the TPPs will be implemented through the RLUSs and the TPS. Making broad reference to land uses categories (eg agriculture, tourism, commercial, industrial) and 'designating land' for particular purposes allows the policy intent to be applied to both strategic and statutory planning instruments. To clarify, the RLUS and the TPS can both designate land for a particular purpose however, only the TPS can zone land for a particular purpose. Speaking broadly allows the TPPs to have wider and consistent application across planning instruments.

As mentioned above, the TPPs speak in terms of broad land use categories. Most of these are well understood however, there may be instances where the use of terminology is subject to different interpretations. A specific example in the draft TPPs involves terminology used in the 'Industry' section of the Sustainable Economic Development TPP.

The strategies for 'Industry' within the draft TPPs refer to both traditional industrial uses (such as manufacturing) and industrial uses that are resource dependent (such as sawmill or abattoir). The latter is intended to capture those high impact, industrial 'type' uses that would, under the TPS, fall within the 'Resource Processing' or 'Resource Development' use classes. The reason for addressing them in the same section and collectively referring to them as 'industrial use and development' is because, from a policy context, the planning responses are similar. For instance, both are typically high impact land uses and are best separated from sensitive uses to avoid land use conflict.

### Overlap and perceived repetition

It is acknowledged that in certain circumstances there is overlap between strategies. For example, strategy 7 of the Transport Modes section within the Physical Infrastructure TPP includes design consideration for subdivision stating:

*Provide for subdivision design that:*

- a) *supports efficient and effective public transport access;*
- b) *encourages walking and cycling, with provision of appropriate and direct site-through links; and*
- c) *considers the subsequent, and surrounding, use and development, promoting the coordinated and efficient provision of passenger transport systems.*

Similarly, strategy 7 of the Design section in the Settlement TPP also includes considerations for subdivision, stating:

*Promote subdivision design that provides a functional lot layout that:*

- a) *supports the intended future use and development of the lot;*
- b) *uses urban land efficiently;*
- c) *promotes climatically responsive orientation of buildings;*



- d) *allows passive surveillance of public spaces promoting community safety;*
- e) *provides a convenient, efficient and safe road network;*
- f) *supports efficient and effective public transport access;*
- g) *provides safe active transport;*
- h) *is responsive to topography, site constraints and environmental values and hazards;*  
*and*
- i) *provide diverse lot sizes for residential use, in appropriate locations, that supports the future provision of diverse housing choices that meets the needs of the local community.*

There are explicit and implicit similarities between the two strategies. Both explicitly refer to supporting efficient and effective public transport access. The reason for supporting the repetition in this case is because they both help deliver their respective objectives in terms of subdivision design responses to firstly, creating functional and connected urban spaces for the Settlement TPP, and secondly, supporting efficient and accessible passenger transport systems for the Physical Infrastructure TPP.

The implicit similarities are a result of subdivision design being considered through the lens prescribed by the respective objectives of each policy. Each strategy delivers a design response that satisfies their objective.

The repetition of some strategies is inevitable due to the complex nature of planning and the range of issues the TPPs are addressing. While every attempt has been made to draft the TPPs concisely, some repetition remains where it is considered necessary to reiterate consideration of particular matters and provide additional context to how each strategy contributes to achieving its objective, thereby improving the application of the TPPs.

## Implementation

The Implementation section of the TPPs provide guidance on how the TPPs are intended to be implemented from a general perspective, and where specific reference is provided in an Implementation Guideline that sits within the TPPs.

As specified in the Implementation section, the intent of the TPPs is that they are to apply in their entirety, with all relevant strategies applying equally. As such, no strategy should be read in isolation from the others to imply a particular outcome.

The Act provides for the main vehicles for implementation will be through the RLUS and TPS. Major projects are also required to be consistent with the TPPs.

Section 12B(3) states that “the TPPs may specify the manner in which the TPPs are to be implemented into the SPPs, LPSs and regional land use strategies”. Implementation Guidelines have been included in the structure of the TPPs to deliver implementation guidance where it is considered necessary to support how a strategy is intended to be implemented. Additional Implementation Guidelines may be included overtime, especially where there is a requirement for a standardised State approach to implementation or where further consultation reveals difficulties in interpreting and implementing certain policies.



Implementation Guidelines prescribed in the TPPs will form a statutory component of the TPPs and therefore require a formal assessment process to amend. Where implementation guidance is identified as being required, consideration will be given to how this is best achieved. In considering this, the outcome may be that the most efficient way that this is delivered is through a non-statutory information sheet prepared by the State government.

Some of the strategies within the draft TPPs are more subjective and can be implemented in a number of ways. An example of this is strategy 11 in the Liveability section of the Settlement TPP that refers to 'facilitate place-making...'. It is intended that these types of strategies promote local planning processes, that can be interpreted and implemented in multiple ways to achieve local responses.

As drafted, many of the policies have implementation guidance embedded within the strategies. For example, strategy 3 of the Growth section in the Settlement TPP requires identifying a regional settlement hierarchy. It then goes on to provide a range of matters that are to be considered when developing the settlement hierarchy and thereby providing guidance on how it is to be implemented.

The inclusion of a greater level of detail in some of the strategies supports the intended implementation and contributes to interpreting the policy intent.

As already discussed, the TPPs are intended to provide high-level planning policy to guide the planning system. For that policy to be implemented through either the RLUS or the TPS requires further analysis and consideration that will influence how the planning outcome is expressed. This is another reason for being reluctant to specify Implementation Guidelines in the draft TPPs. Some of the matters that might influence how a single strategy is implemented in different circumstances include:

- site specific considerations eg topography, environmental values, exposure to hazards, population demographics etc;
- consideration of the range of applicable policies, including other TPPs, State Policies and local and regional policies, that might result in a single policy being expressed differently; and
- responding to legacy issues.

When applying the TPPs in certain circumstances, there may situations where competing interests are met and need to be resolved. It is not uncommon in planning to experience competing policy interests. In these situations, resolution is found through a balanced assessment based on judgement derived from scientific evidence and influenced by local circumstances and contemporary planning practices.

The Planning Processes TPP provides some policies regarding consultation, strategic planning and regulation to help guide planning processes to resolve complex planning arguments.





## Premier's Economic and Social Recovery Advisory Council (PESRAC)

The State Government is committed to developing the TPPs in line with the recommendations from the Premier's Economic and Social Recovery Advisory Council (PESRAC).

The following table sets out the recommendations from the PESRAC Report that are relevant, with a corresponding column to demonstrate how the draft TPPs support that recommendation.

**Table 4.** Alignment with PESRAC recommendations

PESRAC Recommendation	Draft TPP Response
(1) Protecting sustainability, community values and Tasmanians' well-being must continue to be at the forefront of regulatory activity.	<p>The draft TPPs support this recommendation by containing various strategies that promote the identification and protection of environmental, cultural heritage, landscape and place values. The Settlement TPP addresses improving the liveability of our cities and towns and include strategies to encourage open space networks, active transport, connection with nature and social interaction to improve our well-being.</p> <p>The TPPs will inform planning regulation through reviews of the RLUS and TPS.</p>
(8) Regional land use strategies should be comprehensively updated.	The draft TPPs provide the planning policy framework for a review of the RLUS that will be undertaken once the TPPs are made.
(9) The State Government should redevelop the 10 year Infrastructure Pipeline as a tool for identifying, and addressing, capacity and delivery constraints.	The draft TPPs provide the planning policies relating to the provision of infrastructure, supporting the redevelopment of the Infrastructure Pipeline.
<p>(32) The State Government should develop a comprehensive Tasmanian Housing Strategy and drive practical actions to deliver more sustainable housing market outcomes across Tasmania for all Tasmanians.</p> <p>The strategy should encompass:</p>	<p>The draft TPPs support the delivery of the Tasmanian Housing Strategy by providing a planning policy framework that:</p> <ul style="list-style-type: none"> <li>that considers land supply and demand analysis and population and demographic projections to determine the amount of land required by settlements within at least a 15 year planning horizon;</li> </ul>

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<ul style="list-style-type: none"> <li>• population growth and settlement planning;</li> <li>• ageing and shifts in household composition;</li> <li>• land availability;</li> <li>• the interface between public and private markets;</li> <li>• taxes;</li> <li>• approvals and permitting;</li> <li>• sustainable housing - energy and water efficiency;</li> <li>• construction workforce availability; and</li> <li>• alignment of essential social and economic infrastructure.</li> </ul>	<ul style="list-style-type: none"> <li>• acknowledges that social and affordable housing are part of the wider housing market;</li> <li>• promotes energy efficient design; and</li> <li>• locates houses in close proximity to essential social and economic infrastructure, promoting access to employment and education facilities.</li> </ul>
(38) The State Government should develop a sustainability vision and strategy for Tasmania, with ambitious goals, and concrete targets and actions.	The draft TPPs support sustainability principles that are applied through the strategies that will support, where relevant, the sustainability vision and strategy.
<p>(39) The strategy should immediately prioritise specific frameworks for:</p> <ul style="list-style-type: none"> <li>• decarbonising the economy;</li> <li>• water resource allocation, security and quality;</li> <li>• adoption of circular economy principles; and</li> <li>• ensuring a consistent and coordinated government approach to sustainability.</li> </ul>	<p>The draft TPPs support this recommendation by including strategies that reduce emissions, promote carbon storage, improve water quality and supports opportunities for greater economic self-sufficiency and circular economies.</p> <p>The draft TPPs provides a consistent planning policy framework to deliver sustainable use and development through the State's planning system.</p>
(51) The State Government should develop a structured process for identifying high-consequence risks to which the community is exposed and develop and implement mitigating strategies for these risks.	The draft TPPs include strategies for the identification and mitigation of environmental hazards in response to the risks that they may pose to the community.



## Statutory Assessment

The following provides an assessment of the draft TPPs against the TPP criteria as specified in section 12B(4) of the Act.

## Schedule I Objectives

The TPPs are required to further the Schedule I Objectives of the Act. A response in relation to how the TPPs further each objective is provided below.

### Part I Objectives

- a) *to promote the sustainable development<sup>2</sup> of natural and physical resources and the maintenance of ecological processes and genetic diversity; and*

The policies within the Environmental Values TPP seeks to identify and protect environmental values, supporting the maintenance of ecological processes and genetic diversity consistent with the objective.

- b) *to provide for the fair, orderly and sustainable use and development of air, land and water; and*

The TPPs provide for a consistent set of planning policies to be applied and achieved through the TPS and the RLUSs providing for the fair, orderly and sustainable use and development of land consistent with this objective.

- c) *to encourage public involvement in resource management and planning; and*

Public involvement in the development of the draft TPPs has taken place in accordance with section 12C of the Act. In addition, the draft TPPs will be exhibited as part of the Tasmanian Planning Commission's assessment.

The draft TPP encourage public involvement in the planning system by including specific strategies within the draft Planning Processes TPP under the subheading of Consultation that furthers the objective.

- d) *to facilitate economic development in accordance with the objectives set out in paragraphs (a), (b) and (c); and*

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<sup>2</sup> In clause 1(a), sustainable development means managing the use, development and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic and cultural well-being and for their health and safety while –

- a) sustaining the potential of natural and physical resources to meet the reasonably foreseeable needs of future generations; and
- b) safeguarding the life-supporting capacity of air, water, soil and ecosystems; and
- c) avoiding, remedying or mitigating any adverse effects of activities on the environment.



The draft TPPs provide a planning policy framework across the State that facilitates greater consistency and certainty in land use planning to support economic development.

The draft Sustainable Economic Development TPP includes specific policies relating to various industry sectors that, when applied in conjunction with the rest of the draft TPPs, facilitates economic development in accordance with objectives (a), (b) and (c) above.

- 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.*

The draft TPPs respond to issues raised by the community, industry and different spheres of government, as demonstrated in the Report on Scoping Consultation, promoting the sharing of responsibility for resource management and planning consistent with the objective.

## Part 2 Objectives

- (a) to require sound strategic planning and co-ordinated action by State and local government; and*

The draft TPPs establish high level planning policies that are to be delivered through the RLUS and TPS, promoting sound strategic planning and co-ordinated action by State and local government consistent with this objective.

- (b) to establish a system of planning instruments to be the principal way of setting objectives, policies and controls for the use, development and protection of land; and*

The draft TPPs are a planning instrument that set the planning policies to be achieved and applied through the RLUSs and TPS to inform land use and development consistent with the objective.

- (c) to ensure that the effects on the environment are considered and provide for explicit consideration of social and economic effects when decisions are made about the use and development of land; and*

The draft TPPs provide for the explicit consideration of environmental, social and economic effects relating to land use.

- (d) to require land use and development planning and policy to be easily integrated with environmental, social, economic, conservation and resource management policies at State, regional and municipal levels; and*

The suite of draft TPPs include social, environmental, economic, conservation and resource management policies that are required by the Act to be integrated in to the RLUSs and TPS both of which have collective input from State, regional and municipal levels.

- (e) to provide for the consolidation of approvals for land use or development and related matters, and to co-ordinate planning approvals with related approvals; and*



The draft TPPs will provide a consistent policy setting for the provisions in the TPS, RLUSs and major projects that will support the consolidation of planning approvals consistent with this objective.

- (f) *to promote the health and wellbeing of all Tasmanians and visitors to Tasmania by ensuring a pleasant, efficient and safe environment for working, living and recreation; and*

The draft Settlement TPP includes a subheading that addresses 'Liveability'. The objective of the Liveability policy is "to improve the liveability of settlements by promoting a pattern of development that optimises access to education, employment, recreation, health and other services that support the wellbeing of the community". The policy is supported by a number of strategies that seek to deliver the objective and in doing so furthers the health and wellbeing of all Tasmanians and visitors consistent with the objective in the Act.

- (g) *to conserve those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value; and*

The draft TPPs includes the draft Cultural Heritage TPP that seeks to conserve places, buildings, precincts and landscapes that are of significant cultural heritage. In addition places of aesthetic and scientific value are identified and conserved through the draft Environmental Values TPP. Collectively, the draft TPPs furthers the objective.

- (h) *to protect public infrastructure and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community; and*

The draft Physical Infrastructure TPP contains the policies relating to the protection of public infrastructure, including, the provision of services, energy infrastructure, roads, transport modes and ports and strategic networks. The policy content provides for the orderly provision and coordinated delivering of public infrastructure for the benefit of the community consistent with the objective.

- (i) *to provide a planning framework which fully considers land capability.*

The draft TPPs provide a planning policy framework that considers land capability consistent with the objective.

## State Policies

### *State Policy on the Protection of Agricultural Land 2009*

The objectives of the *State Policy on the Protection of Agricultural Land 2009* (PAL Policy) is:

*To enable the sustainable development of agriculture by minimising:*

- (a) *conflict or interference from other land uses; and*



- (b) non-agricultural use or development on agricultural land that precludes the return of that land to agricultural use.*

The PAL Policy is delivered through 11 principles as stated below. The draft Sustainable Economic Development TPP includes 'Agriculture' as a specific subheading with its own objective and strategies. The following section sets out how the draft TPPs are consistent with the PAL Policy.

1. *Agricultural land is a valuable resource and its use for the sustainable development of agriculture should not be unreasonably confined or restrained by non-agricultural use or development.*

The draft TPPs support this principle through a number of strategies that require the consideration of the impact of non-agricultural use and development, with the intention of protecting agricultural land.

2. *Use or development of prime agricultural land should not result in unnecessary conversion to non-agricultural use or agricultural use not dependent on the soil as the growth medium.*

The draft TPPs include strategies to identify and rank the agricultural capability of land with land containing significant agricultural capabilities being afforded higher protection consistent with this principle.

3. *Use or development, other than residential, of prime agricultural land that is directly associated with, and a subservient part of, an agricultural use of that land is consistent with this Policy.*

As referred to above, strategy 4 of clause 4.1.3 affords the highest level of protection from fettering, fragmentation or conversion to non-agricultural uses to protect land with significant agricultural capabilities. Strategy 7 of clause 4.1.3 allows the conversion of agricultural land to non-agricultural land uses provided:

- a) the scale of the conversion or sterilisation is minor in terms of the overall agricultural operation of the site;
- b) the conversion contributes to the viability of the agricultural use on the site; and
- c) the proposed use will not cause land use conflict, fetter or impact the viability of the surrounding agricultural uses.

The criteria for consideration in the draft TPPs support Principle 3 of the PAL policy by allowing non- agricultural uses that are directly associated with, and a subservient part of, the agricultural use of the land.

4. *The development of utilities, extractive industries and controlled environment agriculture on prime agricultural land may be allowed, having regard to criteria, including the following:*

- (a) minimising the amount of land alienated;*
- (b) minimising negative impacts on the surrounding environment; and*





*(c) ensuring the particular location is reasonably required for operational efficiency.*

The draft TPPs (strategy 3 of 4.1.3) allow compatible uses to operate on agricultural land where they do not cause unreasonable fettering or fragmentation and minimises the sterilisation of agricultural land. The impacts on the surrounding environment and locational considerations are delivered through a combination of strategies in the extractive industries policy, Physical Infrastructure TPP and Environmental Values TPP.

5. *Residential use of agricultural land is consistent with this Policy where it is required as part of an agricultural use or where it does not unreasonably convert agricultural land and does not confine or restrain agricultural use on or in the vicinity of that land.*

The draft TPPs support this Principle through Strategy 11 of clause 4.1.3 which “allow residential use where it is part of, or supports, an agricultural use, such as workers’ accommodation, where it does not unreasonably fetter, fragment or convert agricultural land uses”.

6. *Proposals of significant benefit to a region that may cause prime agricultural land to be converted to non-agricultural use or agricultural use not dependent on the soil as a growth medium, and which are not covered by Principles 3, 4 or 5, will need to demonstrate significant benefits to the region based on an assessment of the social, environmental and economic costs and benefits.*

This is a specific Principle that will be delivered on a case by case basis at a regional level.

7. *The protection of non-prime agricultural land from conversion to non-agricultural use will be determined through consideration of the local and regional significance of that land for agricultural use.*

The policy considerations regarding the conversion of non-prime agricultural land to non-agricultural uses are provided in the draft TPPs. Further consideration can be developed through the RLUS and local plans based on regional and local circumstances.

8. *Provision must be made for the appropriate protection of agricultural land within irrigation districts proclaimed under Part 9 of the Water Management Act 1999 and may be made for the protection of other areas that may benefit from broad-scale irrigation development.*

Agricultural land within irrigation districts is protected from fettering, fragmentation or conversion to non-agricultural uses through strategy 4 of clause 4.1.3.

9. *Planning schemes must not prohibit or require a discretionary permit for an agricultural use on land zoned for rural purposes where that use depends on the soil as the growth medium, except as prescribed in Principles 10 and 11.*



While the draft TPPs do not contain the level of detail to prescribe specific planning scheme provisions, there is nothing in the TPPs that would suggest the prohibition or requirement for a discretionary permit for an agricultural use consistent with Principle 9 of the PAL Policy.

- 10. New plantation forestry must not be established on prime agricultural land unless a planning scheme reviewed in accordance with this Policy provides otherwise. Planning scheme provisions must take into account the operational practicalities of plantation management, the size of the areas of prime agricultural land, their location in relation to areas of non-prime agricultural land and existing plantation forestry, and any comprehensive management plans for the land.*

Principle 10 is a self-executing principle relating to a specific agricultural use that can be applied and delivered outside the draft TPPs.

- 11. Planning schemes may require a discretionary permit for plantation forestry where it is necessary to protect, maintain and develop existing agricultural uses that are the recognised fundamental and critical components of the economy of the entire municipal area, and are essential to maintaining the sustainability of that economy.*

Similarly to Principle 10, Principle 11 is a self-executing and relates to a specific set of circumstances to be delivered.

### State Coastal Policy 1996

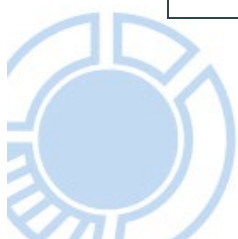
The *State Coastal Policy 1996* (Coastal Policy) is delivered through a number of outcomes that are expressed under three principles. The following table lists the outcomes that are relevant to the draft TPPs and provides a response to demonstrate consistency.

**Table 5.** Draft TPP response to Coastal Policy.

Ref	Coastal Policy Outcome	Draft TPP response
<b>1. Protection of Natural and Cultural Values of the Coastal Zone.</b>		
<b>1.1 Natural Resources and Ecosystems</b>		
1.1.1.	The coastal zone will be managed to ensure sustainability of major ecosystems and natural processes.	Outcome supported by the Environmental Values TPP.
1.1.2.	The coastal zone will be managed to protect ecological, geomorphological and geological coastal features and aquatic environments of conservation value.	Outcome supported by the Environmental Values TPP.
1.1.3.	The coastal zone will be managed to conserve the diversity of all native flora and fauna and their	Where relevant to the Act, the outcome is supported

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	habitats, including seagrass and seaweed beds, spawning and breeding areas. Appropriate conservation measures will be adopted for the protection of migratory species and the protection and recovery of rare, vulnerable and endangered species in accordance with this Policy and other relevant Acts and policies.	by the Environmental Values TPP.
1.1.4.	Exotic weeds within the coastal zone will be managed and controlled, where possible, and the use of native flora encouraged.	Strategy 7 of clause 2.1.3 refers to land use planning minimising the spread of and impact of environmental weeds.
1.1.5.	Water quality in the coastal zone will be improved, protected and enhanced to maintain coastal and marine ecosystems, and to support other values and uses, such as contact recreation, fishing and aquaculture in designated areas.	The protection and improvement of water quality is addressed under the Waterways, Wetlands and Estuaries subheading of the Environmental Values TPP.
1.1.6.	Appropriate monitoring programs and environmental studies will be conducted to improve knowledge, ensure guidelines and standards are met, deal with contaminants or introduced species and generally ensure sustainability of coastal ecosystems and processes and ensure that human health is not threatened.	Not a land use planning issue.
1.1.7.	Representative ecosystems and areas of special conservation value or special aesthetic quality will be identified and protected as appropriate.	Biodiversity, geodiversity and landscape values are identified and protected through the Environmental Values TPP consistent with this outcome.
1.1.8.	An effective system of marine reserves will continue to be established to protect marine ecosystems and fish nursery areas.	Marine reserves are not addressed by the Act.
1.1.9.	Important coastal wetlands will be identified, protected, repaired and managed so that their full potential for nature conservation and public benefit is realised. Some wetlands will be managed for multiple use, such as recreation and aquaculture, provided conservation values are not compromised.	Outcome supported by the Waterways, Wetland and Estuaries subheading in the Environmental Values TPP.



1.1.10	The design and siting of buildings, engineering works and other infrastructure, including access routes in the coastal zone, will be subject to planning controls to ensure compatibility with natural landscapes.	The TPPs provide a policy framework that allows planning controls consistent with this outcome.
1.1.11	Fire management, for whatever purpose, shall be carried out in a manner which will maintain ecological processes, geomorphological processes and genetic diversity of the natural resources located within the coastal zone.	The TPPs require consideration of environmental values when designating land for purposes that required fire management to be carried out on land consistent with this outcome.
<b>1.2 Cultural Historic Resources</b>		
1.2.1	Areas within which Aboriginal sites and relics are identified will be legally protected and conserved where appropriate.	Outcome supported by the Aboriginal Cultural Heritage policy of the Cultural Heritage TPP.
1.2.2	All Aboriginal sites and relics in the coastal zone are protected and will be identified and managed in consultation with Tasmanian Aboriginal people in accordance with relevant State and Commonwealth legislation.	Outcome supported by the relevant strategies in the Cultural Heritage TPP.
<b>1.3 Cultural Heritage</b>		
1.3.1	Places and items of cultural heritage will be identified, legally protected, managed and conserved where appropriate.	Outcome supported by the Cultural Heritage TPP.
<b>1.4 Coastal Hazards</b>		
1.4.1	Areas subject to significant risk from natural coastal processes and hazards such as flooding, storms, erosion, landslip, littoral drift, dune mobility and sea-level rise will be identified and managed to minimise the need for engineering or remediation works to protect land, property and human life.	Outcome supported by the Coastal policies in the Environmental Hazards TPP.
1.4.2	Development on actively mobile landforms such as frontal dunes will not be permitted except for works consistent with Outcome 1.4.1.	Outcome supported by the Environmental Values TPP under the 'Coasts' subheading.
1.4.3	Policies will be developed to respond to the potential effects of climate change (including sea-	Outcome supported by the Coastal subheading of the



	level rise) on use and development in the coastal zone.	Environmental Hazards TPP.
<b>2. Sustainable Development of Coastal Areas and Resources</b>		
<b>2.1. Coastal Uses and Development</b>		
2.1.1.	The coastal zone shall be used and developed in a sustainable manner subject to the objectives, principles and outcomes of this Policy. It is acknowledged that there are conservation reserves and other areas within the coastal zone which will not be available for development.	Outcome supported by the TPPs.
2.1.2	Development proposals will be subject to environmental impact assessment as and where required by State legislation including the Environmental Management and Pollution Control Act 1994.	Not relevant as the outcome is outside the scope of TPPs,
2.1.3	Siting, design, construction and maintenance of buildings, engineering works and other infrastructure, including access routes within the coastal zone will be sensitive to the natural and aesthetic qualities of the coastal environment.	Outcome supported by the TPPs.
2.1.4.	Competing demands for use and development in the coastal zone will be resolved by relevant statutory bodies and processes, in particular the Land Use Planning Review Panel, the Resource Management and Planning Appeal Tribunal and the Marine Farming Planning Review Panel. Planning schemes, marine farming development plans and other statutory plans will provide guidance for resource allocation and development in accordance with this Policy.	Outcome is outside the scope of the TPPs.
2.1.5	The precautionary principle will be applied to development which may pose serious or irreversible environmental damage to ensure that environmental degradation can be avoided, remedied or mitigated. Development proposals shall include strategies to avoid or mitigate potential adverse environmental effects.	Precautionary principle expressed through strategy I of clause 7.2.3. General outcome is supported by the TPPs.
2.1.6	In determining decisions on use and development in the coastal zone, priority will be given to those which are dependent on a coastal location for	The TPPs are not applied to decisions made on development application. The policy intent of the

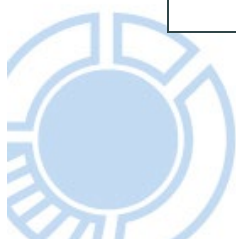


	spatial, social, economic, cultural or environmental reasons.	outcome is supported by the TPPs.
2.1.7	New industrial developments will be encouraged to locate in specified industrial zones.	Outcome supported by the TPPs.
2.1.8	Extraction of construction materials, mineral, oil, and natural gas deposits in the coastal zone will be allowed provided access to areas is allowed under the provisions of the Mining Act 1929.	Outcome supported by the TPPs.
2.1.9	Exploration will be conducted in accordance with environmental standards under relevant legislation and the Mineral Exploration Code of Practice. Adequate rehabilitation shall be carried out.	Outcome is outside the scope of TPPs.
2.1.10	Extraction will be subject to the Quarry Code of Practice and environmental assessment as required by State legislation including the Environmental Management and Pollution Control Act 1994. Adequate rehabilitation shall be carried out.	Outcome is outside the scope of TPPs.
2.1.11	Extraction of sand will be provided for by zoning of appropriate areas in planning schemes.	The TPPs do not influence this outcome as it is too specific and is provided for through the TPS.
2.1.12	Timber harvesting and reforestation in the coastal zone will be conducted in accordance with the Forest Practices Code and have regard to this Policy.	Outcome is outside the scope of the Act.
2.1.13	Whole farm planning and sustainable farming activities will be encouraged on agricultural land in the coastal zone and in coastal catchments in order to minimise problems such as erosion, sedimentation and pollution of coastal waters including surface and ground waters.	Requirement for whole farm planning and sustainable farming activities as provided by this outcome is outside the scope of the TPPs.
2.1.14	Management arrangements for commercial and recreational fisheries will be further developed in accordance with the objectives, principles and outcomes of this Policy, through a management planning framework designed to maintain sustainability and diversity of fish resources and their habitats and II promote economic efficiency under the Living Marine Resources Management Act 1995.	Outcome is outside the scope of the Act.





2.1.15	Harvesting of marine plants shall be conducted in a sustainable manner in accordance with relevant State legislation and this Policy.	Outcome is outside the scope of the Act.
2.1.16	Water quality in the coastal zone and in ground water aquifers will accord with the requirements and guidelines established by the Environmental Management and Pollution Control Act 1994 or the Environment Protection (Sea Dumping) Act 1987 (as appropriate) and any other relevant State and Commonwealth Policies and statutes.	Water quality strategies are included in the TPPs. Guidelines that sit outside of the Act, as referred to in this outcome, is outside the scope of the TPPs.
2.1.17	Waste discharge into the coastal zone, including offshore waters, or likely to affect groundwater aquifers, must comply with provisions of the Environmental Management and Pollution Control Act 1994 or the Environment Protection (Sea Dumping) Act 1987 (as appropriate) and any relevant State and Commonwealth Policies.	Water quality strategies are included in the TPPs. Guidelines that sit outside of the Act, as referred to in this outcome, is outside the scope of the TPPs.
2.1.18	Where oil pollution occurs in the coastal zone, and, or, offshore areas, the National Plan to combat Pollution of the Sea by Oil, Tasmanian Supplement, will apply. Efforts to prevent or mitigate maritime accidents and pollution shall be based upon relevant ANZECC and other guidelines.	Outcome refers to matters that are outside the scope of the TPPs.
2.1.19	Every effort will be made to prevent the introduction of foreign marine organisms and species. Relevant Commonwealth provisions for quarantine and ballast water or other ship discharges shall apply.	Outcome refers to matters that are outside the scope of the TPPs.
2.2 Marine Farming – While the outcomes relating to marine farming are outside the scope of the Act, the draft TPPs indirectly consider where they are located and try to avoid locating surrounding land use and development that may cause conflict.		
2.3 Tourism		
2.3.1	Tourism use and development in the coastal zone, including visitor accommodation and other facilities, will be directed to suitable locations based on the objectives, principles and outcomes of this Policy and subject to planning controls.	Outcome is supported by the TPPs including specific reference to Tourism use and development in the Sustainable Economic Development TPP.
2.3.2	Tourism development proposals in the coastal zone will be subject to environmental impact assessment as required by State legislation including a water safety assessment to indicate the level and type of	Outcome is outside the scope of the TPPs.



	lifesaving facilities and personnel required to protect people.	
2.3.3.	Opportunities for tourism development will be identified wherever strategic planning occurs for the coastal zone or any part of it.	Outcome is supported by the TPPs including specific reference to Tourism use and development in the Sustainable Economic Development TPP.
2.3.4	Tourism development will be located where there is environmental capacity and where it does not significantly conflict with the natural and aesthetic qualities of the coastal zone.	Outcome is supported by the TPPs including specific reference to Tourism use and development in the Sustainable Economic Development TPP.
<b>2.4 Urban and residential development</b>		
2.4.1	Care will be taken to minimise, or where possible totally avoid, any impact on environmentally sensitive areas from the expansion of urban and residential areas, including the provision of infrastructure for urban and residential areas.	Outcome is supported through the Settlement and Environmental Values TPPs.
2.4.2	Urban and residential development in the coastal zone will be based on existing towns and townships. Compact and contained planned urban and residential development will be encouraged in order to avoid ribbon development and unrelated cluster developments along the coast.	Outcome is supported by the policies that relate specifically to coastal settlements within the Settlement TPP.
2.4.3	Any urban and residential development in the coastal zone, future and existing, will be identified through designation of areas in planning schemes consistent with the objectives, principles and outcomes of this Policy.	Outcome is supported by the Settlement TPP.
<b>2.5 Transport</b>		
2.5.1	All transport infrastructure and associated services will be planned, developed and maintained consistent with the State Coastal Policy.	Outcome is supported by the TPPs.
2.5.2	Significant scenic coastal transport routes and associated facilities will be identified, planned and managed to ensure sustainable benefits for tourism and recreation value and amenity.	Landscape values are identified and protected through the Environmental Values TPP.



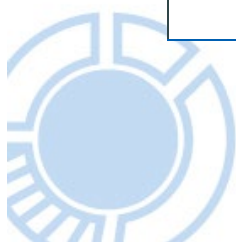
2.5.3	New coast hugging roads will be avoided where possible with vehicular access to the coast being provided by spur roads planned, developed and maintained consistent with the State Coastal Policy.	Outcome is not explicitly addressed in the TPPs.  Strategy 9 of clause 5.3.3 requires new roads to consider environmental, heritage and social impacts.
2.5.4	Marine structures will be designed, sited, constructed and managed in accordance with best practice environmental management and subject to environmental impact assessment having regard to statutory requirements.	Marine structures are not explicitly addressed in the TPPs.
2.5.5	The multiple use of port areas will be encouraged but priority will be given to efficient port operations and safety requirements subject to cultural, natural and aesthetic values not being compromised.	Compatible use and development of port areas are promoted by strategy 2 of clause 5.5.3. consistent with this outcome.
<b>2.6 Public Access and Safety</b>		
2.6.1	The public's common right of access to and along the coast, from both land and water, will be maintained and enhanced where it does not conflict with the protection of natural and cultural coastal values, health and safety and security requirements.	The public's common right of access to the coast is outside the scope of the TPPs.
2.6.2	Public access to and along the coast will be directed to identified access points. Uncontrolled access which has the potential to cause significant damage to the fragile coastal environment and is inconsistent with this Policy will be prevented.	Public access is not explicitly addressed in the TPPs however, use and development (including paths), that promotes the maintenance of biodiversity, ecosystem processes and ecosystem services of coastal land and coastal resources is supported.
2.6.3	Agreements between landowners, landholders and councils or State Government to grant public access to the coast, and Aborigines access to Aboriginal sites and relics in the coastal zone over private and public land will be encouraged and shall be considered when preparing plans or approving development proposals.	Outcome is outside the scope of the TPPs.
2.6.4	Public facilities such as life saving facilities and essential emergency services, parking facilities, toilet	While not explicitly addressed within the



	blocks, picnic sites, rubbish disposal containers, boat ramps and jetties will be provided at appropriate locations consistent with the objectives, principles and outcomes of this Policy to facilitate access to and enjoyment of the recreational amenity of the coast and estuarine foreshores.	coastal zone, the TPPs include a range of strategies that support the provision of urban furniture, recreational facilities and public amenities that support the wellbeing of the community consistent with this outcome.
2.6.5	Councils will ensure that there will be a coastal safety assessment for any new coastal development likely to attract people to the coast to indicate the level and type of lifesaving facilities and personnel required.	Outcome is outside the scope of the TPPs.
2.6.6	Developer contributions will be encouraged in respect to the costs of providing public access and safety services for the community.	Not explicitly addressed in the TPPs.
<b>2.7 Public land</b>		
2.7.1	All future use and development of public land in the coastal zone will be consistent with this Policy, and subject to planning controls unless otherwise provided by statute.	The TPPs relate to public and private land. The outcome is supported by the TPPs.
2.7.2	Future development of camping areas on public land in the coastal zone will only be permitted where such development does not conflict with the protection of natural features and cultural values, but not within 30 metres above high water mark.	Use and development of public land for campgrounds is not explicitly addressed by the TPPs
2.7.3	Expansion of shack sites on public land in the coastal zone will not be permitted.	Outcome is outside the scope of the TPPs.
2.7.4	Shacks currently located on public land in the coastal zone will continue to be subject to review under the Shack Site Categorisation Program of the Tasmanian Property Services Group.	Outcome is outside the scope of the TPPs.
<b>2.8 Recreation</b>		
2.8.1	Recreational use of the coastal zone will be encouraged where activities can be conducted in a safe and environmentally responsible manner.	Outcome is supported by the TPPs.
2.8.2	Suitable recreation opportunities will be identified through strategic planning and may be provided in appropriate locations where they do not adversely	Outcome is supported by the TPPs.

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	affect sensitive coastal ecosystems and landforms or in designated areas where such effects can be remedied or mitigated.	
2.8.3	Special recreational vehicle areas may be established as an environmental protection measure and as a means of limiting unauthorised motor vehicle activity in environmentally sensitive areas.	Outcome is not explicitly addressed in the TPPs.
<b>3. Shared Responsibility for Integrated Management of Coastal Areas and Resources</b>		
<b>3.1 Shared responsibility for management</b>		
3.1.1	Provision will be made for consistency in policy interpretation and implementation by all spheres of government throughout Tasmania, including consistency in changes to planning schemes affected by this Policy.	The TPPs will assist to provide consistency in policy interpretation and implementation consistent with this outcome.
3.1.2	Coastal management should be considered as an integral component of regional planning undertaken in the State.	The TPPs include policies that further coastal management, consistent with the <i>State Coastal Policy 1996</i> , and are required by the Act to be delivered through RLUSs.
3.1.3	Provision shall be made for effective coordination of the activities of governments, industry and local communities in interpreting and implementing the State Coastal Policy.	The TPPs are required to be consistent with the <i>State Coastal Policy 1996</i> and not the coordination of the interpretation and implementation of the Policy. The outcome is therefore outside the scope of the TPPs.
3.1.4	Provision for effective and greater involvement of Aboriginal people in areas of particular interest to Aboriginal people will be made as part of community participation processes.	Outcome is supported through the Aboriginal Cultural Heritage part of the Cultural Heritage TPP.
3.1.5	Planning authorities, the Land Use Planning Review Panel and the Marine Farming Planning Review Panel will use their best endeavours to function in a coordinated and collaborative manner to effectively and efficiently implement the State Coastal Policy.	Outcome is outside the scope of the TPPs.



3.1.6	Councils will prepare strategic and operational plans for their municipal areas having regard to the principles, objectives and outcomes of this Policy and will be encouraged to function in a coordinated and collaborative manner with adjacent councils and other planning authorities.	Outcome is outside the scope of the TPPs.
3.1.7	State government agencies and planning authorities will participate with other State, Territory and Commonwealth agencies in relevant forums to foster a national approach to coastal zone management.	Outcome is outside the scope of the TPPs.
3.2 Institutional arrangements - outcomes are outside the scope of the TPPs.		
3.3 Public participation and information		
3.3.1	Public awareness of coastal issues and community participation in managing the coastal zone will be encouraged and facilitated, including networking between community groups working in the coastal zone.	Public participation in planning is encouraged through the Planning Processes TPP consistent with this outcome.
3.3.2	Advice and information will be provided to coastal community groups through councils and State Government agencies responsible for coastal planning and management on the implementation and interpretation of the State Coastal Policy, on government assistance programs or other matters relevant to the coastal zone.	Outcome is outside the scope of the TPPs.
3.3.3	Community projects and action which benefit the coastal zone and are consistent with this Policy will be encouraged and assisted through the Coastal and Marine Program of the Department of Environment and Land Management or other relevant government programs.	Outcome is outside the scope of the TPPs.
3.3.4	Communities will be given the opportunity to make submissions to all plans or policies affecting the coastal zone. Consultative meetings with relevant and interested community groups and individuals in local or regional areas will be held in conjunction with the release of policies and plans wherever possible.	Public participation in planning is encouraged through the Planning Processes TPP consistent with this outcome.
3.3.5	Research into coastal processes and matters related to coastal zone planning and management by	Outcome is outside the scope of the TPPs.





	government or research institutions will be encouraged and assisted where possible.	
<b>4. Implementation, Evaluation and Review</b> – outcomes are outside the scope of the TPPs		

### *State Policy on Water Quality Management 1997*

The *State Policy on Water Quality Management 1997* describes a framework to develop water quality guidelines and water quality objectives. That framework has never been developed to the stage implementation. The draft TPPs are considered consistent with the *State Policy on Water Quality Management 1997*.

### NEPMs

The *Commonwealth National Environment Protection Council Act 1994*, and complementary State and Territory legislation, allows the National Environment Protection Council to make National Environment Protection Measures. By function of the *State Policies and Projects Act 1993* (SPPA), within Tasmania National Environment Protection Measures are taken to be State Policies.

There are currently seven National Environment Protection Measures: air toxics; ambient air quality; assessment of site contamination; diesel vehicle emissions; movement of controlled waste between States and Territories; National pollutant inventory; and used packaging materials.

The draft TPPs are consistent with the relevant NEPMs.



## **Attachment I – Draft Tasmanian Planning Policies**



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Tasmanian  
Government

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Tuesday, November 29, 2022

ATT: State Planning Office

Dear Sir/Madam

**TASMANIAN PLANNING POLICIES – SUBMISSION FROM GLAMORGAN SPRING BAY COUNCIL OFFICERS**

Thank you for the opportunity to respond to the consultation of the policies. Please note that the following submission is from Council Officers only. The policies will be workshopped with Council on the 1<sup>st</sup> of December 2022, and a formal report will be presented to Council on the 13<sup>th</sup> December 2022 to obtain a resolution on the position of Council on these policies. Shortly thereafter this position will be forwarded to the State Planning Office.

The Tasmania Planning Scheme (TPS) was recently established for the Glamorgan Spring Bay Municipality, at significant cost to Council and community. The lack of a clear strategic and policy basis for many of the controls within the Tasmanian Planning Scheme at the State level did not assist that process and added to the cost and timeframe for the organisation and the community.

Drawing on that experience, the legislated purpose of the Policies, to set out the aims or principles to be achieved or applied through Regional Land Use Strategies (RLUS) and the TPS, is critical, necessary and supported. Section 12B of the *Land Use Planning and Approvals Act 1993 (Act)* establishes that the Policies must clearly establish the aims and principles for review of the RLUS and TPS.

The Policies propose to continue the current requirement to comply with all of the RLUS and State Policies on balance of an assessment and without any guidance from State on how to balance competing matters between different policy areas and within individual policies is not consistent with the RMPS objectives to reasonably address the foreseeable needs of current and future generations and for the equitable sharing of resource management obligations between the spheres of government and the community. The existing approach derogates all evaluation and balancing to the assessment process, at the cost of applicants, Councils, and the Commission. This is inconsistent with the objectives of the Act and the recommendations of the PESRAC Report.

To comply with the requirements of section 12B, the high level aims and policies must be established to inform reviews and assessments under the RLUS and TPS. Clear statements of these values will assist to manage the competing interests within and between each area under the Policies.

Compliance with the policies is mandatory under the Act, but that many of the strategies are written to require compliance with a list of statements rather than promote outcomes based on consideration of a list of specified matters.

There are concerns that multiple strategies will result in an effective prohibition for current and future growth within Glamorgan Spring Bay, such as:

- Growth 1.1.3 specifically the lack of application to rural residential settlements and strategies 2, 7 (in contrast to the requirements of 2), 10;
- Liveability 1.2.3 strategies 1, 2(a), 3, 6;
- Settlement types 1.3.1 exclusion of rural residential areas and strategies 4 and 6;
- Biodiversity 2.1.3 strategies 2, 5, and generally in information and assessments required under multiple strategy statements as a forced compliance that does not recognise the varied nature of existing areas that may have compromised values;
- Waterways, Wetlands & estuaries strategies 2 and 4; and
- Flooding, in conflicts between terms such as consider and avoid.

The relevance of these strategies outside the greater urban areas is questioned. The construction of many of the strategies combined with mandated compliance is expected to place unreasonable limitations on the future growth for settlements within Glamorgan Spring Bay, and other settlements outside metropolitan urban areas.

Specific issues will limit future growth through the urban-focused wording of strategies and include examples such as:

- Growth and liveability strategies not applying to rural residential areas, which provide extensive lifestyle opportunity within Glamorgan Spring Bay;
- Liveability and social infrastructure strategies that do not reflect the real employment and activity of coastal and rural towns across agricultural and tourism sectors, particularly in remote areas, by omission from the policy area;
- Settlement type strategy 6f (avoiding all areas with any natural, landscape, environmental, cultural or agricultural values) effectively prohibits future expansion in many areas of Glamorgan Spring Bay through overly restrictive wording and mandated compliance with all other parts of the strategy;
- Biodiversity strategies require significant expert assessments and advice to progress any growth, the cumulative impacts of which are likely to be cost prohibitive if the required information is not provided through State agencies;
- Waterways, wetlands and estuaries strategies that are worded as end outcomes rather than allowing balanced consideration of the specified matters as part of a strategic process, an issue that is highlighted by the lack of guidance on balancing competing interests within and between different areas under the Policies;
- Coast strategies mandating application of the legal definition of the coast established under the State Coastal Policy, rather than adopting the scientific and hazard based data definitions that were established through scientific work over the past 10 years and through the relevant Codes under the TPS;
- Tourism Strategy 1 requires that future and potential projects and known and identified as part of the RLUS and/or TPS. This does not allow for the unexpected or unique proposals that may arise, such as Saffire or Tempus, and highlights the current uncertainties around the ongoing maintenance of the existing RLUS; and
- Many of the specific areas overlap and create conflict with other strategies within and between each area, particularly around growth, environmental values and hazards, economics, tourism and heritage. A framework must be established to balance those conflicts, in addition to many others.

The existing policies and strategies tend to be interpreted in a conservative nature by the relevant agencies. This highlights the need to ensure the construction and language of the Policies allow for the current high growth environment the Glamorgan area and much of Tasmania, experienced over the last 10 years and more particularly, since Covid.

It is suggested that the Policies establish clear and separate requirements for dealing with existing areas, which may have different values through existing use and development, compromised natural values, to new areas where those limitations do not exist. This may assist in dealing with some of the contradictions between and within policy areas.

The policies and strategies should clarify those requirements to be established at State, region and local levels. For example, the identification and mapping of environmental hazards or establishment of the policy basis for response to those hazards requires a response across Tasmania. Risk thresholds would reflect existing national and state frameworks, including a position on when and how mapping could be challenged. Implementation would then be through inclusion of the relevant codes through the TPS, mapping through Local Provisions Schedules and ongoing maintenance of that mapping by the relevant state agency. A regional response would not be required. Other issues, such as biodiversity, heritage or scenic values, will require different thresholds that require establishment across the Municipality on a consistent basis.

Failure to clearly establish the differing levels of responses is likely to frustrate future assessments of the RLUS and TPS and raise serious questions for compliance of the Policies against the statutory assessment criteria. The resulting impact on assessments for the TPS and planning scheme amendments will be significant and must then be carried by the end users of the system. We understand that other submissions identified this issue and that it is addressed in other regions within Australia. We strongly support this issue being addressed as part of the current process, rather than its deferral to the end users of the system.

Many of the strategy statements do not appear to relate to their implementation mechanisms through the RLUS and the TPS. Given these are the only two tools for implementation of the Policies, all policies and strategies must relate to the implementation methods.

Like the rest of Tasmania, Glamorgan Spring Bay municipality experienced significant growth over the last 5 to 10 years.

Council has critical problems with the cost of construction, availability of housing for residents and workers, the conversion of existing dwellings to visitor accommodation combined with various difficulties in replacement of dwelling stock and the ongoing costs of regulatory processes to islanders to comply with contemporary requirements. Like many other areas in Tasmania, we expect that the lack of available and affordable housing is placing significant economic constraints on the municipality, and the expansion of existing businesses locally.

This is demonstrated by the recent population and housing data following the 2021 census, which identify that unoccupied dwellings (both holiday homes and visitor accommodation) comprise a significant component of growth over the reporting period that does not rely on permanent residents and therefore, traditional growth statistics used by Government to assess dwelling requirements. The following summary was compiled from the ABS website.

Issue	2011	2016	2021	Change
Population	4,190	4,400	5,102	912



Dwellings Occupied	1,718 (45%)	1,794 (47.3%)	2,085 (46.8%)	367
Dwellings unoccupied	2,101 (55%)	1,996 (52.7%)	2,358 (53%)	257

The lack of dwellings for permanent residents and workers is a critical blockage for growth in the municipality. The increasing impact of holiday homes and short stay accommodation is clearly demonstrated by the ABS data.

It is critical that the Policies and strategies do not place restrictive limitations on the future development of Glamorgan Spring Bay to meet existing demands for resident and worker housing, in addition to increasing demands for holiday homes and visitor accommodation (following ABS data).

It is also critical that the Policies provide recognition of the specific issues affecting rural and tourism-based areas such as Glamorgan to enable local strategy to inform growth and development, in place of strategies that are more appropriate to urban, and city based populations. The exhibited draft of the Policies does not appear to provide that recognition.

We also note that the Policies do not provide recognition of or establish a framework to deal with inter and intra-regional issues. We suggest this is a critical element in dealing with specific policies relating to natural values and hazards, scenic management, and other matters such as the east coast tourism region (with other Councils).

The Policies must clearly recognise the nature of such issues and establish appropriate mechanisms for responses at varying levels.

Following implementation of the TPS, we are unable to accept general assurances and require clear and specific commitments on these issues. We note that this is also a significant issue for any area within Tasmania that relies on rural lifestyle locations to provide dwelling diversity, choices and opportunities. The lack of recognition in the exhibited policies must be addressed and clearly provide for such responses.

As noted in the ABS data, the increasing impact of short stay visitor accommodation within our communities needs to be better reflected in future planning to enable their management and response through RLUS and planning schemes. This is an increasing component of growth within the Municipality and other communities with high lifestyle amenity, desirability and proximity to desirable lifestyle resources such as coasts, walking or bike infrastructure. This is likely to be an increasing element in future planning, particularly in areas that already have critical resident and worker housing shortages. Settlement and economic strategies for growth, liveability, settlement types and design within the Policies need to reflect this and must be to enable consideration of its impacts and requirements.

While inclusion of Aboriginal Cultural Heritage is supported, consultation with the affected communities is not clear. The strategy statements are likely to have significant impacts on how Aboriginal heritage is required to be managed under the RLUS and the TPS that must be supported by Aboriginal communities if they are to proceed as exhibited.

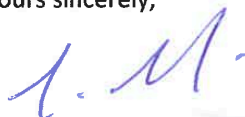
Council Officers have significant concerns over the following:

- the Policies do not adequately provide for the established and reasonably foreseeable future needs of the Glamorgan Spring Bay municipality and other such remote communities;
- the Policies must provide better recognition of growth outside the greater Hobart area and through the policies within the RLUS;
- the lack of any framework or process to balance contradictions within and between policy areas derogates a significant and expected component of the Policies to all future assessments before the Tasmanian Planning Commission;
- the detailed wording of the policies forces compliance with listed criteria and does not provide for the strategic consideration of issues against listed outcomes;
- the conservative nature of the Policies is unnecessarily restrictive and does not reasonably provide for the needs of rural and remote communities;
- the Policies do not clearly establish their aims and principles; and
- there are significant questions over whether the Policies clearly provide for the reasonably foreseeable needs of current and future generations, promote the fair, orderly or sustainable sharing of responsibility for resource management and planning between the different spheres of Government, the community and industry in the State.

As a result, Officers are concerned that the Policies do not comply with the Schedule 1 objectives of the Act and therefore, could not be approved in their current form.

Officers support the continued development of the Policies and their timely completion, particularly considering their critical timing and the future program for planning reforms.

Yours sincerely,



Greg Ingham  
**GENERAL MANAGER**

## **Attachment 1 – Glamorgan Spring Bay Planning Scheme 1994 Relevant Provisions**

### **8.10 Dolphin Sands Zone**

#### **8.10.1 Zone Intent**

The intent of the Dolphin Sands zone is:

- a) to protect the environmentally fragile nature of the area particularly with respect to land stability, vegetation, wildlife and landscape amenity; and
- b) to ensure that any use or development (including construction of accesses, provision of services etc.) is undertaken with minimal disturbance to the natural environment of the area.

#### **8.10.2 Development standards**

- a) Subdivision

There will be no further subdivision within the zone except in accordance with clause 4.16 and 4.17 provided the resultant lots are no less than 1 hectare.

### **4.16 Boundary Relocation and Reorganisation of Titles**

The Council may, at its discretion, grant a permit for subdivision to provide for a more manageable form of land use, provided that:

- a) no additional lots are created;
- b) there is no substantive change to the size and shape of existing titles; and
- c) the subdivision satisfies the intent of the zone

### **4.17 Minor Subdivisions**

The Council may, at its discretion, grant a permit for subdivision of a lot of area or dimensions that are less than that allowable under the relevant zone for the following purposes:

- a) use or development for Public Utilities (major) or Public Utilities (minor), Telecommunications Infrastructure or the like;
- b) to provide for public access, public open space or reserve; or
- c) to provide for the adhesion of a lot to another lot with no additional titles created and the subdivision is consistent with the intent of the zone.

## **Attachment 2 – Tasmanian Planning Scheme extract**

### **7.3 Adjustment of a Boundary**

7.3.1 An application for a boundary adjustment is Permitted and a permit must be granted if:

- (a) no additional lots are created;
- (b) there is only minor change to the relative size, shape and orientation of the existing lots;
- (c) no setback from an existing building will be reduced below the relevant Acceptable Solution setback requirement;
- (d) no frontage is reduced below the relevant Acceptable Solution minimum frontage requirement;
- (e) no lot is reduced below the relevant Acceptable Solution minimum lot size unless already below the minimum lot size; and
- (f) no lot boundary that aligns with a zone boundary will be changed.

# TASMANIAN PLANNING COMMISSION

Our ref: DOC/22/83064  
Officer: Lauren O'Brien  
Phone: 03 6165 6813  
Email: [tpc@planning.tas.gov.au](mailto:tpc@planning.tas.gov.au)

15 August 2022

Mr Greg Ingham  
General Manager  
Glamorgan Spring Bay Council  
PO BOX 6  
TRIABUNNA TAS 7190

Attention: Mr Mick Purves

By email: [mick.purves@freycinet.tas.gov.au](mailto:mick.purves@freycinet.tas.gov.au); [admin@freycinet.tas.gov.au](mailto:admin@freycinet.tas.gov.au)

Dear Mr Ingham

**Glamorgan Spring Bay Local Provisions Schedule  
Draft amendment AM 2022-01  
Section 40I Request for exemption of public exhibition**

I refer to your correspondence dated 28 July 2022, seeking an exemption to publically exhibit the above draft amendment.

The Commission has now reviewed the draft amendment and associated request to dispense with the requirement to exhibit the draft amendment under Section 40I of the *Land Use Planning and Approvals Act 1993* (the Act). In this instance it is considered that the draft amendment does not meet the criteria outlined in section 40I(2) of the Act for the following reasons:

1. The planning authority decided that the Dolphin Sands Particular Purpose Zone should transition from the Glamorgan Spring Bay Interim Planning Scheme 2015 to the Glamorgan Spring Bay Local Provisions Schedule (LPS) in accordance with schedule 6 cl 8 of the Act. On the advice of the Commission, the Minister transitioned the provisions which in this case included of the word 'or' after GSB-P1.7.1 P1(a). It was not inadvertent, and was inserted to facilitate the objective of clause GSB-P1.7.1. It was not an error.
2. It is considered that deleting the word 'or' and dispensing with the requirement to publically exhibit the draft amendment has the potential to impact the public interest.

Accordingly, the Commission directs the planning authority to publically exhibit the draft amendment in accordance with the Act. As the requirements of section 34(2) of the Act were not thoroughly addressed in the certification report, it is suggested that the section 40K report address these matters.

Level 3, 144 Macquarie Street Hobart Tasmania GPO Box 1691 Hobart TAS 7001  
Ph: 03 6165 6828 Email: [tpc@planning.tas.gov.au](mailto:tpc@planning.tas.gov.au)

The Commission notes that the proposed amendment was designed to address the change occasioned by permitted alterations in the transitioned Dolphin Sands PPZ. Should the planning authority wish to withdraw that amendment under section 40E and proceed with an alternative draft amendment that is a matter for the planning authority.

If you require further information please contact the Commission on 03 6165 6828.

Yours sincerely

A handwritten signature in black ink, appearing to read 'John Ramsay', with a stylized flourish at the end.

John Ramsay  
**Executive Commissioner**

## Profit and Loss

Glamorgan Spring Bay Council

For the 5 months ended 30 November 2022

Account	YTD Actual	YTD Budget	Budget Var	Var %	2022/23 Budget	Notes
<b>Trading Income</b>						
Rate Revenue	11,231,458	11,114,746	116,712	1%	11,114,746	1
Statutory Charges	330,818	333,923	(3,105)	-1%	777,716	
User Charges	529,660	533,271	(3,611)	-1%	999,658	
Grants	957,533	1,025,573	(68,040)	-7%	1,845,049	2
Interest & Investment Revenue	159,666	112,370	47,296	42%	518,088	
Contributions	248,249	52,405	195,844	374%	185,772	3
Other Revenue	1,065,141	661,864	403,277	61%	1,198,981	4
<b>Total Trading Income</b>	<b>14,522,524</b>	<b>13,834,152</b>	<b>688,372</b>	<b>5%</b>	<b>16,640,010</b>	
<b>Gross Profit</b>	<b>14,522,524</b>	<b>13,834,152</b>	<b>688,372</b>	<b>5%</b>	<b>16,640,010</b>	
<b>Capital Grants</b>						
Grants Commonwealth Capital - Other	474,036	1,183,883	(709,847)	-60%	5,756,383	5
Grants Commonwealth Capital - Roads to Recovery	85,586	100,272	(14,686)	-15%	401,088	
Grants State Capital - Other	185,981	49,123	136,858	279%	260,123	6
<b>Total Capital Grants</b>	<b>745,602</b>	<b>1,333,278</b>	<b>(587,676)</b>	<b>-44%</b>	<b>6,417,594</b>	
<b>Other Income</b>						
Net Gain (Loss) on Disposal of Assets	11,593	0	11,593	0%	53,000	
Other Income - PPRWS Reimbursement of Principal Loan	0	0	0	0%	105,614	
<b>Total Other Income</b>	<b>11,593</b>	<b>0</b>	<b>11,593</b>	<b>0%</b>	<b>158,614</b>	
<b>Operating Expenses</b>						
Employee Costs	2,034,427	2,199,347	(164,920)	-7%	5,234,096	7
Materials & Services	3,073,396	4,260,555	(1,187,159)	-28%	8,289,660	8
Depreciation	1,334,534	1,331,690	2,844	0%	3,196,056	
Interest	60,022	59,756	266	0%	213,820	
Other Expenses	100,391	88,615	11,776	13%	212,676	
<b>Total Operating Expenses</b>	<b>6,602,770</b>	<b>7,939,963</b>	<b>(1,337,193)</b>	<b>-17%</b>	<b>17,146,308</b>	
<b>Net Profit</b>	<b>7,919,754</b>	<b>5,894,189</b>	<b>2,025,565</b>	<b>34%</b>	<b>(506,298)</b>	
<b>Total Comprehensive Result (incl Capital Income)</b>	<b>8,676,949</b>	<b>7,227,467</b>	<b>1,449,482</b>	<b>20%</b>	<b>6,069,910</b>	
<b>Capital Works Program (Current Year WIP)</b>						
Work in Progress Capital Works - Plant Internal	10,030	0	10,030	0%	0	
Work In Progress Payroll - Salaries and Wages	25,542	0	25,542	0%	0	
Work in Progress Capital Works - On Costs	12,899	0	12,899	0%	0	
Work in Progress Capital Works - Contractor Costs	457,062	0	457,062	0%	0	
Work in Progress Capital Works - Other Costs	14,167	0	14,167	0%	0	
Work in Progress Capital Works - Materials	93,232	0	93,232	0%	0	
Work in Progress Capital Works - Consultancy	15,471	0	15,471	0%	0	
Work in Progress Capital Works - Plant Hire External	7,089	0	7,089	0%	0	
<b>Total Capital Works Program (Current Year WIP)</b>	<b>635,492</b>	<b>0</b>	<b>635,492</b>	<b>0%</b>	<b>0</b>	

**NOTES OF VARIANCES > \$50k.** Note only invoices received by 30 Nov are included in this report.

1. Additional revenue from significant supplementary rate revaluations on individual properties due to ownership transfers
2. Black summer bushfire recovery grant not yet received (\$195k) (2021/22 carry over unspent \$615k of \$811k). 2021/22 carry over unspent Parks grant funds \$93k not forecast. Federal Assistance Grants road & bridges \$20k more than forecast.
3. Public Open space contribution \$108k and Subdivision contribution \$85k more than than budget.
4. Medical income \$267k higher than estimate from high winter demand, additional locum (ie 5 doctors) on board and covid vaccinations income. Received bank fees refund \$100k Sept.
5. Works budgeted but not complete Local Roads & Community Infrastructure Grant; for Roads (\$132k), for Buildings (\$455k) [Courthouse amenities, Coles Bay Annexe, Swansea Cricket nets, Spring Bay toilets, Saltworks toilet] for Marine (\$15k) [Triabunna Marine shelter]; Black Summer Recovery Grant; (\$107k) [Helipad].
6. Carry forward unspent grant funds not forecast, Spring bay recreation ground \$137k work delay
7. Staff vacancies and unplanned covid leave reflecting shortfall in staff availability.
8. Black Summer Bushfire Recovery Grant pass through cost unspent (\$660k), contractor costs and materials (\$361k) and (\$200k) less than forecast indicating delays in availability.



# Statement of Financial Position

Glamorgan Spring Bay Council

As at 30 November 2022

Account	30 Nov 2022	30 Jun 2022
<b>Assets</b>		
<b>Current Assets</b>		
Cash & Cash Equivalents	7,728,799	4,275,310
Trade & Other Receivables	5,042,129	663,874
Other Assets	20,400	40,800
<b>Total Current Assets</b>	<b>12,791,329</b>	<b>4,979,984</b>
<b>Non-current Assets</b>		
Investment in Water Corporation	31,282,379	31,282,379
Property, Infrastructure, Plant & Equipment	156,411,780	157,048,476
<b>Total Non-current Assets</b>	<b>187,694,159</b>	<b>188,330,854</b>
<b>Total Assets</b>	<b>200,485,488</b>	<b>193,310,838</b>
<b>Liabilities</b>		
<b>Current Liabilities</b>		
Trade & Other Payables	573,952	648,824
Trust Funds & Deposits	459,724	428,299
Provisions	648,576	648,576
Contract Liabilities	0	1,384,139
Interest bearing Loans & Borrowings	559,363	697,774
Trade & Other Payables - Debtor Suspense Account	1,351	0
<b>Total Current Liabilities</b>	<b>2,242,966</b>	<b>3,807,612</b>
<b>Non-current Liabilities</b>		
Provisions	74,762	74,762
Interest Bearing Loans & Borrowings	7,146,395	7,146,395
<b>Total Non-current Liabilities</b>	<b>7,221,157</b>	<b>7,221,157</b>
<b>Total Liabilities</b>	<b>9,464,123</b>	<b>11,028,769</b>
<b>Net Assets</b>	<b>191,021,364</b>	<b>182,282,069</b>
<b>Equity</b>		
Current Year Earnings	8,739,296	2,994,018
Retained Earnings	85,489,429	82,495,412
Equity - Asset Revaluation Reserve	96,077,994	96,077,994
Equity - Restricted Reserves	714,645	714,645
<b>Total Equity</b>	<b>191,021,364</b>	<b>182,282,069</b>

# Statement of Cash Flows

Glamorgan Spring Bay Council

For the 5 months ended 30 November 2022

Account	YTD Actual	2021/2022 Actual
<b>Operating Activities</b>		
<b>Receipts from customers</b>		
Rates	6,713,539	9,787,616
Contributions	269,749	270,350
Other Income	1,093,965	3,566,080
Statutory Charges	334,564	836,366
User Charges	642,638	768,436
<b>Total Receipts from customers</b>	<b>9,054,454</b>	<b>15,228,849</b>
<b>Payments to suppliers and employees</b>		
Employee Costs	(2,076,140)	(5,122,083)
Payments to Suppliers	(3,126,732)	(8,101,789)
Other Expenses	(103,013)	(205,047)
<b>Total Payments to suppliers and employees</b>	<b>(5,305,885)</b>	<b>(13,428,919)</b>
Receipts from operating grants	957,533	1,845,087
Dividends received	103,500	496,800
Interest received	56,166	26,034
Finance Costs Paid	(60,022)	(232,520)
Cash receipts from other operating activities	284,177	789,806
<b>Net Cash Flows from Operating Activities</b>	<b>5,089,923</b>	<b>4,725,136</b>
<b>Investing Activities</b>		
Proceeds from sale of property, plant and equipment	12,752	140,116
Payment for property, plant and equipment	(703,379)	(5,947,748)
Receipts from capital grants	745,602	2,059,491
Other cash items from investing activities	0	195,321
<b>Net Cash Flows from Investing Activities</b>	<b>54,975</b>	<b>(3,552,820)</b>
<b>Financing Activities</b>		
Trust funds & deposits	15,823	54,414
Net Proceeds/(Repayment) of Loans	(138,412)	(458,263)
Other cash items from financing activities	(1,568,820)	468,081
<b>Net Cash Flows from Financing Activities</b>	<b>(1,691,408)</b>	<b>64,231</b>
<b>Net Cash Flows</b>	<b>3,453,489</b>	<b>1,236,547</b>
<b>Cash and Cash Equivalents</b>		
Cash and cash equivalents at beginning of period	4,188,352	2,951,806
Cash and cash equivalents at end of period	7,641,842	4,188,352
<b>Net change in cash for period</b>	<b>3,453,489</b>	<b>1,236,547</b>

**Capital Works Detail**

Glamorgan Spring Bay Council

For the period 1 July 2022 to 30 November 2022

	Cost YTD	Status	Carry Fwd Last Year	Renewal Works	New Works	Total Budget 2022/23	Council Funded	External Funded	External Funding Source	Details
<b>Roads, Footpaths, Kerbs</b>										
Road accessibility (Black Summer)	15,620	In progress		64,100	158,200	222,300		222,300	Black summer bushfire recovery	
Wielangta Road - TRRA NDRLGP	-	Not started		140,000	140,000	280,000	140,000	140,000	Emergency management fund	50% 50% co contribution.
Swansea Main Street Paving	171,718	In progress	870,000			870,000		870,000	Community Development Cwth	Carried Fwd 2020/21
Alma Rd Rehabilitation Orford	151	In progress	50,000			50,000		50,000	Community Infrastructure Round 3	Carried Fwd 2020/21
Sand River Road Buckland	-	Not started		73,000		73,000	36,500	36,500	Assumes co-contribution heavy vehicle fund	
Resheet Program	72,064	In progress		100,000		100,000	100,000			
Reseal Program	886	In progress		443,300		443,300	42,213	401,087	Roads to recovery	
Pavement renewal Program	-	Not started		50,000		50,000		50,000		
Design 2022-23	13,689	In progress		30,000		30,000	30,000			
<b>Total Roads, Footpaths, Kerbs</b>	<b>274,128</b>	<b>-</b>	<b>920,000</b>	<b>900,400</b>	<b>298,200</b>	<b>2,118,600</b>	<b>398,713</b>	<b>1,719,887</b>		
<b>Bridges, Culverts</b>										
Bridge No 2902, Prosser, Woodsden Road	33,635	In progress		55,000		55,000	44,000	11,000	TRRA	
Bridge Renewal Storm Repair Mar 2021	-	Not started		66,000		66,000	56,000	10,000	TRRA	
17 Acre Creek Bridge Wielangta Rd	-	Not started		315,000		315,000	79,000	236,000	Bridge renewal program	Subject to grant approval
<b>Total Bridges, Culverts</b>	<b>48,471</b>	<b>-</b>	<b>-</b>	<b>436,000</b>	<b>-</b>	<b>436,000</b>	<b>179,000</b>	<b>257,000</b>		
<b>Parks, Reserves, Walking Tracks, Cemeteries</b>										
Bicheno Triangle	17,967	In progress	520,000			520,000		520,000	Community Development Cwth	Carried Fwd 2020/21
Bicheno Gulch	21,985	In progress	1,350,000			1,350,000		1,350,000	Community Development Cwth	Carried Fwd 2020/21
Coles Bay Foreshore	17,167	In progress	865,000			865,000		865,000	Community Development Cwth	Carried Fwd 2020/21
Walking bridge Bicheno (timber)	-	Not started		27,000		27,000	27,000			
Playground renewals	-	Not started			-	-	-			
Spring Bay Recreation Ground Upgrade (Triabunna Rec	140,356	In progress	135,000			135,000		135,000	State Government	Carried Fwd 2020/21
<b>Total Parks, Reserves, Walking Tracks, Cemeteries</b>	<b>197,475</b>	<b>-</b>	<b>2,870,000</b>	<b>27,000</b>	<b>-</b>	<b>2,897,000</b>	<b>27,000</b>	<b>2,870,000</b>		
<b>Stormwater &amp; Drainage</b>										
Pit and Pipe infill works	-	Not started		35,000	35,000	70,000	70,000			
Sewerage - Swanwick entry road	-	Not started			12,000	12,000	12,000			
49 Rheban Rd design to West Shelley Beach - Nautilus	-	In progress	35,000			35,000	35,000			Carried Fwd 2021/22
Holkham Court	88,667	In progress	160,000			160,000	160,000			Carried Fwd 2020/21
Upgrade Culvert 15 Old Spring Bay Rd Swansea	-	Not started		97,000		97,000	97,000		Expecting 60k developer contribution	
Stormwater management planning, investigation & desig	9,245	In progress	25,000			25,000	25,000			Carried Fwd 2020/21
<b>Total Stormwater &amp; Drainage</b>	<b>97,912</b>	<b>-</b>	<b>220,000</b>	<b>132,000</b>	<b>47,000</b>	<b>399,000</b>	<b>399,000</b>	<b>-</b>		
<b>Building</b>										
Heli-pad Swansea Emergency Services (Black Summer)	1,437	In progress			107,000	107,000		107,000	Black summer bushfire recovery	
Triabunna Depot kitchen bathroom	-	Not started	10,000		-	10,000	10,000			Carried Fwd 2021/22
Triabunna Marina Shelter	-	In progress	15,000			15,000		15,000	Community Infrastructure Round 3	Carried Fwd 2020/21
Install Solar Panels on the Swansea Community Hub bu	-	In progress	636			636		636	Men's Shed grant fund	Carried Fwd 2020/21
Swansea Cricket Practice Nets	-	In progress	35,000			35,000	35,000		Community Infrastructure Round 3	Carried Fwd 2020/21
Swansea Courthouse refurbish toilet	-	In progress	75,000			75,000	75,000		Community Infrastructure Round 3	Carried Fwd 2020/21
Coles Bay Hall - Replace Annexe	4,000	In progress	180,000			180,000	180,000		Community Infrastructure Round 3	Carried Fwd 2020/21
Spring Beach Toilet Refurbishment	-	In progress	65,000			65,000	65,000		Community Infrastructure Round 3	Carried Fwd 2020/21
<b>Total Building</b>	<b>5,437</b>	<b>-</b>	<b>380,636</b>	<b>-</b>	<b>107,000</b>	<b>487,636</b>	<b>10,000</b>	<b>477,636</b>		

2/12/2022

Capital Works Projects 2022-11

**Capital Works Detail**

Glamorgan Spring Bay Council

For the period 1 July 2022 to 30 November 2022

	Cost YTD	Status	Carry Fwd Last Year	Renewal Works	New Works	Total Budget 2022/23	Council Funded	External Funded	External Funding Source	Details
<b>Marine Infrastructure</b>										
Pylon Replacement - Marina	-	In progress	20,000			20,000	20,000			Carried Fwd 2021/22
Saltworks Toilet	-	In progress	100,000			100,000		100,000	Community Infrastructure Round 3	Carried Fwd 2020/21
Saltworks Boat Ramp Upgrade	-	In progress	99,123			99,123		99,123	State Grant MAST	Carried Fwd 2020/21
<b>Total Marine Infrastructure</b>	-	-	219,123	-	-	219,123	20,000	199,123		
<b>Plant &amp; Equipment</b>										
IT Computer Equipment	12,070	In progress			30,000	30,000	30,000			
Medical Equipment	-	Not started			15,000	15,000	15,000			
2017 Mazda BT 50 dual cab F92RK - Works mgr	-	Not started			43,000	43,000	43,000			
2018 Ford Ranger dual cab H67MH - Works Sup	-	Not started			43,000	43,000	43,000			
2010 Ford Ranger B03UD Triabunna	-	Not started			32,000	32,000	32,000			
2007 Hino 16t Tipper FR1649 swansea	-	Not started			171,000	171,000	171,000			
2017 1570 terrain John Deere mower FA0800 Tri	-	Not started			30,000	30,000	30,000			
<b>Total Plant &amp; Equipment</b>	12,070	-	-	-	364,000	364,000	364,000	-		
<b>Total Capital Works</b>	<b>635,492</b>		<b>4,609,759</b>	<b>1,495,400</b>	<b>816,200</b>	<b>6,921,359</b>	<b>1,397,713</b>	<b>5,523,646</b>		

Application Number	Applicant name	Address	Application details	Reps received	Summary of representation.	Officers' consideration of representation
SA2021/17	PDA Planners	2308 Coles Bay Rd, Coles Bay	17 lot subdivision	2	<ol style="list-style-type: none"> <li>1. Parks requested advice be included that stormwater runoff not impact on Parks land.</li> <li>2. Excessive vegetation being removed which is not compliant with the Natural Asset Code requirements</li> </ol>	<ol style="list-style-type: none"> <li>1. Advice requested by Parks included in permit.</li> <li>2. Vegetation being removed is required to comply with bushfire requirements. Natural Values Assessment did not identify any concerns with the veg removal.</li> </ol>
DA2022/240	Derbyshire	876 Dolphin Sands Rd, Dolphin Sands	Change of use to visitor accommodation	1	Requested that permit includes a condition that a permanent sign is erected in a prominent position on the property that informs visitors of the flammability of the vegetation and the danger of lighting fires. Also, that visitors are made aware that access over the dune is restricted to the one designated track.	Not conditions that Council can impose under the planning scheme.
SA2022/35	Vince Butler	65 Alma Rd, Orford	Subdivision 3 lots	2	<ol style="list-style-type: none"> <li>1. Steep site and anything built behind representor would look straight into their backyard.</li> <li>2. Stormwater runoff from the site is already an issue.</li> </ol>	<ol style="list-style-type: none"> <li>1. The proposal is for two rural living lots and balance lot. Adequate lot size to meet setback requirements of the planning scheme.</li> <li>2. Stormwater from the 2 rural living lots to be drained to Fieldwick Lane.</li> </ol>

					<ul style="list-style-type: none"> <li>3. Septic systems will cause runoff issues, should be connected to sewer</li> <li>4. Native vegetation and wildlife should be protected.</li> <li>5. Fieldwick lane will not cope with the volume of traffic.</li> </ul>	<ul style="list-style-type: none"> <li>3. On-site effluent report identifies that the two rural living lots can accommodate on-site effluent</li> <li>4. Natural Values Report identified high priority native veg on the site and provided recommendations to minimise impacts.</li> <li>5. Proposal is for a 3-lot subdivision, no concerns raised by engineers</li> </ul>
DA2022/228	Plain Architecture	1A James St, Bicheno	Two visitor accommodation cabins	1	<ul style="list-style-type: none"> <li>1. Privacy issues with window on first floor of cabin overlooks POS area of adjoining lot.</li> <li>2. Trees have been removed that contribute to the heritage of the property. Request that remaining vegetation on the property is retained</li> </ul>	<ul style="list-style-type: none"> <li>1. Any permit to include condition requiring screening of first floor window.</li> <li>2. Not heritage listed property. Vegetation removal is permissible as exempt under the TPS.</li> </ul>
DA2022/260	MAST	Waterway Triabunna	Channel straightening and disposal of material	1	The council may be financially liable for any damage to the commercial and pleasure craft within the port with the removal of the natural attenuation protection provided by the existing do leg sand bar.	Work is proposed and being undertaken by MAST to improve the access to the Port.



## **PANGAEA FESTIVAL RESOURCE RECOVERY PARTNERSHIP WITH GLAMORGAN SPRING BAY COUNCIL**

The Pangaea Team is absolutely passionate about sustainability and the future of our world. We are taking action by operating under a sustainability framework and implementing circular economy systems. We aim to deliver a carbon neutral event by 2024. We are aligning our festival operations and practices with the United Nations Sustainable Development Goals towards achieving a sustainable future for all.

Pangaea Festival is a vessel for community connectedness through celebration and knowledge sharing in a social environment. We believe social learning is paramount in the development and progress of our kind, and towards a sustainable future together.

Our sustainable festival model tackles the wicked problem of take/make/waste, striving to prove this no longer needs to be the norm in the festival scene.

We would love to work with Glamorgan Spring Bay Council to help us achieve our sustainability goals – specifically in regard to resource recovery and waste management.

We are aiming to run a Zero Waste event, meaning everything sold through stalls and bars will be either reusable, compostable or recyclable. We will set up a compost system onsite for all food scraps and use the resulting resource on our gardens the following year. We will reuse as much festival infrastructure, signage and building materials as possible, stockpiling for future use.

Where we see Glamorgan Spring Bay Council really assisting Pangaea with our goals, is with general recycling, cardboard recycling and the very limited general waste streams.

It would be incredible if the council could provide free of charge:

RECYCLING wheelie bins – 10x 240L bins or a combination of 240L and 660L if available.

GENERAL WASTE wheelie bins - 10x 240L bins or a combination of 240L and 660L if available.

CARDBOARD wheelie bins – 10x 240L bins or a combination of 240L and 660L if available.

If the council could deliver these bins to the Pangaea site, and then collect at the end of festival that would be amazing. We would hope that all recycling and general waste could be easily processed along with other waste from the council area. For our own knowledge, we are keen to gain an understanding of exactly where all these waste streams go and how they are processed.

In addition to this, if the council has a solution for soft plastics recycling, we would love to be able to access this as well.

We could be flexible on dates and times of delivery and collection.

If you have any further ideas on how we could lessen our footprint and recycle festival resources in the local community, we would love to hear them! To discuss this further, please arrange a meeting with our Sustainable Operations Manager Abby Allen.

We look forward to working with you to deliver a fantastic, sustainable event for the region.

**Abby Allen | Sustainable Operations**

E. [abby@pangaeafestival.com.au](mailto:abby@pangaeafestival.com.au) M. 0435 030 755 W. [www.pangaeafestival.com.au](http://www.pangaeafestival.com.au)



## Loo with a view, Swansea - Survey

### Q3 Please provide any comment or feedback on the proposal so council can consider all issues:

Answered: 82    Skipped: 32

#	RESPONSES	DATE
1	A white elephant that has cost our community far too much money already	11/15/2022 11:58 AM
2	Points of interest such as this will give travellers another reason to stop. This is good for local businesses.	11/14/2022 2:15 PM
3	It is a gimmick! Rate payers funds should be used to benefit our community and we are all suffering from poor roads and infrastructure.	11/14/2022 1:00 PM
4	No loo maybe discuss with Tasmanian Seafood industry Council about installing a virtual reality beacon there that is a tourist attraction a virtual story telling guide that is accessed by tourists own phone. Julian Hartington is the person to discuss this with.	11/12/2022 8:18 PM
5	Too much impact, the ones there are more than adequate. Imagine standing under it, or seated nearby and hearing the bomb drop and the flush.. eek enough to put off any would be picnic goer!	11/12/2022 6:21 PM
6	Very unappealing and unnecessary Upgrade the old lavatories nearby. Swansea could be a n l underline could , be so much more attractive, plus trees down the Main Street	11/12/2022 2:20 PM
7	We have wasted too much money on this project for it not to go ahead. The project was meant to be constructed off site and assembled onsite, however the then General Manager kept saying that it was progressing as expected. The piles that were installed were not engineered and the loos were built onsite. No explanation from the council or the General Manager why the ratepayers and residents were lied to.	11/12/2022 8:47 AM
8	Swansea is possibly the only town on the east coast of Tasmania where expansive and iconic views can be seen from the Main Street. The view from inside a small toilet facility can hardly compare with the view from outside the facility!! I do think that visitors will not hurry to Swansea to see either a toilet or the restricted view from it! There are many other locations and uses for the prebuilt module in the Council area..eg Bicheno where toilets are not in the town area and difficult to locate!	11/12/2022 8:04 AM
9	It's absurd. It screams of a massive inferiority complex and will attract idiots. Want to attract good tourists? How about taking a leaf out of Europe's book and courting a Michelin starred chef to open a restaurant ... some of the world's best restaurants are in small towns, not in cities! Or provide an incentive to a boutique hotel chain about a building a beautiful small hotel/resort. Attract tourists who will want to spend more while visiting ... not those who would come to Swansea for 5 mins to do nothing but literally brag on social media that they did their business ON the town! (shakes head)	11/11/2022 9:47 PM
10	I would prefer the town market itself around something other than a toilet. Particularly if another toilet is not needed.	11/11/2022 1:32 PM
11	Any thing that will provide jobs and bring tourism to Swansea is great. There are to many anti tourism anti progress residents here already.	11/11/2022 12:54 PM
12	As I am currently in a wheelchair a Disable Toilet is a must but not fussed about the view side of things. As long as it complies with regulations. Thanks anyway for allowing us to have a say.	11/11/2022 11:25 AM
13	This is not in line with the beautiful Tassie coastline we know & love. It would become a silly 'Instagram' location which is more of a joke than anything, and we all know how Instagramable locations around the world get ruined. The expense is also a serious consideration and there are so many worthwhile projects these funds could contribute to.	11/11/2022 9:42 AM
14	Enhancing the foreshore with regular clean ups of the ever present debris would be more of a draw card for tourists and locals alike	11/11/2022 9:23 AM

## Loo with a view, Swansea - Survey

15	"Loo with a view " could be considered more a " blot on the landscape. Surely the council could clean up the beach area and have a beautiful beach as a draw card for tourists and locals alike.	11/11/2022 9:07 AM
16	Swansea does not need another toilet. Swansea needs recognition as one of the most scenic towns in Tasmania - the place of the Oyster Bay indigenous people for thousands of years and the first European settlement on The East Coast. There is so much to be proud of.	11/11/2022 8:41 AM
17	Im not sure Im extactic about the idea of been renowned for the town with the toilet! Not to mention the sheer amount of money that is going to be drained into this that In my opion i feel would be better put towards another more rewarding project. Epecially when there is a public toilet facility already there with ample toilets for public access. Yes people could argue their not as modern or fancy but surely it has got to be less money spent if need be by giving existing toilet facilities a small facelift to make more modern and more economical than a over exadurated so called grand design!	11/3/2022 7:02 PM
18	There are many better things to spend money on.	11/3/2022 7:01 PM
19	There is a sufficient number of public toilets in Swansea. The 'Loo with a View' is an outdated and corny concept. Council's funds can be better spent.	11/1/2022 8:35 AM
20	expensive waste of funds for an idea that will make swansea known for a loo! not all the food, wine, activities it should be known for.	10/31/2022 12:43 PM
21	A waste of resources into ONE facility to provide amusement for visitors is not a good way to spend rate payers money. Put the money towards a community pool or facility that will benefit not only visitors but locals as well.	10/31/2022 11:11 AM
22	The proposed structure hinders the view from the street. It would be an eyesore! I imagine that the only amusement tourists would get from it, is the knowledge that anyone would be stupid enough to come up the the concept in the first place.	10/30/2022 10:39 PM
23	re-use it at Saltworks - probably a better option that installing it outside the Council office with a placard "here lies a Council project that languished, uncompleted, for six years before everyone, including the proponents, lost interest.	10/30/2022 6:36 PM
24	waste of ratepayers taxes. there are more important areas we need to spend money on eg Dolphin Sands road	10/29/2022 6:54 PM
25	The existing loo is enough. It already blocks enough of the fabulous view of the sea as you drive or walk by. We do not need to lose more of the view by erecting another toilet. Ridiculous waste of money.	10/29/2022 6:05 PM
26	It doesn't only enhance the current public facilities provided by the council, but it will also provide an additional tourist attraction to town and businesses alike	10/29/2022 10:21 AM
27	I think what's there now is enough, I think we can find something better than that as a talking point for our visitors to Swansea.	10/29/2022 8:40 AM
28	Waste of money	10/29/2022 8:26 AM
29	An ill conceived eyesore that should not be progressed, and the installed supports should be removed ASAP	10/28/2022 10:24 PM
30	You morons allowed the 'loo without the view' blocking similar prime views in Coles Bay - for why people come here - the water and the view. What the hell are you thinking!	10/28/2022 7:18 PM
31	1. The money would be better spent on refurbishing the existing infrastructure. 2. The position is unique and the installation may effect a more appropriate and desirable development in the future. 3. Do we really want to be known as a toilet destination? The branding is shithouse, pun intended.	10/28/2022 4:38 PM
32	Having seen the commercially positive effects of the Campbell Town toilets, it is highly recommended that this much delayed proposal proceed without any further delay. The travelling public need a reason to stop & shop and this type of facility has proven to be one of the main drivers to do so. Further, the original Jubilee Beach facility has long passed its use-by date and whilst the existing new street level amenity is much appreciated, an additional facility will add to the incentive to stop in Swansea.	10/28/2022 2:19 PM
33	The original concept was very different from what was built on the cheap , not what was shown	10/28/2022 1:35 PM

## Loo with a view, Swansea - Survey

	in community consultation	
34	Lack of public toilets so would help the situation.	10/28/2022 1:19 PM
35	I think the money could be spent on something more community based.	10/28/2022 1:15 PM
36	Absolutely the wrong image for Swansea !!!!!!!!!!!!!!!	10/28/2022 12:47 PM
37	A Loo with a view is not required. Toilets should not be in prime viewing areas but discretely close by and convenient.	10/28/2022 11:33 AM
38	There is already a loo several metres away from the proposed location of the new toilets. I think it would be more beneficial to spend less money upgrading and maintaining the current toilets we have, and putting the Loo with a View money towards a better boat ramp or pool that can be utilised by not only the children in our Glamorgan Spring Bay Municipality, but our aging residents in the community also.	10/28/2022 11:10 AM
39	The loo with a view was set to be 2 stages. We have the 1st stage loo now (which is great as it is wheelchair accessible), but we do not need another structure! As if people come to Swansea to see a toilet (?). Visitors come to Swansea to enjoy the seaside, to enjoy the view, to suggest another toilet might be a fun thing, or some kind of tourism interest is absolutely idiotic. Please do not proceed, the trees won't like it (and they are of state significance), the public doesn't need it and the locals always thought it was a joke.	10/28/2022 10:55 AM
40	Poorly conceived, ill advised, a lot of time and money wasted. We want people to stop and stay for a while not take a happy snap and get back on the bus, car or bike. Put the structure on the end of the jetty with a roof giving shade to fishermen, people on the jetty! Same idea but end of wellington st so that May Shaw Residents can sit in shade watching the ocean!	10/28/2022 10:53 AM
41	Another location would be much better, who sits on the loo and looks at the scenery? About time the council listen to the residents	10/28/2022 10:50 AM
42	We do not want this town to be known for a toilet. There are many more features to this town to attract visitors, if that's what it is about, even simple things like welcoming entrance features which reflect the towns character at either end of the town. Create a talking point by all means but not a toilet !	10/28/2022 10:36 AM
43	Ghastly idea. Wasteful use of council resources when existing toilets suffice. Also appalling concept to put a loo where it's proposed and block the best natural view of the bay. Shame on council for ever contemplating it	10/27/2022 2:36 PM
44	Total waste of money	10/27/2022 9:52 AM
45	Makes a great tourist talking point and focus, and pics on a sunny day are spectacular, I can't think of any reason why not!	10/27/2022 9:06 AM
46	100k for a toilet, 3 already existing. Council chambers may be a more practical location	10/26/2022 1:45 PM
47	Spoils a good view	10/26/2022 12:30 PM
48	Do something with the structure that was partly erected whether it be a toilet or something worth stopping for. We are so behind other municipalities as far as progress or just general amenities and infrastructure I do realise money is an issue however the council can afford to half do a project then walk away?	10/26/2022 8:01 AM
49	Very convenient and popular talking point	10/25/2022 11:04 PM
50	Great idea fun and a point of difference for Swansea	10/25/2022 10:52 PM
51	It is a tacky proposal lacking any real substance regarding visitor interaction. Swansea may not necessarily be a destination town, but its difficult to imagine a toilet with a view drawing large numbers of tourists.	10/25/2022 8:32 PM
52	Behind new Moris's Store / Little swanport ?	10/25/2022 8:24 PM
53	Bit late now , was in favour in the early days but has dragged on too long now. No doubt the council have already use the funds elsewhere	10/25/2022 6:13 PM
54	Please stop wasting money on this ridiculous project. No one needs a view while they are peeing. Sell it and use the money for something else.	10/25/2022 8:47 AM

## Loo with a view, Swansea - Survey

55	Swansea already has public toilet facilities - at the recreation reserve, on the main street near Saltshaker, and the "downstairs" facilities in the seaside reserve. I can advise that the toilet facilities at the Bark Mill are also widely publicly used, even although privately owned. The "Loo with a View" was ill conceived in the first place - end the perpetuation of it now. Sell off the super structure to the highest bidder - now. There are far more important things to be done in Swansea right now and into the foreseeable future than send "good money after bad". You cannot make a silk purse out of a sow's ear! Cheers.	10/25/2022 8:33 AM
56	Also what has happened to the kids skate ramp and basketball hoop that was down at the duck park swansea .I always used to take kids with their bikes there .Feed the ducks wheat ,be run around .!	10/25/2022 7:31 AM
57	As a regular user of social media, I have seen the current loo with a view being pictured more and more on social media, this is a draw card to the area, it's making tourists stop in the town even if it's for a Instagram shot, it's still a reason for people to visit	10/24/2022 10:17 PM
58	Waste of money	10/24/2022 7:19 PM
59	Absolute waste of money Swansea primary are after a toilet for there pump track and bbq area ,which will be open to public a much better use for the ugly duckling	10/24/2022 7:09 PM
60	1. Rate payer of GSBC 2. Love the design and concept, but money needs to be spent elsewhere, just look outside our property 1 cross st orford constant moat surrounds our property which is no castle. I written to you previously with no response, utterly disappointed an accident waiting to happen such dangerous corner in a shared zone.	10/24/2022 6:25 PM
61	Swansea has a beautiful Main Street with views to oyster bay. A loo with a view would interrupt this view and degrade the Main Street for residents and visitors. A new location or design needs to be sought.	10/24/2022 4:44 PM
62	Don't we have enough public toilets	10/24/2022 3:23 PM
63	It is too valuable to be removed for locals , visitors and tourists	10/24/2022 2:49 PM
64	The information about interesting loos show great tourist interest. It needs to go ahead	10/24/2022 2:47 PM
65	But the money that was allocated for this should still be used in Swansea Is it possible to have a unisex toilet near the boat ramp car park	10/24/2022 2:08 PM
66	There are enough amenities in Swansea, the money could be better spent on the long name track. Use the unplaced toilet building at the Salt Works, saving some money on that project.	10/24/2022 1:54 PM
67	Good talking point for tourists to go away with & talk about to others	10/24/2022 1:44 PM
68	This has been a very expensive & wasteful exercise by Council & Councillors. This will give travellers a reason to stop in Swansea.	10/24/2022 1:37 PM
69	I would like to see the structure gifted to Swansea primary school so it can be fitted out as a unisex toilet for our community nature play garden, bbq area and pump track that the community have total use to after school hours and weekends	10/24/2022 1:29 PM
70	I would reconsider my response if you had provided side views of what the toilet would look like, an area view does not provide enough context to vote in an informed manner. Does the toilet have a view while sitting or standing? Have tourists been surveyed to understand if it would be a drawcard that would make them stop their journey to use the toilet with the hope they may spend with local businesses.	10/24/2022 1:01 PM
71	Swansea is so much more than a Toilet!! We don't need the extra facilities. The money would be better spent on many projects elsewhere in town. Upgrading walking tracks, bike paths, tree planting, helping with the main street upgrade. The loo with a view is a cheap gimmick that people will soon tire of. Give our visitors a genuine lasting experience.	10/24/2022 12:53 PM
72	Save money and have the roads fixed - there are some bad patches, Gordon St has been like it for 20 years	10/24/2022 12:52 PM
73	The Chamber of commerce has lots of discussions about this and it was indeed supposed to a point of discussion and a draw card. Campbell town has there loos next to a lively park and people stop to go to the loo, stretch their legs, let the kids run around and it was the intention that our loo with a view be a similar attraction, can we please move forward and complete it.	10/24/2022 12:51 PM

## Loo with a view, Swansea - Survey

74	Would prefer the money spent on other projects more worthwhile projects to benefit the community ? There are toilets located in the centre of town, at the recreational grounds and at Duck park. Restaurant, cafés, Bark mill, RSL, golf club, bowling club etc have toilets for there patrons! So there no shortage of Loos!	10/24/2022 12:51 PM
75	For one unisex toilet this is a total waste of council resources. I personally do not like unisex toilets, men are messy buggars. The toilets we have are adequate	10/24/2022 12:48 PM
76	No one wants to talk about toilets but let's face it we all need to use them. This will become a functional point of interest and tourist attraction. The name itself is priceless. Congratulations to those who thought up the idea	10/24/2022 12:47 PM
77	Wonderful idea an great location for people who require it	10/24/2022 12:27 PM
78	Not required. Loo's with a view are old hat and been done too many times. Let's try and be a bit more creative and current	10/24/2022 12:23 PM
79	Why spend all this money when we have 2 sets of lou's in the main Street, just modernize those	10/24/2022 12:19 PM
80	I am a GSBC rate payer and I believe there are enough public amenities in Swansea already	10/24/2022 11:59 AM
81	An accessible unisex toilet has already been built. There is no need for another. There are already 3 toilet blocks in Swansea. Swansea desperately needs improving in so many ways. We don't need another toilet.	10/24/2022 11:42 AM
82	We have seen many tourists eating their takeaway food, cooking bbq's directly under where the loo structure will be, I'm sure they would love the sound of a flushing loo as they eat their sausage.... why put a loo structure right in front of a lovely view over great oyster bay, the 1 st one was bad enough. Poor positioning. Toliets should not be tourist attractions!!	10/24/2022 11:23 AM

## ***SPRING BAY MEMORIAL TRUST COMMITTEE***

*A Special Committee of the Glamorgan/Spring Bay Council*

(Treasurer/Plaque Co-ordinator)  
Mrs. K. M. Fergusson OAM  
PO Box 276  
ORFORD TAS 7190

RECEIVED  
20 SEP 2022  
BY: .....

21 September 2022

Mr. Greg Ingham  
General Manager  
Glamorgan Spring Bay Council  
PO Box 6  
TRIABUNNA TAS 7190

Dear Greg,

Re Review of Sec. 24 Committees of Council

Council's current review of all Section 24 Committees of Council has prompted a re-appraisal of the community's future needs including that of the Spring Bay Memorial Trust Committee.

The Spring Bay Memorial Trust Committee has been inactive for some time and, following discussion with members, it was decided to approach Council indicating a desire to disband the Committee, and to have it removed from Council's Sec. 24 Committee listings.

It is my understanding in order for this process to occur, a Councillor needs to be appointed to the Committee to oversee the process on Council's behalf, with the Committee then being re-activated in order to finalise matters.

It was recommended that any remaining funds held in the Committee's Commonwealth Bank account following payment of auditor's fees, be transferred to the Spring Bay Sub-Branch of the RSL, for the purpose of maintaining the local Spring Bay servicemen's memorials.

This proposal will be presented to the Spring Bay RSL Sub-Branch for their consideration at their meeting of the 25<sup>th</sup> September 2022.

The Committee would appreciate your thoughts on this proposal.

Yours sincerely,



Kath

CC. Mr Mick Nichols – President Spring Bay RSL Sub-Branch Inc.



# Spring Bay RSL Sub-Branch Inc.



1 Vicary Street  
Triabunna TAS 7190  
Ph: (03) 62571675  
Mobile: 0467 317 301

Mrs. Kath Fergusson OAM  
Treasurer/Plaque Coordinator  
Spring Bay Memorial Trust Committee  
PO Box 276  
Orford TAS 7190

26/09/2022

Dear Kath,

With reference to your letter dated 21<sup>st</sup> September 2022 to Mr. Greg Ingham, General Manager of Glamorgan Spring Bay Council, I wish to advise the members of the Spring Bay RSL Sub-Branch agreed unanimously to take on the responsibility of the ongoing maintenance of the Spring Bay Serviceman's memorials.

We believe this incorporates the memorials at both the Memorial Park at the corner of Vicary and Henry Streets, Triabunna and the Memorial Recreation ground in Orford.

We presume Council will continue to maintain the grounds at both sites.

Yours Sincerely

A handwritten signature in cursive script, reading 'Margaret McElwee', is positioned above the typed name.

Margaret McElwee  
Secretary  
Spring Bay RSL Sub-Branch Inc.





**Commonwealth Bank**

Commonwealth Bank of Australia  
ABN 48 123 123 124 AFSL and  
Australian credit licence 234945



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THE TREASURER Kath Fergusson  
SPRING BAY MEMORIAL TRUST COMMITTEE  
PO BOX [REDACTED]  
ORFORD TAS 7190

**Your Statement**

Statement 193 (Page 1 of 1)

Account Number [REDACTED]

Statement Period 1 Jul 2022 - 30 Sep 2022

Closing Balance \$483.87 CR

Enquiries 13 1998  
(24 hours a day, 7 days a week)

**Society Cheque Account**

If this account has an attached overdraft limit or facility which is secured over your primary place of residence or over a residential investment property you should ensure that the property is insured in accordance with the terms and conditions of the mortgage. If you have any queries about your insurance cover you should contact your insurer. Information on property insurance can also be found on [www.moneysmart.gov.au](http://www.moneysmart.gov.au). Note, if this account has an attached overdraft limit or facility and we send you a statement every 4 or 6 months, we will update your statement preference to every 3 months as part of changes made to the new Banking Code of Practice from 1 July 2019.

Name: SPRING BAY MEMORIAL TRUST COMMITTEE

Note: Have you checked your statement today? It's easy to find out more information about each of your transactions by logging on to the CommBank App or NetBank. Should you have any questions on fees or see an error please contact us on the details above. Cheque proceeds are available when cleared.

The date of transactions shown here may be different on your other transaction lists (for example, the transaction list that appears on the CommBank app).

Date	Transaction	Debit	Credit	Balance
01 Jul 2022	OPENING BALANCE			\$518.87 CR
26 Sep	Chq 000022 presented	35.00		\$483.87 CR
30 Sep 2022	CLOSING BALANCE			\$483.87 CR

Opening balance	-	Total debits	+	Total credits	=	Closing balance
\$518.87 CR		\$35.00		Nil		\$483.87 CR

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Email: [info@afca.org.au](mailto:info@afca.org.au)

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## Glamorgan Spring Bay Council Audit Panel Annual Report 2021-2022

### Introduction

The Audit Panel is established under Section 85(1) of the Local Government Act 1993 and as directed under Local Government (Audit Panels) Order 2014 and the Local Government (Audit Panels) Amendment Order 2015.

### Membership

Audit panel members during the 2021-2022 year:

Mike Derbyshire	Independent Chair (Jul 21-Jan 22) / Ind Member (Jan-Jun 22)
Heather Salisbury	Independent Member (Jul 21-Jan 22) / Ind Chair (Jan-Jun 22)
Clr Cheryl Arnol	
Clr Rob Churchill	

### Meetings

The Audit Panel met formally on four occasions during the reporting period:

22 September 2021  
30 November 2021  
15 February 2022  
7 June 2022

Meetings were conducted at Council Offices at Triabunna and on-line via Microsoft Teams as required.

Attendance by Members of the Audit Panel Meetings during the reporting period:

Attendee	Position	Sep 2021	Nov 2021	Feb 2022	Jun 2022
Mike Derbyshire	Independent Chair / Independent Panel Member	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Heather Salisbury	Independent Member / Independent Chair	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Clr Cheryl Arnol	Councillor	A	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Clr Rob Churchill	Councillor	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

☐ Attended

A Absent / Apology

Executive Management and other staff of the Council attended meetings as required.  
Administrative support was provided to the Panel by Council staff.

### **Audit Panel Charter**

The Charter used by the Audit Panel to guide its activities was originally adopted by Council in November 2014. The Audit Panel reviews the Charter periodically, as and when appropriate, and makes recommendations to Council for any resultant changes for the effective operation of the Audit Panel. The Audit Panel annual report to Council is based upon the Panel's compliance with its responsibilities in its Charter. The Audit Panel does this by:

- Ensuring the Annual Financial Statements of the Council accurately represent the state of affairs of the Council.
- Confirming the Strategic Plan; Annual Plan; Long-Term Financial Management and Strategic Plans; Long-Term Strategic Asset Management Plan; Asset Management Strategic Plan; and Asset Management Policy are integrated and the processes and assumptions under which those plans were prepared are documented.
- Reviewing accounting procedures, internal controls, anti-fraud, anticorruption and risk management systems, controls and policies that are in place which safeguard the Council's long-term financial position.
- Reviewing compliance with all provisions of the Local Government Act 1993 and any other relevant legislation.
- Reviewing the effectiveness of previous recommendations made by the Panel.

**The Audit Panel has undertaken the following activities as part of its work plan:**

#### **Annual Financial Statements**

- Met with Tasmanian Audit Office representatives and reviewed the Audit Strategy;
- Reviewed draft financial statements and provided comment on content; and
- Received and considered recommendations of the Auditor General resulting from the External Audit process

#### **Strategic Plan, Annual Plan, Long Term Strategic Asset Management Plans**

- Reviewed and considered plans and policies as well as their processes for development; and
- Received regular reports from Executive Management to understand operations of Council.

#### **Accounting, Internal Controls, Anti-Fraud, Anti-Corruption and Risk Management Policies, Systems and Controls**

- Reviewed the draft budget, including its alignment with the Long-Term Financial Management Plan and gained an understanding of the process of development;
- Reviewed regular financial management reports, including capital works progress, and made enquiries;
- Considered external audit findings and acknowledges the Council performance with no new findings made in the TAO in the 2021 Audit;
- Discussed and made recommendations regarding corporate risk;
- Considered potential Internal audit activities
- Reviewed long term-debts.

### **Compliance with the provision of the Act and any other relevant legislation**

- Received information in respect of legislative compliance;
- Received updates from management in respect of External Reviews and Reforms; and
- Provided guidance to management in implementation of legislative compliance.

### **Other matters**

- Reviewed progress in respect of Performance Improvement Directive. The Panel acknowledges the significant work undertaken by the Glamorgan Spring Bay Council to comply and achieve close out of the Directive, including completion of all required statutory documents
- Supported Council's representations to the State Grants Commission to better understand the Council's low allocation of Federal Assistance Grants relative to other 'like' Councils
- The Panel developed a self-assessment survey tool to evaluate its performance
- A selection process was initiated for a new Independent Panel Member with Mike Derbyshire due to retire from the end of 2022 after six years with the Panel.

### **Key activities for the forthcoming year include:**

- Following the Local Government elections in October 2022, Cllr Mike Symons joins the Panel and Mr Ric de Santi has been appointed by the Council as the new Independent Member. With a new composition, the Panel will undertake a detailed review of its Charter and Work Plan, also taking into account the results of its self-evaluation, for Council consideration in the New Year.
- Work has commenced on a review of the Council's risk management framework, potentially leading into development of an internal audit process in the future. Internal audit is a critical tool for the Audit panel in carrying out its responsibilities

### **Reporting to Council**

A copy of the minutes of Audit Panel meetings is provided to the Council, for consideration at Council meetings, to advise Council of the matters discussed, including any recommendations to Council.

The Audit Panel Annual Report to Council outlines the activities of the Panel annually.

### **Referrals**

No matters were formally referred to and considered by the Audit Panel during the 2021-2022 year.

### **Conclusion**

In undertaking the abovementioned activities, the Audit Panel has followed the work plan, having regard to its objectives, role and function within the Charter, and aims to provide an independent view of Council activities in the specified areas, thereby adding value to management and Council.



# GLAMORGAN SPRING BAY COUNCIL



## ASSET MANAGEMENT PLAN

## ROAD INFRASTRUCTURE



Adopted: 15 December 2022

Document Control		Asset Management Plan – Road Infrastructure			
Document ID :					
Rev No	Date	Revision Details	Author	Reviewer	Approver
1	December 2020	Draft	VB	RB/GI	GI
2	15 December 2020	Adopted by Council	VB	RB/GI	GI
3	2022	Draft	PP	PP/GI	

This revision 3 has concentrated on asset values and renewal projections and aligned the financial information more closely to actual asset condition. Additionally, Bridges have been removed to their own asset management plan.

This Asset Management Plan is a supporting document used to inform Council's overarching Strategic Asset Management Plan.

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The Institute of Public Works Engineering Australasia

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## 1.0 EXECUTIVE SUMMARY

### 1.1 The Purpose of the Plan

This Asset Management Plan details information on how Council manages its road infrastructure assets with the exception of Bridges which have been moved to their own plan. It details actions required to provide an agreed level of service in the most cost-effective manner, while outlining associated risks. The plan defines the services to be provided, how the services are provided and what funds are required to provide over the 20 year planning period. The Asset Management Plan will link to a Long-Term Financial Plan which typically considers a 10 year planning period.

### 1.2 Asset Description

This plan covers all Council owned or maintained road infrastructure assets.

The road infrastructure network comprises:

Asset Category	Length/Number of Assets	Replacement Value
Land under roads	(non-depreciable)	\$12,853,000
Road Formation	(non-depreciable)	\$23,915,000
Sealed Roads	179.153 km	\$41,922,772
Unsealed Roads	201.470 km	\$16,587,512
Footpaths	28.71 km (nominal)	\$4,988,911
Kerb and channel	76.670 km	\$10,561,006
<b>TOTAL</b>	<b>-</b>	<b>\$110,828,201</b>

This second version of the plan will reflect upgrades made to the knowledge of the asset class and is reflected in updated renewal values, increased asset category quantities, reviewed and where necessary, revised asset lives. The above infrastructure assets have significant total replacement value estimated at \$110,828,201. For the purposes of this plan the value placed on land under roads or formation of road is excluded as these assets do not require renewal. The total asset value calculated for renewal then is **\$74,060,201**.

### 1.3 Levels of Service

The allocation in the planned budget is insufficient to continue providing existing services at current levels over the planning period.

The main service consequences of the planned budget are:

- Many assets in very poor condition are overdue for renewal, however they can only gradually be renewed over the planning period with the planned budget. This means some assets will remain in a very poor condition for several years before they are able to be renewed.
- This in turn, causes damage and increased capital cost for repair of other assets which rely on the integrity of the other assets to achieve their service life.
- Currently there is insufficient budget allocation to resource proper asset management.
- There is an increase in the risks faced by Council (refer 1.6.3).

### 1.4 Future Demand

The factors influencing future demand and the impacts they have on service delivery are created by:

- Climate change, and associated increase in frequency of extreme weather events like flooding and land slip
- Upgrades to Tasmanian Municipal Standard Drawings

- Increased tourism
- Increased development

These demands will be approached using a combination of managing existing assets, upgrading existing assets and providing new assets to meet demand (where required). Demand management practices may also include a combination of non-asset solutions, insuring against risks and managing failures.

- Identify list of strategic improvements to reduce the risk of ongoing damage due to increased frequency of extreme weather events
- Identify upgrades required to meet with current municipal standard drawings, prioritise these accordingly, and include in the planned budget
- Tourist numbers to be monitored over the next five years
- Development Engineer resource on staff and dedicated to practical design and best outcomes for donated assets

## 1.5 Lifecycle Management Plan

### 1.5.1 What does it Cost?

The forecast lifecycle costs necessary to provide the services covered by this Asset Management Plan includes operation, maintenance, renewal, acquisition, and disposal of assets. Although the Asset Management Plan may be prepared for a range of time periods, it typically informs a Long-Term Financial Plan period of 10 years. Therefore, a summary output from the Asset Management Plan is the forecast of 10-year total outlays, which for road infrastructure assets is estimated as **\$33,632,256** or **\$3,363,225** on average per year.

## 1.6 Financial Summary

### 1.6.1 What we will do

Estimated available funding for the 10 year period is **\$35,907,720** or **\$3,590,772** on average per year as per the Planned Budget. This is **106.77%** of the cost to sustain the current level of service at the lowest lifecycle cost.

The infrastructure reality is that only what is funded in the Long Term Financial Plan can be provided and there is a backlog of works to road seal and pavement repair that will increase if not resolved sooner rather than later. The informed decision making depends on the Asset Management Plan emphasising the consequences of Planned Budgets on the service levels provided and risks.

The anticipated Planned Budget for Road Infrastructure provides a surplus of **\$227,547** on average per year of the forecast lifecycle costs required to provide services in the Asset Management Plan, compared with the Planned Budget currently included in the Long Term Financial Plan. This is shown in the figure below.

**Forecast Lifecycle Costs and Planned Budgets**

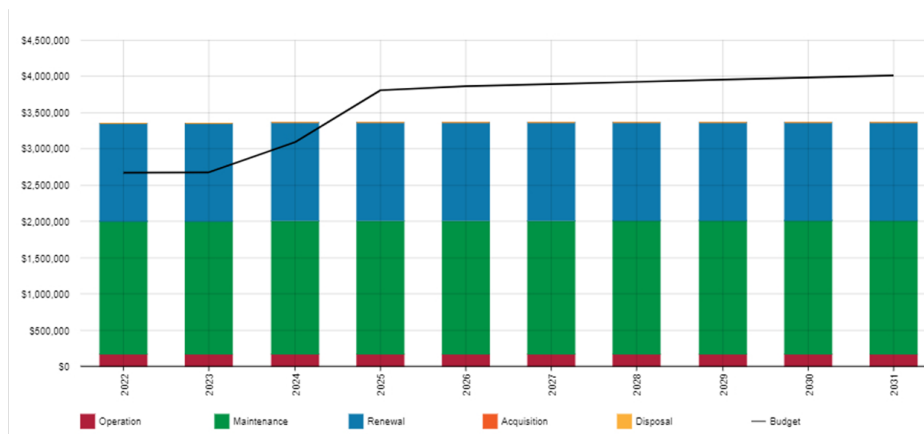


Figure values are in current dollars.

We plan to provide Road Infrastructure services for the following:

- Operation, maintenance, renewal and acquisition of roadway assets, endeavouring to meet service levels set by Council in annual budgets.
- Within the next 10 years the following scheduled renewals are forecast: \$7.1M reseal of roads, \$1.51M kerb and Channel and \$0.7M of footpaths. Renewal of unsealed road pavements and pavement under seals is \$4.1M

#### 1.6.2 What we cannot do

We currently allocate enough budget to sustain these services at the proposed standard over the long term but not to provide new services being sought. There is also significant backlog of bitumen sealing totalling \$2.4M with a further \$2M falling due next year. The delay in funding these works is causing damage to pavements bringing forward costs for repairs that may have been avoided with more timely funding. Works and services that cannot be provided under present funding levels are:

- We cannot resolve the backlog of road renewals and maintenance at the rate required meaning the level of service of sealed roads will continue to decline in the first five years of the renewal program.
- We cannot afford to underfund the renewal of assets as they fall due. The outcome of this strategy is to witness an increasing decline in the standard of council's road infrastructure and an increasing cost of repair.
- We cannot acquire new assets where there is no planned budget assigned to service the full lifecycle costs (acquisition, operation, maintenance, renewal and disposal) over the planning period.

#### 1.6.3 Managing the Risks

Our present budget levels are insufficient to continue to manage many risks in the medium term.

The main risk consequences are:

- Loss of knowledge due to loss of key staff
- Reduced level of service due to underfunding
- Recurrent damage to assets due to increased frequency of flood events
- Reduced level of service due to acquisition life cycle costs not accounted for in the planned budget
- Inefficient use of funds for maintenance and renewal works due to lack of a strategic works plan

We will endeavour to manage these risks by:

- Developing a succession plan for key staff, documenting knowledge and improved record keeping
- Ensure prioritised maintenance, renewals and acquisitions are budgeted for (works plan)
- Improve vulnerable assets
- Minimising asset acquisitions and ensuring lifecycle costs are considered prior to acquiring new assets

#### 1.7 Asset Management Planning Practices

Key assumptions made in this Asset Management Plan are:

- External funding (grants) will continue to be a major source of funding for renewals, noting a known gradual reduction in some of these grants over the planning period.
- Financial data used in the development of this plan was from the end of the 2021-22 financial year, with some amendments made based on asset condition assessment data received in November 2020.
- No additional major road infrastructure assets are acquired by Council in the next 10 year period (excluding donated assets related to new subdivisions). If this changes the Asset Management Plan is to be updated to reflect this.

- Several gross assumptions were required in the derivation of planned budget and lifecycle forecast figures. This is due to the quality of financial information currently available.
- Professional judgement has been applied in the absence of good quality data, however where applied, it has been noted for improvement in Section 8.0.

Assets requiring renewal are identified from either the asset register or an alternative method.

- The timing of capital renewals based on the asset register is applied by adding the useful life to the year of acquisition or year of last renewal,
- Alternatively, an estimate of renewal lifecycle costs is projected from external condition modelling systems and may be supplemented with, or based on, expert knowledge.

A combination of the Asset Register and Alternate Method was used to forecast the renewal lifecycle costs for this Asset Management Plan.

The estimated confidence level for and reliability of data used in this Asset Management Plan is considered to be in the **Low** to **Medium** range (refer Table 7.5.1).

### 1.8 Monitoring and Improvement Program

The next steps resulting from this Asset Management Plan to improve asset management practices are:

- Develop strategic maintenance and capital works programs for upcoming years. Use to inform Asset Management Plan and Long Term Financial Plan updates
- Carry out comprehensive asset inspections and rating within two years to inform a future AMP update
- Improve confidence in financial data used in Long Term Financial Plan and Asset Management Plan
- Assess yearly performance (budgeted vs. actual costs) and update Asset Management Plan and Long Term Financial Plan accordingly
- Update useful lives in *MyData*, based on condition assessment data
- Estimate date built/last renew date and renewal costs for assets with missing asset register information, improve confidence in renewal costs
- Increase accuracy of budget breakdown to include acquisitions, maintenance, operations, renewals and disposals
- Community/Council consultation required to ensure appropriate levels of service are being provided (reduce/improve level of service accordingly)
- Continually improve correlation between Long Term Financial Plan and Asset Management Plan
- Increase overall confidence and maturity of Asset Management Plan

## 2.0 Introduction

### 2.1 Background

This Asset Management Plan communicates the requirements for the sustainable delivery of services through management of assets, compliance with regulatory requirements, and required funding to provide the appropriate levels of service over the planning period.

The Asset Management Plan is to be read with Council's Asset Management Policy and Strategic Asset Management Plan, along with other key planning documents:

- Long Term Financial Strategy
- Long Term Financial Plan
- Glamorgan Spring Bay Council's 10-year Strategic Plan 2020-2029

Council is in the process of modernising its asset management practices to ensure they adhere to the *Local Government Act 1993*. Part of this process is the development of asset management plans, such as this document, and the above mentioned strategic documents.

This Asset Management Plan covers all Council road infrastructure assets. For a detailed summary of the assets covered in this Asset Management Plan refer to Table 5.1.1 in Section 5.

The road infrastructure network comprises:

- Sealed Roads
- Unsealed Roads
- Footpaths
- Kerb and channel

The road infrastructure assets included in this plan have a total replacement value of **\$74,060,200**. For the purposes of this plan there is no value placed on land under roads.

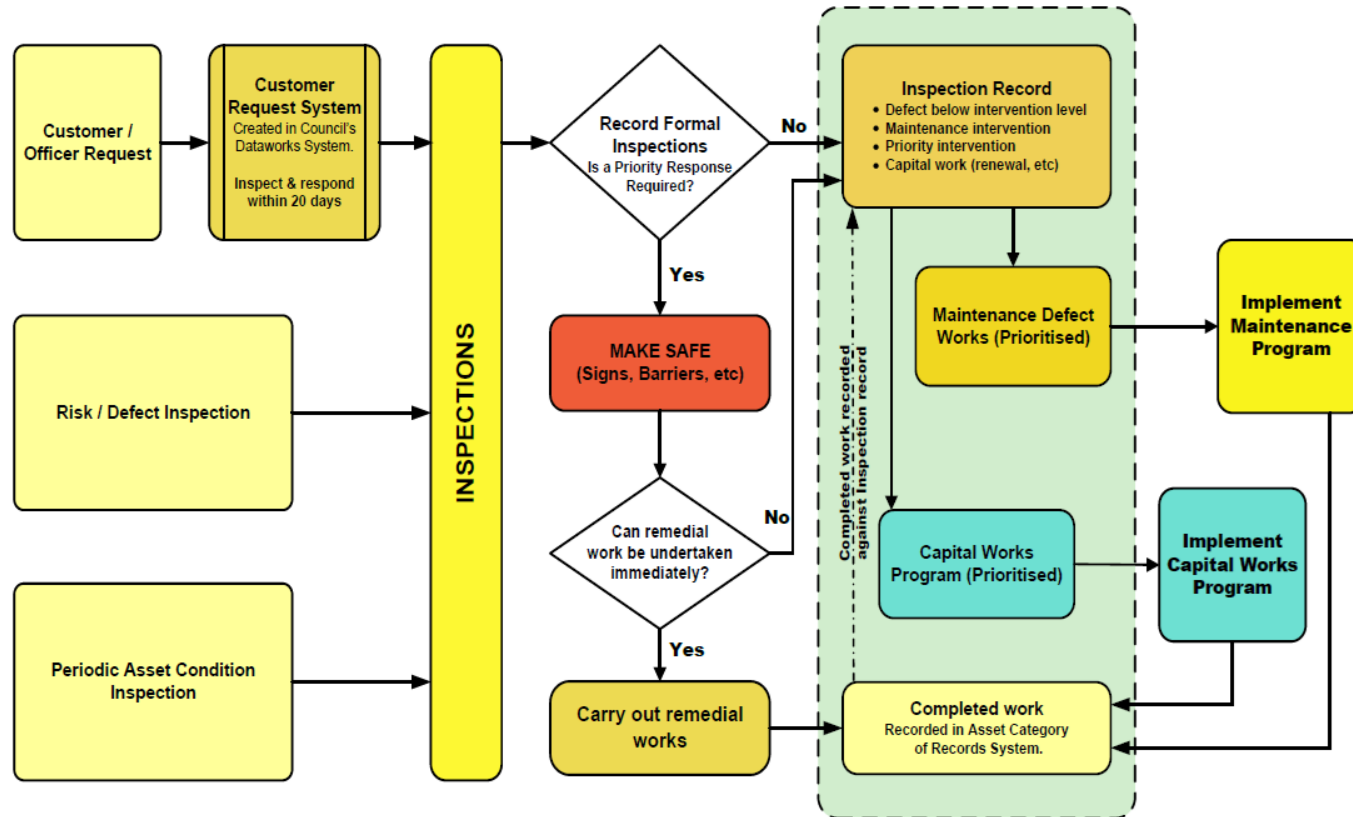
Key stakeholders in the preparation and implementation of this Asset Management Plan are shown in Table 2.1.

**Table 2.1: Key Stakeholders in the Asset Management Plan**

Key Stakeholder	Role in Asset Management Plan
Councillors	<ul style="list-style-type: none"> <li>■ Represent needs of community/shareholders,</li> <li>■ Allocate resources to meet planning objectives in providing services, while managing risks,</li> <li>■ Ensure service is sustainable,</li> <li>■ Make informed decisions, in the best interests of the community.</li> </ul>
General Manager	<ul style="list-style-type: none"> <li>■ Maintain a proactive approach to holistic asset management practices and ensure staff do the same.</li> <li>■ Inform Councillors to enable educated decisions to be made.</li> </ul>
Infrastructure Management Team	<ul style="list-style-type: none"> <li>■ Maintain a proactive approach to holistic asset management practices.</li> <li>■ Ensure the Asset Management Plan is used and updated regularly.</li> <li>■ Inform Councillors to enable educated decisions to be made.</li> </ul>
General Public	<ul style="list-style-type: none"> <li>■ Report shortcomings, damage, safety concerns and other issues with current road infrastructure.</li> </ul>



Our organisational structure for service delivery from road infrastructure assets is detailed below:



## 2.2 Goals and Objectives of Asset Ownership

Council's core business is to provide services to its community. Some of these services are provided by road infrastructure assets. We have acquired road infrastructure assets through purchase, contract, construction by Council staff, and by donation of assets constructed by others to meet increased levels of service.

Our goal for managing infrastructure assets is to meet the defined level of service (as amended from time to time) in the most cost effective manner for present and future consumers. The key elements of infrastructure asset management are:

- Providing a defined level of service and monitoring performance,
- Managing the impact of growth through demand management and infrastructure investment,
- Taking a lifecycle approach to developing cost-effective management strategies for the long-term that meet the defined level of service,
- Identifying, assessing and appropriately controlling risks, and
- Linking to a Long Term Financial Plan which identifies required, affordable forecast costs and how it will be allocated.

Key elements of the planning framework are:

- Levels of service – specifies the services and levels of service to be provided,
- Risk Management,
- Future demand – how this will impact on future service delivery and how this is to be met,
- Lifecycle management – how to manage its existing and future assets to provide defined levels of service,
- Financial summary – what funds are required to provide the defined services,
- Asset management practices – how we manage provision of the services,
- Monitoring – how the plan will be monitored to ensure objectives are met,
- Asset management improvement plan – how we increase asset management maturity.

Other references to the benefits, fundamentals principles and objectives of asset management are:

- International Infrastructure Management Manual 2015 <sup>1</sup>
- ISO 55000<sup>2</sup>

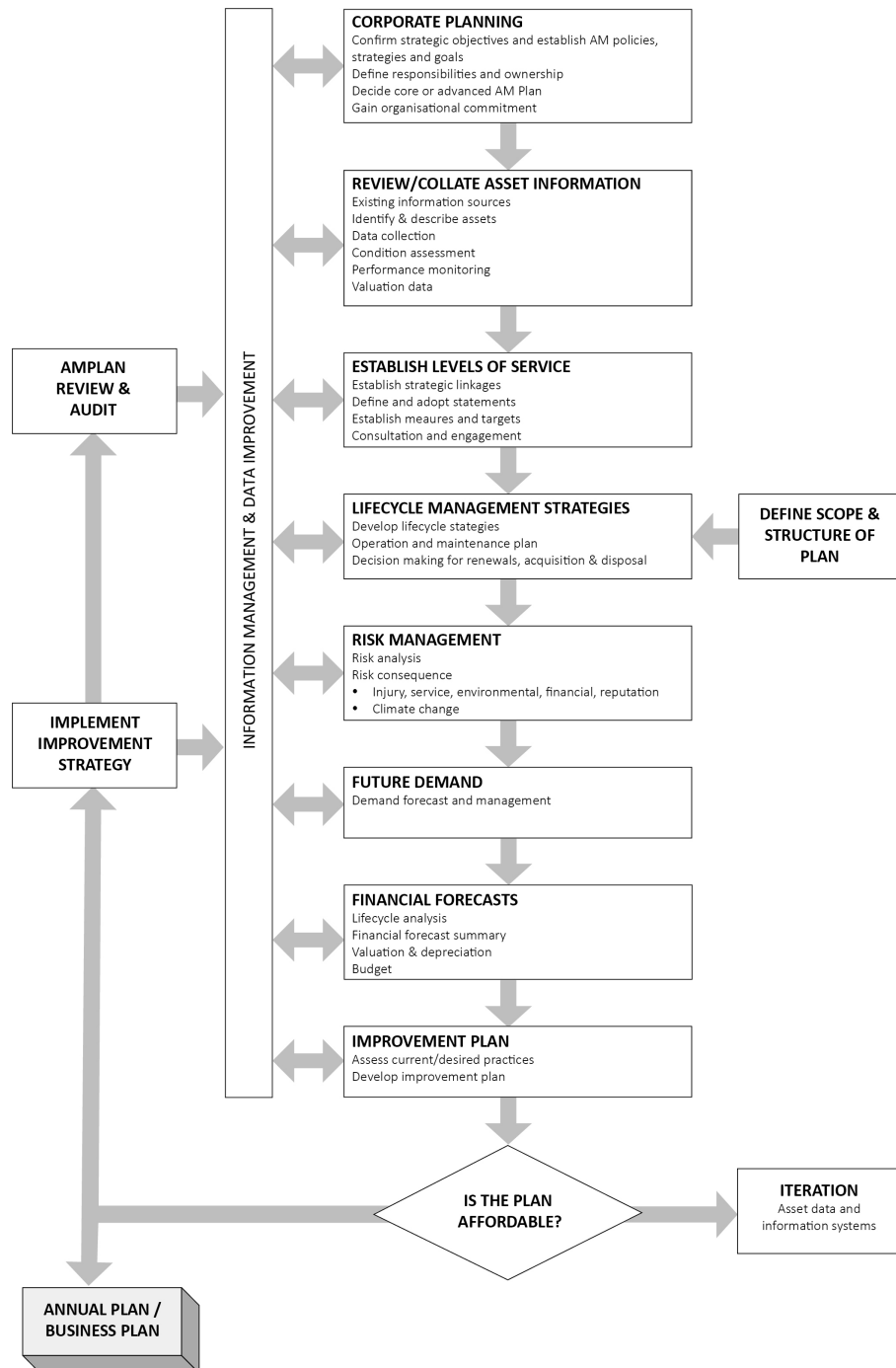
A road map for preparing an Asset Management Plan is shown below.

<sup>1</sup> Based on IPWEA 2015 IIMM, Sec 2.1.3, p 2 | 13

<sup>2</sup> ISO 55000 Overview, principles and terminology

**Road Map for preparing an Asset Management Plan**

Source: IPWEA, 2006, IIMM, Fig 1.5.1, p 1.11



### 3.0 LEVELS OF SERVICE

#### 3.1 Customer Research and Expectations

This Asset Management Plan is prepared to facilitate consultation prior to adoption of levels of service by Council. Future revisions of the Asset Management Plan will incorporate customer consultation on service levels and costs of providing the service. This will assist Council and stakeholders in matching the level of service required, service risks and consequences with the customer's ability and willingness to pay for the service.

Council undertakes community consultation for proposed developments. Council also receives vast community feedback on the services and facilities it provides. Budget submissions are invited from local committees and community groups for Council consideration. Council's customer request system is used to determine trends in community expectations. This information is used in developing key planning documents and in allocation of budget resources.

#### 3.2 Strategic and Corporate Goals

This Asset Management Plan is prepared under the direction of the Council's vision, mission, goals and objectives.

Our vision is:

***Glamorgan Spring Bay, a welcoming community which delivers sustainable development, appreciates and protects its natural environment and facilitates a quality lifestyle.***

Our mission is:

***Represent and promote the interests of the communities in our municipality.***

- ***Provide sound community governance, practices and processes.***
- ***Plan, implement and monitor services according to our agreed priorities and available resources.***
- ***Seek and secure additional funds, and grants to augment our finances.***
- ***Manage the finances and administer the Council.***
- ***Establish and maintain mutually beneficial strategic partnerships with State and Federal Government and private businesses and industry.***

Strategic goals have been set by the Council. The relevant goals and objectives and how these are addressed in this Asset Management Plan are summarised in Table 3.2.

**Table 3.2: Goals and how these are addressed in this Plan**

Goal	Objective	How Goal and Objectives are addressed in the Asset Management Plan
To provide safe and reliable road infrastructure for the community to enjoy.	Maintain and develop road infrastructure to appropriate standards.	Continue to develop and maintain regular inspection of asset condition, defects and develop maintenance and capital works programs for inclusion in the Asset Management Plan. Refer Section 8.0.
Good Governance	Provide asset management services in a sustainable manner. Deliver services effectively and efficiently.	Completion, adoption and review of asset management plans (this plan)
Appropriate service levels	Identify current service levels and target sustainable levels	An ongoing task that will be monitored and improved. Refer Section 8.

Improved risk management	Identify and address all known high risk items relating to road infrastructure assets	Implement a structured approach to identify and manage significant risks. Refer Section 6.
Financial sustainability	Identify financial inefficiencies	Implement a structured approach to identifying financial inefficiencies.

### 3.3 Legislative Requirements

There are many legislative requirements relating to the management of assets. Legislative requirements that impact the delivery of road infrastructure services are outlined in Table 3.3.

**Table 3.3: Legislative Requirements**

Legislation	Requirement
Local Government Act 1993	Sets out role, purpose, responsibilities and powers of local governments including the preparation of a Long Term Financial Plan supported by asset management plans for sustainable service delivery.
Work Health and Safety Act 2012	Sets out the roles and responsibilities to secure the health, safety and welfare of persons at work.
Vehicle and Traffic Act 1999	Details rules, responsibilities and enforcement.
Road and Jetties Act 1935	Provides for the appointment of a Commissioner of Highways and provisions for the construction and maintenance of roads and associated assets.
Australian Road Rules	The Australian Road Rules are incorporated into the State Traffic Regulations under the Road Traffic Act.

### 3.4 Customer Values

Service levels are defined in three ways, customer values, customer levels of service and technical levels of service.

**Customer Values** indicate:

- what aspects of the service is important to the customer,
- whether they see value in what is currently provided and
- the likely trend over time based on the current budget provision

**Table 3.4: Customer Values**

Service Objective:			
Customer Values	Customer Satisfaction Measure	Current Feedback	Expected Trend Based on Planned Budget
A safe road infrastructure network	Number of customer service requests	Some safety concerns raised from community	Expected to remain similar to existing, however isolated improvements to be identified and targeted for improvement.
A smooth riding road infrastructure network	Number of customer service requests	Regular customer service requests regarding condition of several unsealed rural roads	Expected to remain similar to existing

### 3.5 Customer Levels of Service

The Customer Levels of Service are considered in terms of:

**Condition**            How good is the service? What is the condition or quality of the service?

**Function**            Is it suitable for its intended purpose? Is it the right service?

**Capacity/Use**        Is the service over or under used? Do we need more or less of these assets?

In Table 3.5 under each of the service measure types (Condition, Function, Capacity/Use) there is a summary of the performance measure being used, the current performance, and the expected performance based on the current budget allocation.

These are measures of fact related to the service delivery outcome (e.g. number of occasions when service is not available or proportion of replacement value by condition %'s) to provide a balance in comparison to the customer perception that may be more subjective.

Table 3.5: Customer Level of Service Measures

Type of Measure	Level of Service	Performance Measure	Current Performance – 2020 measures	Expected Trend Based on Planned Budget
<b>Condition</b>	Quality of road infrastructure network	Conditions in asset register	<b>59 %</b> of overall asset replacement value in 'Very Good' or 'Good' condition  <b>25 %</b> of overall asset replacement value in 'Fair' condition  <b>16 %</b> of overall asset replacement value in 'Poor' or 'Very Poor' condition	Considered to deteriorate over the planning period
	<b>Confidence levels</b>		Medium (professional judgement supported by data sampling)	Low (professional judgement with no data evidence)
<b>Function</b>	Appropriate road infrastructure in accordance with relative standards	Staff assessment and number of customer service requests	Road infrastructure generally consistent with municipal or other relevant standards, with some assets requiring improvement.	Only high priority assets that have been identified are likely to be improved over planning period, hence a gradual improvement to these assets only.
	<b>Confidence levels</b>		Low (professional Judgement with no data evidence)	Low (professional judgement with no data evidence)
<b>Capacity</b>	Appropriate amount/dimensions of road infrastructure assets	Number of customer service requests and road traffic counter data	Based on customer service requests and demand drivers, existing service level considered adequate	Expected to remain similar to existing
	<b>Confidence levels</b>		Medium (Professional judgement supported by data sampling)	Low (Professional judgement with no data evidence)

### 3.6 Technical Levels of Service

**Technical Levels of Service** – To deliver the customer values, and impact the achieved Customer Levels of Service, there are operational or technical measures of performance. These technical measures relate to the activities and allocation of resources to best achieve the desired customer outcomes and demonstrate effective performance.

Technical service measures are linked to the activities and annual budgets covering:

- **Acquisition** – the activities to provide a higher level of service (e.g. widening a road, sealing an unsealed road, replacing a pipeline with a larger size) or a new service that did not exist previously (e.g. a new library).
- **Operation** – the regular activities to provide services (e.g. opening hours, cleansing, mowing grass, energy, inspections, etc).



- **Maintenance** – the activities necessary to retain an asset as near as practicable to an appropriate service condition. Maintenance activities enable an asset to provide service for its planned life (e.g. road patching, unsealed road grading, building and structure repairs),
- **Renewal** – the activities that return the service capability of an asset up to that which it had originally provided (e.g. road resurfacing and pavement reconstruction, pipeline replacement and building component replacement),

Service and asset managers plan, implement and control technical service levels to influence the service outcomes.<sup>3</sup>

Table 3.6 shows the activities expected to be provided under the current 10 year Planned Budget allocation, and the forecast activity requirements being recommended in this Asset Management Plan.

**Table 3.6: Technical Levels of Service**

Lifecycle Activity	Purpose of Activity	Activity Measure	Current Performance*	Recommended Performance **
<b>TECHNICAL LEVELS OF SERVICE</b>				
<b>Acquisition</b>	Acquire assets that align with Council's core purpose	Number of acquisitions	Council acquires assets generally on availability of external funding (state/federal) or via developer contribution (e.g. new subdivision road, footpath etc.)	Only acquire assets that align with Council's core purpose and that Council can afford to maintain, operate, renew and/or dispose of (must consider full asset lifecycle costs)
		<b>Budget</b>	<i>\$0 per year</i>	<i>\$0 per year</i>
<b>Operation</b>	Keep roads and footpaths clear of debris – e.g. street sweeping and keeping drains clear.	Number of customer service requests	Varying frequency based on a number of factors, but primarily weather. (Street sweeping occurs twice yearly on average)	Current performance is considered adequate based on user feedback
	Provide timely emergency response to assist public and minimise disruption caused by temporary loss of use of asset	Community feedback	User feedback suggests current performance is adequate	Current performance is considered adequate based on user feedback
		<b>Budget</b>	<i>\$ Incorporated in Operations and Maintenance values</i>	<i>\$ Incorporated in Operations and Maintenance values</i>
<b>Maintenance</b>	Keep road infrastructure assets serviceable	Frequency of maintenance	Combination of reactive maintenance (weather and customer service	Planned maintenance program be developed based on condition and road hierarchy.

<sup>3</sup> IPWEA, 2015, IIMM, p 2|28.

Lifecycle Activity	Purpose of Activity	Activity Measure	Current Performance*	Recommended Performance **
			request dependent) and informal maintenance program.	Additional grader operator required to maximise use of machinery (grader) and increase amount of roads maintained each year.
	Keep road infrastructure assets safe.	Frequency of maintenance	Reactive minor repairs and minor upgrades are undertaken	Planned maintenance program be developed based on condition and road hierarchy. Additional grader operator required to maximise use of machinery (grader) and increase amount of roads maintained each year.
		<b>Budget Includes Operations</b>	<i>\$2,006,000 per year (average over 10 years)</i>	<i>\$2,006,000 per year (average over 10 years)</i>
<b>Renewal</b>	Ensure road infrastructure assets remain in a serviceable condition	Frequency of renewal	Assets are renewed on a priority basis depending on asset condition and customer service requests, but rarely planned more than a year in advance – no formal schedule of works/work plan	Works schedule developed and a strategic renewal plan developed for planning period (using renewal priority ranking criteria – refer Table 5.3.1), updated yearly.
	Ensure road infrastructure assets remain in accordance with current standards	Frequency of renewal (including component renewal – e.g. bridge guardrail)	Assets are renewed on a priority basis depending on asset condition and customer service requests, but rarely planned more than a year in advance – no formal schedule of works/work plan	Works schedule developed and a strategic renewal plan developed for planning period (using renewal priority ranking criteria – refer Table 5.3.1), updated yearly.
		<b>Budget</b>	<i>\$1,351,000 per year</i>	<i>\$1,351,000 per year</i>
<b>Disposal</b>	Identify assets and activities that do not align with Council's core purpose	Number of assets and activities identified for disposal	No disposals are currently planned	Continue to monitor assets for potential disposals that do not align with Council's core purpose.
	Dispose of assets and activities that do not align with Council's core purpose	Number of identified asset and activity disposals undertaken	No disposals are currently planned	Continue to monitor assets for potential disposals that do not align with Council's core purpose.

Lifecycle Activity	Purpose of Activity	Activity Measure	Current Performance*	Recommended Performance **
		<b>Budget</b>	<i>\$0 per year</i>	<i>\$0 per year</i>

Note: \* Current activities related to Planned Budget.

\*\* Expected performance related to forecast lifecycle costs.

It is important to monitor the service levels regularly as circumstances can and do change. Current performance is based on existing resource provision and work efficiencies. It is acknowledged changing circumstances such as technology growth and customer priorities will change over time.

## 4.0 FUTURE DEMAND

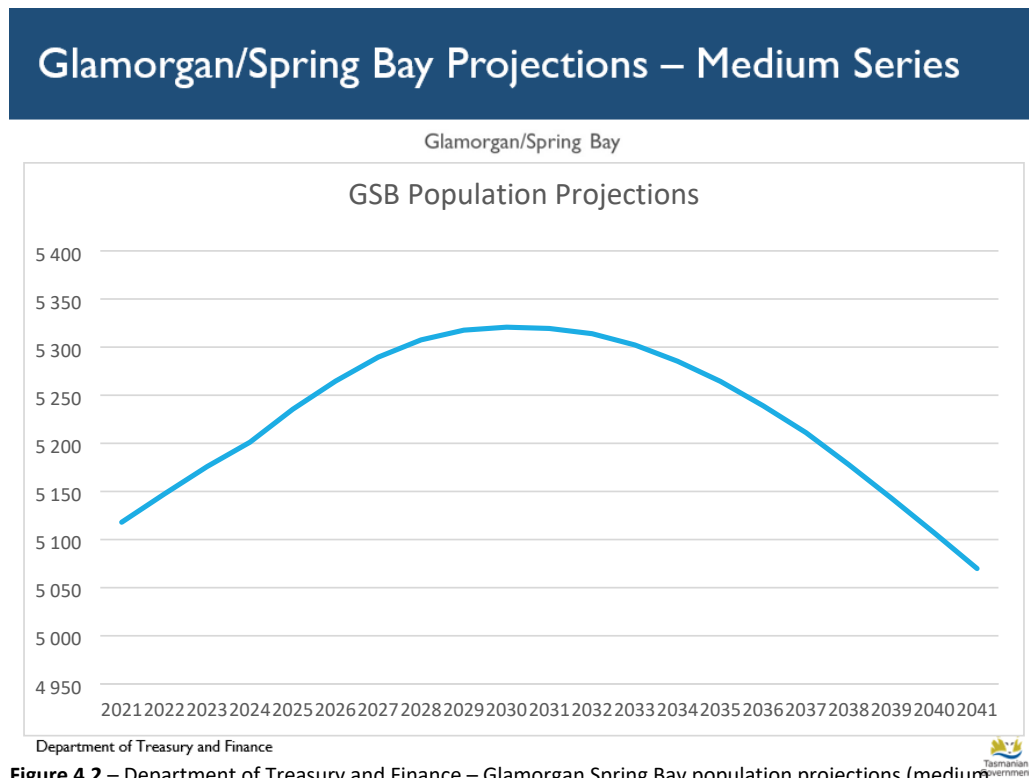
### 4.1 Demand Drivers

Drivers affecting demand include things such as population change, regulations, changes in demographics, seasonal factors, vehicle ownership rates, consumer preferences and expectations, technological changes, economic factors, agricultural practices, environmental awareness, etc.

### 4.2 Demand Forecasts

The present position and projections for demand drivers that may impact future service delivery and use of assets have been identified and documented in Table 4.3.

Population of the Glamorgan Spring Bay Local Government Area was last estimated in 2021 to be 5012. Figure 4.2 below shows the projected population over the planning period. Analysis of this figure shows a slight projected rise in population to approximately 5,350 around 2030 and then a gradual decline to around 5,070 at the end of the planning period (2041). Hence, it is anticipated that there will be little need for change to the adopted 'Levels of Service' relating to population growth.



**Figure 4.2** – Department of Treasury and Finance – Glamorgan Spring Bay population projections (medium series).

It is considered that the existing capacity of the road network is sufficient to meet demands over the planning period.

However, there are some specific concerns for Council at present, these being:

- (a) **Impact of increased National Park visitation** – over time traffic volumes have significantly increased on what were once either Local Access (Category 3) or Limited Local Access (Category 4) Roads into National Parks (refer Table 5.2.2 for road hierarchy classifications). There are two national parks where this is of concern, being, Douglas-Apsley National Park and Freycinet National Park. The related roads are Rosedale Road, Friendly Beaches Road and Freycinet Drive. These roads now carry traffic volumes equivalent to a Link (Category 1) or

Collector (Category 2) roads with an associated increase in maintenance costs. The design standard of these roads is often less than that required for a Link or Collector type road. Over 90 % of traffic on these roads are visitors to the National Parks, however no direct form of income or contribution is provided to Council to offset the associated increased costs to Council. It is recommended that this is sought from the state government.

**(b) Maintenance of Limited Local Access Roads (Category 4 – refer Table 5.2.2)** – where Council maintains a road or section of road serving a small number of properties, especially where this is only one or two properties. This generally refers to longer roads of several hundreds of metres, or kilometres, in length, where there is a significant maintenance cost to Council. Council is in the process of developing an Unmaintained Roads Policy which will list all Council roads that are not currently maintained, or roads that were previously maintained but will not be maintained in the future.

**(c) Forest harvesting** - where the harvesting of forests generates significant increased volumes of heavy vehicles (log trucks) on specific roads. The additional loadings placed on these roads results in increased maintenance costs and the premature failure of pavements, especially during wet periods. Roads identified where this is occurring are – Buckland Road, Nugent Road, Levendale Back Road, and Cutting Grass Road.

#### 4.3 Demand Impact and Demand Management Plan

The impact of demand drivers that may affect future service delivery and use of assets are shown in Table 4.3.

Demand for new services will be managed through a combination of managing existing assets, upgrading of existing assets and providing new assets to meet demand and demand management (if required). Demand management practices can include non-asset solutions, insuring against risks and managing failures.

Opportunities identified to date for demand management are shown in Table 4.3. Further opportunities will be developed in future revisions of this Asset Management Plan.

**Table 4.3: Demand Management Plan**

Demand driver	Current position	Projection	Impact on services	Demand Management Plan
Population	5,012 people in 2021.	Refer Figure 4.2	The change is not foreseen to impact services	No impact to services, hence management plan is not required.
Demographic	Median age of 57 years (2021)	Increase in median age to approx. 65 years by 2041	The change is not foreseen to impact services	No impact to services, hence management plan is not required.
Climate change	Experiencing more extreme weather patterns and events	Continue to experience increased frequency and intensity of extreme weather events	Increased maintenance and renewal costs due to flood damage.	Identify list of strategic improvements to reduce the risk of ongoing damage.
Upgrade in Tasmanian Municipal Standard Drawings	Currently unaudited	Some upgrades required over planning period	Increased renewal costs to meet with current standards	Identify upgrades required to meet with current municipal standards, prioritise these accordingly and include in the planned budget
Tourism	Tourist region (domestic and international visitors)	Tourist visitation expected to increase over planning period	Increased safety, signage and overall standard of road infrastructure	To be monitored over next five years

#### 4.4 Asset Programs to meet Demand

The new assets required to meet demand may be acquired, donated or constructed. Additional assets are discussed in Section 5.4.

Acquiring new assets will commit Council to ongoing operations, maintenance and renewal costs for the period that the service provided from the assets is required. These future costs are identified and considered in developing forecasts of future operations, maintenance and renewal costs for inclusion in the Long Term Financial Plan (Refer to Section 5).

#### 4.5 Climate Change Adaptation

The impacts of climate change will have a significant impact on the assets we manage and the services they provide. In the context of the Asset Management Plan, climate change can be considered as both a future demand and a risk.

How climate change impacts on assets varies depending on the location and the type of services provided, as does the way in which we respond and manage those impacts.<sup>4</sup>

As a minimum we consider how to manage our existing assets given potential climate change impacts for our region.

Risk and opportunities identified to date are shown in Table 4.5.1

**Table 4.5.1 Managing the Impact of Climate Change on Assets and Services**

Climate Change Description	Projected Change	Potential Impact on Assets and Services	Management
Increased frequency and intensity of extreme rainfall events	Upgrade to some road infrastructure assets required	Increased drainage upgrade and maintenance costs	Prioritise susceptible sites for improvement works to reduce vulnerability
Sea level rise	0.24 m (2050) and 0.92 m (2100) sea level rise (planning allowances)	Serviceability of some road infrastructure assets threatened by projected sea level rise	Develop a register of assets likely to be affected by the projected sea level rise and plan for resilience building when due for renewal.

Additionally, the way in which we construct new assets should recognise that there is opportunity to build in resilience to climate change impacts. Building resilience can have the following benefits:

- Assets will withstand the impacts of climate change;
- Services can be sustained; and
- Assets that can endure may potentially lower the lifecycle cost and reduce their carbon footprint

Table 4.5.2 summarises some asset climate change resilience opportunities.

<sup>4</sup> IPWEA Practice Note 12.1 Climate Change Impacts on the Useful Life of Infrastructure

**Table 4.5.2 Building Asset Resilience to Climate Change**

New Asset Description	Climate Change impact on these assets?	Build Resilience in New Works
Roads	Increased flood damage	Flood resilient road renewals where practicable
Open Drains	Construct to higher standard	More rock lined drains to combat erosion and rework

The impact of climate change on assets is a new and complex discussion and further opportunities will be developed in future revisions of this Asset Management Plan.



## 5.0 LIFECYCLE MANAGEMENT PLAN

The lifecycle management plan details how Council plans to manage and operate the assets at the agreed levels of service (Refer to Section 3) while managing life cycle costs.

### 5.1 Background Data

#### 5.1.1 Physical parameters

The assets covered by this Asset Management Plan are shown in Table 5.1.1.

**Table 5.1.1: Assets covered by this Plan**

Asset Category	Length/Number of Assets	Replacement Value
Sealed Roads	179.153 km	\$41,922,772
Unsealed Roads	201.470 km	\$16,587,512
Footpaths	28.71 km (nominal)	\$4,988,911
Kerb and channel	76.670 km	\$10,561,006
<b>TOTAL</b>	-	<b>\$74,060,201</b>

All figure values are shown in current day dollars.

The age profile of the assets included in this Asset Management Plan would normally be shown in Figure 5.1.1. below, however due to construction dates of road infrastructure assets being largely unknown, this graph is not shown. This is noted for improvement in Section 8.0. This graph would normally outline past peaks of investment that may require peaks in renewals in the future.

**Figure 5.1.1: Asset Age Profile**

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### 5.1.2 Asset capacity and performance

Assets are generally provided to meet design standards where these are available. However, there are insufficient resources to address all known deficiencies. Locations where deficiencies in service performance are known are detailed in Table 5.1.2.

**Table 5.1.2: Known Service Performance Deficiencies**

Location	Service Deficiency
Old Coach Road, Wielangta Road, Rheban Road, Sand River Road	Road lane width reduced due to collapse of internal corner shoulders
Friendly Beaches Road – Coles Bay Road intersection	Deficient intersection, requires safety improvements.
Numerous roads	Pavement failures increasing in frequency and severity creating hazardous conditions, reducing trafficable speed
Council wide	Open drain functionality failures due to frequent repeat storm events

The above service deficiencies were identified from staff knowledge, the recent condition assessment undertaken by *Pitt&Sherry* (October 2020) and user feedback.

### 5.1.3 Asset condition

The most recent condition assessment of Council roads, footpaths, kerb and channel was undertaken by *Pitt&Sherry* in October 2020. This involved driving (and walking for footpaths) the extent of the Council road network, photographing the complete road network and assigning condition based on visual inspection. This condition assessment was then fed back into Council's *myData* asset management system. This type of comprehensive road condition assessment has not been undertaken by Council in recent times, however Council will endeavour to undertake a comprehensive condition assessment every four years, hence the next will be due in 2024.

Condition is measured using a 1 – 5 grading system<sup>5</sup> as detailed in Table 5.1.3. It is important that a consistent approach is used in reporting asset performance enabling effective decision support. A finer grading system may be used at a more specific level, however, for reporting in the Asset Management Plan results are translated to a 1 – 5 grading scale for ease of communication.

**Table 5.1.3: Condition Grading System**

Condition Grading	Description of Condition
1	<b>Very Good:</b> free of defects, only planned and/or routine maintenance required
2	<b>Good:</b> minor defects, increasing maintenance required plus planned maintenance
3	<b>Fair:</b> defects requiring regular and/or significant maintenance to reinstate service
4	<b>Poor:</b> significant defects, higher order cost intervention likely
5	<b>Very Poor:</b> physically unsound and/or beyond rehabilitation, immediate action required

The condition profile of all road infrastructure assets is shown in Figure 5.1.3.

**Figure 5.1.3: Asset Condition Profile (all Road Infrastructure assets) (not updated from 2020)**

<sup>5</sup> IPWEA, 2015, IIMM, Sec 2.5.4, p 2|80.

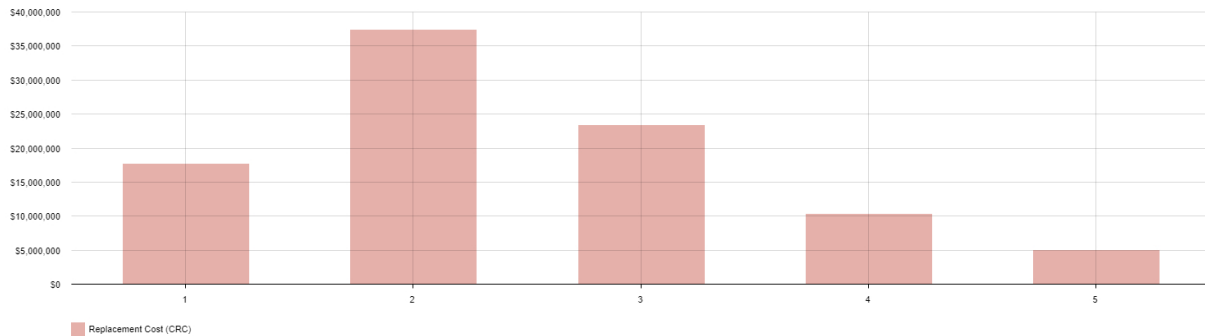


Figure 5.1.3 shows approximately **59 %** of Council's total road infrastructure asset value is in **'very good'** or **'good'** condition (refer Table 5.1.3), **25 %** in **'fair'** condition, and **16 %** in a **'poor'** or **'very poor'** condition. There is approximately **\$5M** of asset value currently in **'very poor'** condition that is overdue for renewal.

All figure values are shown in current day dollars.

## 5.2 Operations and Maintenance Plan

Operations include regular activities to provide services. Examples of typical operational activities include street sweeping, asset inspection, and staff costs.

Maintenance includes all actions necessary for retaining an asset as near as practicable to an appropriate service condition including regular ongoing day-to-day work necessary to keep assets operating. Examples of typical maintenance activities include pothole or patch repairs, minor timber bridge deck works and grading of unsealed roads.

The trend in maintenance budgets are shown in Table 5.2.1.

**Table 5.2.1: Operation and Maintenance Budget Trends**

Year	O&M Budget \$
2021-22	\$1,844,995
2022-23	\$2,006,697
2023-24	\$2,006,697

Subject to increasing the capital renewal budget, maintenance budget levels are considered to be adequate to meet long-term projected service levels, which may be less than or equal to current service levels. Where maintenance budget allocations are such that they will result in a lesser level of service, the service consequences and service risks have been identified and are highlighted in this Asset Management Plan. Reference should also be made to Council's Risk Management Policy and Risk Management Strategy (adopted in June 2020).

Assessment and priority of reactive maintenance is undertaken by staff using experience and judgement.

### Asset hierarchy

An asset hierarchy provides a framework for structuring data in an information system to assist in collection of data, reporting information and making decisions. The hierarchy includes the asset class and component used for asset planning and financial reporting and service level hierarchy used for service planning and delivery.

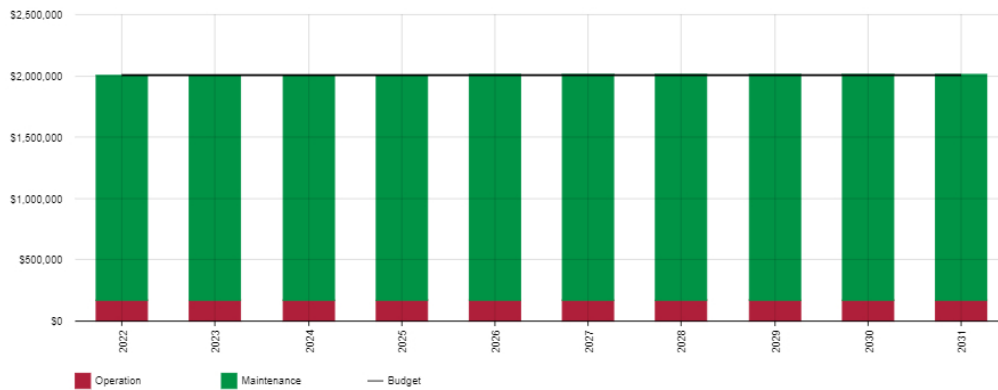
The service hierarchy is shown in Table 5.2.2. Refer Appendix G for further details.

Table 5.2.2: Asset Service Hierarchy

Service Hierarchy	Definition	Service Level Objective
Category 0 – Arterial Road	Department of State Growth 'arterial' roads, which generally form 'main roads' through townships where they form part of highway or 'A' transport routes. These include the Tasman Highway (including through townships), Lake Leak Road, Coles Bay Road and Freestone Road.	<ul style="list-style-type: none"> <li>These <u>are not</u> Council roads.</li> </ul>
Category 1 – Link Road (Refer Appendix G for example)	Council's most important roads. Highest traffic volumes roads which link significant areas in the municipality, but are generally limited to roads within each of the townships (excludes Category 0 roads). Higher number of heavy vehicles use these roads.	<ul style="list-style-type: none"> <li><b>Functionality</b> – Must function as intended at all times, with no down time tolerated.</li> <li><b>Financial</b> – Maximum efficiency of maintenance is required, to minimise expenditure in achieving the desired outcomes.</li> </ul>
Category 2 – Collector Road (Refer Appendix G for example)	Carry moderate volumes of traffic and provide access by linking urban areas to Link (Category 1) and Arterial (Category 0) roads. They may also provide links between the various Collector roads. They generally carry limited through traffic.	<ul style="list-style-type: none"> <li><b>Functionality</b> – Must function as intended at all times, with a low probability of interruption to service.</li> <li><b>Financial</b> – Primary aim is to maximise the long term economic performance of the asset. Renewal and maintenance planning should ensure level of service is maintained.</li> </ul>
Category 3 – Local Access Road (Refer Appendix G for example)	Those roads whose primary function is to provide access to a number of properties and they cater for relatively short distance travel to higher Category 0-2 roads.	<ul style="list-style-type: none"> <li><b>Functionality</b> – Minor failures/defects, excluding those which bring a threat to safety or security, can be tolerated.</li> <li><b>Financial</b> – Primary aim is to maximise the long term economic performance of the asset. Renewal and maintenance planning should be in a strategic framework, and decision taken on a life cycle basis.</li> </ul>
Category 4 – Limited Local Access Road (Refer Appendix G for example)	Those roads whose primary function is to provide access to a small number of properties, sometimes even just one property, and have minimal traffic (less than Local Access Roads). Generally these are 'no through roads'.	<ul style="list-style-type: none"> <li><b>Functionality</b> – Minor failures/defects, excluding those which bring a threat to safety or security, can be tolerated.</li> <li><b>Financial</b> – Single vehicle access only. Limitation of short term maintenance costs is the primary objective.</li> </ul>

**Summary of forecast operations and maintenance costs**

Forecast operations and maintenance costs are expected to vary in relation to the total value of the asset stock. If additional assets are acquired, the future operations and maintenance costs are forecast to increase. If assets are disposed of the forecast operation and maintenance costs are expected to decrease. Figure 5.2 shows the forecast operations and maintenance costs relative to the proposed operations and maintenance Planned Budget.

**Figure 5.2: Operations and Maintenance Summary**

All figure values are shown in current day dollars.

As can be seen in Figure 5.2, maintenance cost forecasts are equal to the planned budget.

Deferred maintenance (i.e. works that are identified for maintenance activities but unable to be completed due to available resources) should be included in Section 6.0 of this plan where this poses a 'high' or 'very high' risk to Council – Refer Table 6.2.

### 5.3 Renewal Plan

Renewal is major capital work which does not significantly alter the original service provided by the asset, but restores, rehabilitates, replaces or renews an existing asset to its original service potential. Work over and above restoring an asset to original service potential is considered to be an acquisition resulting in additional future operations and maintenance costs.

Assets requiring renewal are identified from one of two approaches in the Lifecycle Model.

- The first method uses Asset Register data to project the renewal costs (current replacement cost) and renewal timing (acquisition year plus updated useful life to determine the renewal year), or
- The second method uses an alternative approach to estimate the timing and cost of forecast renewal work (i.e. condition modelling system, staff judgement, average network renewals, or other).

The typical useful lives of assets used to develop projected asset renewal forecasts are shown in Table 5.3. Asset useful lives were last reviewed in November 2020. It is to be noted that these are typical values and individual values in asset registers vary.

**Table 5.3: Useful Lives of Assets**

Asset (Sub)Category	Useful life
Sealed road surfaces	15 years
Unsealed road pavement	12 years
Sealed road base	90 years
Unsealed road sub-base	180 years
Footpaths	70 years

Kerb and channel	70 years
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The estimates for renewals in this Asset Management Plan were based on the asset register.

### 5.3.1 Renewal ranking criteria

Asset renewal is typically undertaken to either:

- Ensure the reliability of the existing infrastructure to deliver the service it was constructed to facilitate (e.g. replacing a bridge that has a 5 t load limit), or
- To ensure the infrastructure is of sufficient quality to meet the service requirements (e.g. condition of a playground).<sup>6</sup>

It is possible to prioritise renewals by identifying assets or asset groups that:

- Have a high consequence of failure,
- Have high use and subsequent impact on users would be significant,
- Have higher than expected operational or maintenance costs, and
- Have potential to reduce life cycle costs by replacement with a modern equivalent asset that would provide the equivalent service.<sup>7</sup>

The ranking criteria used to determine priority of identified renewal proposals is detailed in Table 5.3.1.

**Table 5.3.1: Renewal Priority Ranking Criteria**

Criteria	Weighting
Condition	25 %
Usage/demand	25 %
High maintenance costs that could be reduced significantly by renewal	30 %
Risk/safety/failure consequence	20 %
<b>Total</b>	<b>100%</b>

## 5.4 Summary of future renewal costs

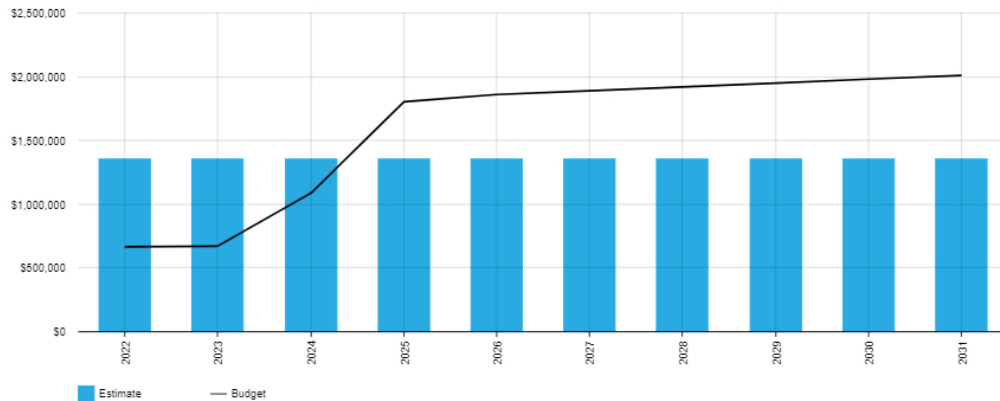
Forecast renewal costs are projected to increase over time if the asset stock increases. The forecast costs associated with renewals are shown relative to the proposed renewal budget in Figure 5.4.1. A detailed summary of the forecast renewal costs is shown in Appendix D.

**Figure 5.4.1: Forecast Renewal Costs**

<sup>6</sup> IPWEA, 2015, IIMM, Sec 3.4.4, p 3|91.

<sup>7</sup> Based on IPWEA, 2015, IIMM, Sec 3.4.5, p 3|97.





All figure values are shown in current day dollars.

The forecast renewal costs are greater than the proposed renewal budget in the short term however over the planning period funding will catch up and the renewal backlog can be addressed, this is highlighted in Figure 5.4.1.

The lifecycle forecast is essentially the total foreseen renewal costs over the planning period, divided by the planning period (20 years) to give an annual average. There are numerous assets that are currently overdue or due for renewal and are in very poor condition, however Council cannot afford to renew all these assets at once, so they are to be prioritised and then gradually renewed over the planning period. This will mean a number of assets will remain in a very poor condition for several more years, until renewal works can be undertaken.

## 5.5 Acquisition Plan

Acquisitions are new assets that did not previously exist or works which will upgrade or improve an existing asset beyond its existing capacity. They may result from growth, demand, social or environmental needs. Assets may also be donated to Council (e.g. roads, kerbs, footpaths etc. associated with a new subdivision).

### 5.5.1 Selection criteria

Proposed acquisition of new assets, and upgrade of existing assets, are identified from various sources such as community requests, proposals identified by strategic plans or partnerships with others. Potential upgrade and new works should be reviewed to verify that they are essential to Council's needs. Proposed upgrade and new work analysis should also include the development of a preliminary renewal estimate to ensure that the services are sustainable over the longer term. Verified proposals can then be ranked by priority and available funds and scheduled in future works programmes. The priority ranking criteria is detailed in Table 5.5.1.

**Table 5.5.1: Acquired Assets Priority Ranking Criteria**

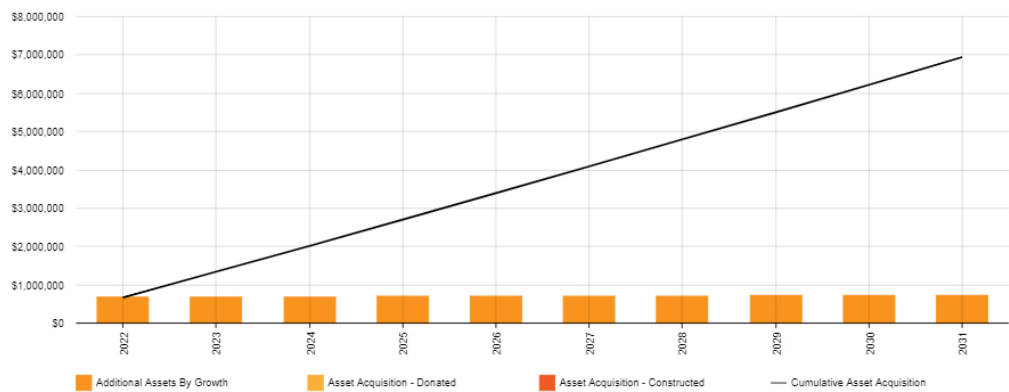
Criteria	Weighting
Is the acquisition in line with Council's core purpose?	30 %
Necessity/demand	25 %
Are lifecycle costs known and funds available in planned budget?	25 %
Risk consequence of not providing	20 %
<b>Total</b>	<b>100%</b>

#### **Summary of future asset acquisition costs**

There are currently no acquisitions for road infrastructure assets forecasted over the planning period, hence no budget has been assigned to asset acquisition.

When Council commits to new assets, they must be prepared to fund future operations, maintenance and renewal costs. They must also account for future depreciation when reviewing long term sustainability. When reviewing the long-term impacts of asset acquisition, it is useful to consider the cumulative value of the acquired assets being taken on by Council. The cumulative value of all acquisition work, including assets that are constructed by Council and assets donated by others are shown in Figure 5.5.2.

Figure 5.5.2: Acquisition Summary



All figure values are shown in current dollars.

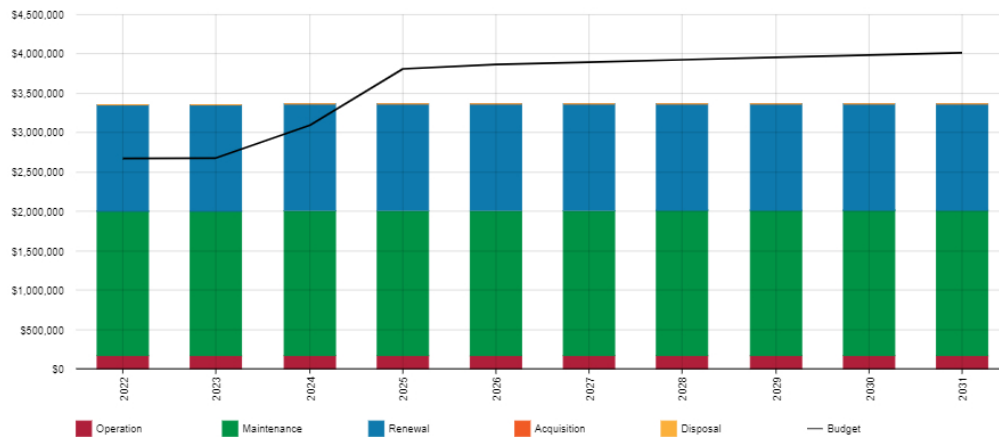
Expenditure on new assets and services in the capital works program will be accommodated in the Long Term Financial Plan, but only to the extent that there is available funding.

Though not noted in this plan, Council will likely have some ‘constructed’ acquisitions over the planning period, however these are estimated to mostly be things like road widening of an existing road, or sealing a previously unsealed road (a new component to an existing asset). These acquisition costs are currently unknown however some allowance for this is included in the planned budget for renewals. Once known these forecasts acquisition costs (constructed) should be separated out in future revisions of this plan.

**Summary of asset forecast costs**

The financial projections from this asset plan are shown in Figure 5.5.3. These projections include forecast costs for acquisition, operation, maintenance, renewal, and disposal. These forecast costs are shown relative to the proposed budget.

The bars in the graphs represent the forecast costs needed to minimise the life cycle costs associated with the service provision. The proposed budget line indicates the estimate of available funding. The gap between the forecast work and the proposed budget is the basis of the discussion on achieving balance between costs, levels of service and risk to achieve the best value outcome.

**Figure 5.5.3: Lifecycle Summary**

All figure values are shown in current day dollars.

As can be seen in Figure 5.5.3, the forecasted lifecycle costs exceed the planned budget (black line) in the short term. The forecast lifecycle costs for renewal is the main reason for the shortfall between the planned budget and the lifecycle costs.

## 5.6 Disposal Plan

Disposal includes any activity associated with the disposal of a decommissioned asset including sale, demolition or relocation. Assets identified for possible decommissioning and disposal are shown in Table 5.6. A summary of the disposal costs and estimated reductions in annual operations and maintenance of disposing of the assets are also outlined in Table 5.6. Any costs or revenue gained from asset disposals is included in the Long Term Financial Plan.

**Table 5.6: Assets Identified for Disposal**

Asset	Reason for Disposal	Timing	Disposal Costs	Operations & Maintenance Annual Savings
Nil	N/A	N/A	N/A	N/A

## 6.0 RISK MANAGEMENT PLANNING

The purpose of infrastructure risk management is to document the findings and recommendations resulting from the periodic identification, assessment and treatment of risks associated with providing services from infrastructure, using the fundamentals of International Standard ISO 31000:2018 Risk management – Principles and guidelines.

Risk Management is defined in ISO 31000:2018 as: ‘coordinated activities to direct and control with regard to risk’<sup>8</sup>.

An assessment of risks<sup>9</sup> associated with service delivery will identify risks that will result in loss or reduction in service, personal injury, environmental impacts, a ‘financial shock’, reputational impacts, or other consequences. The risk assessment process identifies credible risks, the likelihood of the risk event occurring, and the consequences should the event occur. The risk assessment should also include the development of a risk rating, evaluation of the risks and development of a risk treatment plan for those risks that are deemed to be non-acceptable.

### 6.1 Critical Assets

Critical assets are defined as those which have a high consequence of failure causing significant loss or reduction of service. Critical assets have been identified and along with their typical failure mode, and the impact on service delivery, are summarised in Table 6.1. Failure modes may include physical failure, collapse or essential service interruption.

**Table 6.1 Critical Assets**

Critical Asset(s)	Failure Mode	Impact
Link roads and collector roads	Flooding, land slips, defects etc.	Essential transport services disrupted

By identifying critical assets and failure modes an organisation can ensure that investigative activities, condition inspection programs, maintenance and capital expenditure plans are targeted at critical assets.

### 6.2 Risk Assessment

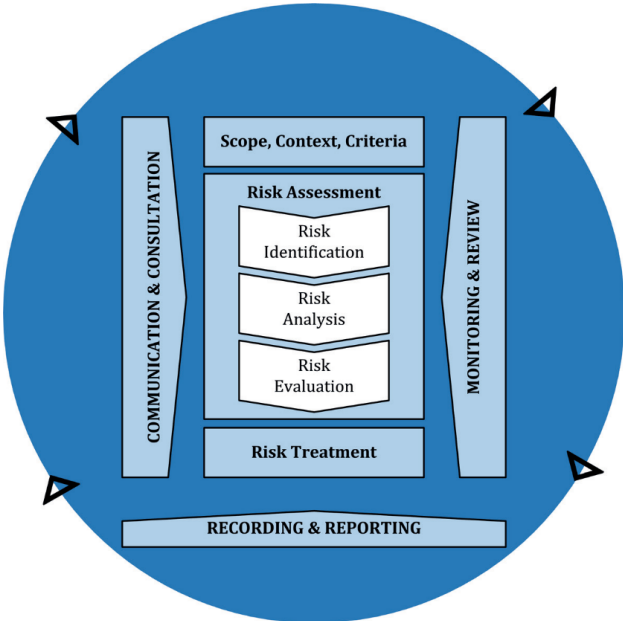
The risk management process used is shown in Figure 6.2 below.

It is an analysis and problem-solving technique designed to provide a logical process for the selection of treatment plans and management actions to protect the community against unacceptable risks.

The process is based on the fundamentals of International Standard ISO 31000:2018.

<sup>8</sup> ISO 31000:2009, p 2

<sup>9</sup> Refer GSBC Risk Management Policy and GSBC Risk Management Strategy (June 2020)



**Fig 6.2 Risk Management Process – Abridged**  
*Source: ISO 31000:2018, Figure 1, p9*

The risk assessment process identifies credible risks, the likelihood of the risk event occurring, the consequences should the event occur, development of a risk rating, evaluation of the risk and development of a risk treatment plan for non-acceptable risks.

An assessment of risks<sup>10</sup> associated with service delivery will identify risks that will result in loss or reduction in service, personal injury, environmental impacts, a ‘financial shock’, reputational impacts, or other consequences.

Critical risks are those assessed with ‘Very High’ (requiring immediate corrective action) and ‘High’ (requiring corrective action) risk ratings identified. The residual risk and treatment costs of implementing the selected treatment plan is shown in Table 6.2. It is essential that these critical risks and costs are reported to management and the Councilors.

<sup>10</sup> Refer GSBC Risk Management Policy and GSBC Risk Management Strategy (June 2020)

**Table 6.2: Risks and Treatment Plans**

Service or Asset at Risk	What can Happen	Risk Rating (VH, H)	Risk Treatment Plan	Residual Risk *	Treatment Costs
Road Infrastructure	Loss of key staff/knowledge	H	Develop a succession plan, document knowledge and improve record keeping	L	\$75,000
Road Infrastructure	Underfunding (deterioration of asset condition) and lack of staff to undertake proper asset management.	H	Ensure prioritised renewal/acquisition works	L	\$1,350,000 annual renewal
Road Infrastructure	Increased frequency of flood damage to assets	H	Improve vulnerable assets	M	\$1,000,000
Road Infrastructure	Council are gifted assets with life cycle costs not accounted for in Long Term Financial Plan	H	Ensure lifecycle costs are considered (and detailed independent engineering report sought) prior to accepting and seek contribution from previous owner where appropriate	L	\$5,000
Road infrastructure	Comprehensive condition assessment every 4 years	H	Maintain and renew assets based on condition assessments and hierarchy. Develop strategic work plan	L	\$80,000

Note \* The residual risk is the risk remaining after the selected risk treatment plan is implemented.

### 6.3 Infrastructure Resilience Approach

The resilience of our critical infrastructure is vital to the ongoing provision of services to customers. To adapt to changing conditions we need to understand our capacity to 'withstand a given level of stress or demand', and to respond to possible disruptions to ensure continuity of service.

Resilience recovery planning, financial capacity, climate change risk assessment and crisis leadership.

We do not currently measure our resilience in service delivery. This will be included in future iterations of the Asset Management Plan.



## **6.4 Service and Risk Trade-Offs**

The decisions made in adopting this Asset Management Plan are based on the objective to achieve the optimum benefits from the available resources.

### **6.4.1 What we cannot do**

There are some operations, maintenance and capital works (acquisition and renewal) that are unable to be undertaken within the next 10 years. These include:

- We cannot undertake road renewals and maintenance at the rate required to maintain the current level of service.
- We cannot afford to undertake patching type maintenance work on a large number of roads instead of using this money for full renewal of a lower number of higher priority roads. A long term works plan, based on priority weightings shown in Table 5.3.1 is required.
- We cannot acquire assets where there is no planned budget assigned to service the full lifecycle costs (acquisition, operation, maintenance, renewal and disposal) over the planning period. A recent example of this is the acquisition of Wielangta Road.

### **6.4.2 Service trade-off**

If there is forecast work (operations, maintenance, renewal, acquisition or disposal) that cannot be undertaken due to available resources, then this will result in service consequences for users. The service consequences will generally be a reduction in level of service provided.

### **6.4.3 Risk trade-off**

The operations and maintenance activities and capital projects that cannot be undertaken may sustain or create risk consequences. These risk consequences include:

- A reduction to the level of service provided
- Reputational consequences

These actions and expenditures are considered and included in the forecast costs, and where developed, the Risk Management Plan.

## 7.0 FINANCIAL SUMMARY

This section contains the financial requirements resulting from the information presented in the previous sections of this Asset Management Plan. The financial projections will be improved as the discussion on desired levels of service and asset performance matures.

### 7.1 Financial Sustainability and Projections

#### 7.1.1 Sustainability of service delivery

There are two key indicators of sustainable service delivery that are considered in the Asset Management Plan for this service area. The two indicators are the:

- Asset renewal funding ratio (proposed renewal budget for the next 10 years / forecast renewal costs for next 10 years), and
- Medium term forecast costs/proposed budget (over 10 years of the planning period).

##### Asset Renewal Funding Ratio

Asset Renewal Funding Ratio<sup>11</sup>      **106.77%**

The Asset Renewal Funding Ratio is an important indicator and illustrates that over the next 10 years we expect to have 106.77% of the funds required for the optimal renewal of assets.

The forecast renewal work along with the proposed renewal budget, and the cumulative shortfall, is illustrated in Appendix D.

##### Medium term – 10 year financial planning period

This Asset Management Plan identifies the forecast operations, maintenance and renewal costs required to provide an agreed level of service to the community over a 10 year period. This provides input into 10 year financial and funding plans aimed at providing the required services in a sustainable manner.

This forecast work can be compared to the proposed budget over the first 10 years of the planning period to identify any funding shortfall.

The forecast operations, maintenance and renewal costs over the 10 year planning period is **\$3,363,226** on average per year.

The proposed (budget) operations, maintenance and renewal funding is **\$3,590,720** on average per year giving a 10 year funding surplus of **\$227,546** per year. This indicates that **106.77%** of the forecast costs needed to provide the services documented in this Asset Management Plan are accommodated in the proposed budget. Note, these calculations exclude acquired assets.

Providing sustainable services from infrastructure requires the management of service levels, risks, forecast outlays and financing to achieve a financial indicator of approximately 1.0 for the first years of the Asset Management Plan and ideally over the 10 year life of the Long Term Financial Plan.

#### 7.1.2 Forecast Costs (outlays) for the Long Term Financial Plan

Table 7.1.2 shows the forecast costs (outlays) required for consideration in the 10 year Long Term Financial Plan.

Providing services in a financially sustainable manner requires a balance between the forecast outlays required to deliver the agreed service levels with the planned budget allocations in the Long Term Financial Plan.

A gap between the forecast outlays and the amounts allocated in the financial plan indicates further work is required on reviewing service levels in the Asset Management Plan (including possibly revising the Long Term Financial Plan).

<sup>11</sup> AIFMM, 2015, Version 1.0, Financial Sustainability Indicator 3, Sec 2.6, p 9.

We will manage the 'gap' by developing this Asset Management Plan to provide guidance on future service levels and resources required to provide these services in consultation with the community.

Forecast costs are shown in 2020/21 financial year dollar values.

**Table 7.1.2: Forecast Costs (Outlays) for the Long Term Financial Plan**

Year	Acquisition	Operation	Maintenance	Renewal	Disposal
2022	0	\$173,000	\$1,833,695	\$1,351,000	0
2023	0	\$173,000	\$1,834,895	\$1,351,000	0
2024	0	\$173,000	\$1,836,105	\$1,351,000	0
2025	0	\$173,000	\$1,837,327	\$1,351,000	0
2026	0	\$173,000	\$1,838,559	\$1,351,000	0
2027	0	\$173,000	\$1,839,803	\$1,351,000	0
2028	0	\$173,000	\$1,841,058	\$1,351,000	0
2029	0	\$173,000	\$1,842,324	\$1,351,000	0
2030	0	\$173,000	\$1,843,601	\$1,351,000	0
2031	0	\$173,000	\$1,844,890	\$1,351,000	0
2032	0	\$173,000	\$1,844,890	\$1,351,000	0
2033	0	\$173,000	\$1,844,890	\$1,351,000	0
2034	0	\$173,000	\$1,844,890	\$1,351,000	0
2035	0	\$173,000	\$1,844,890	\$1,351,000	0
2036	0	\$173,000	\$1,844,890	\$1,351,000	0
2037	0	\$173,000	\$1,844,890	\$1,351,000	0
2038	0	\$173,000	\$1,844,890	\$1,351,000	0
2039	0	\$173,000	\$1,844,890	\$1,351,000	0
2040	0	\$173,000	\$1,844,890	\$1,351,000	0
2041	0	\$173,000	\$1,844,890	\$1,351,000	0

## 7.2 Funding Strategy

The proposed funding for assets is outlined in the Council's budget and Long Term Financial Plan.

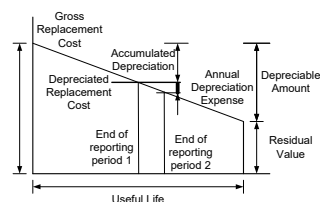
The financial strategy of Council determines how funding will be provided, whereas the Asset Management Plan communicates how and when this will be spent, along with the service and risk consequences of various service alternatives.

### 7.3 Valuation Forecasts

#### 7.3.1 Asset valuations

The best available estimate of the value of road infrastructure assets included in this Asset Management Plan is shown below:

Replacement Cost (Current/Gross)	\$74,060,200
Depreciable Amount	\$74,060,200
Depreciated Replacement Cost <sup>12</sup>	\$46,137,424
Annual Depreciation Expense	\$1,443,441



#### 7.3.2 Valuation forecast

Asset values are forecast to slightly increase over the planning period as additional assets are acquired by Council (generally donated from land developers as new sub-division road infrastructure assets are constructed, or as new assets constructed by Council).

Additional assets will generally add to the operations and maintenance needs in the longer term. Additional assets will also require additional costs due to future renewals. Any additional assets will also add to future depreciation forecasts.

### 7.4 Key Assumptions Made in Financial Forecasts

In compiling this Asset Management Plan, it was necessary to make some assumptions. This section details the key assumptions made in the development of this Asset Management Plan and should provide readers with an understanding of the level of confidence in the data behind the financial forecasts.

Key assumptions made in this Asset Management Plan are:

- Assume external funding (grants) will continue to be a major source of funding for renewals and major maintenance, noting a known gradual reduction in some of these grants over the planning period.
- Financial data used in the development of this plan was from the end of the 2019-20 financial year, with some amendments made based on asset condition assessment data received in November 2020.
- Assume no additional major road infrastructure assets will be acquired by Council in the next 10 year period (excluding assets related to new subdivisions). If this changes the Asset Management Plan is to be updated to reflect this.
- No major acquisitions are to be undertaken during the planning period without full condition and detailed lifecycle costing knowledge and allocation in planned budget to meet these costs.
- Several gross assumptions were required in the derivation of planned budget and lifecycle forecast figures. This is due to the quality of financial information currently available.
- Professional judgement has been applied in the absence of good quality data, however where applied, it has been noted for improvement in Section 8.0.
- All figures are presented in current day dollars.

### 7.5 Forecast Reliability and Confidence

The forecast costs, proposed budgets, and valuation projections in this Asset Management Plan are based on the best available data. For effective asset and financial management, it is critical that the information is current and accurate. Data confidence is classified on an A - E level scale<sup>13</sup> in accordance with Table 7.5.1.

<sup>12</sup> Also reported as Written Down Value, Carrying or Net Book Value.

<sup>13</sup> IPWEA, 2015, IIMM, Table 2.4.6, p 2 | 71.

**Table 7.5.1: Data Confidence Grading System**

Confidence Grade	Description
A. Very High	Data based on sound records, procedures, investigations and analysis, documented properly and agreed as the best method of assessment. Dataset is complete and estimated to be accurate $\pm 2\%$
B. High	Data based on sound records, procedures, investigations and analysis, documented properly but has minor shortcomings, for example some of the data is old, some documentation is missing and/or reliance is placed on unconfirmed reports or some extrapolation. Dataset is complete and estimated to be accurate $\pm 10\%$
C. Medium	Data based on sound records, procedures, investigations and analysis which is incomplete or unsupported, or extrapolated from a limited sample for which grade A or B data are available. Dataset is substantially complete but up to 50% is extrapolated data and accuracy estimated $\pm 25\%$
D. Low	Data is based on unconfirmed verbal reports and/or cursory inspections and analysis. Dataset may not be fully complete, and most data is estimated or extrapolated. Accuracy $\pm 40\%$
E. Very Low	None or very little data held.

The estimated confidence level for and reliability of data used in this Asset Management Plan is shown in Table 7.5.2.

**Table 7.5.2: Data Confidence Assessment for Data used in Asset Management Plan**

Data	Confidence Assessment	Comment
Demand drivers	Medium	Requires Council input, review and acceptance
Growth projections	High	State government provided projections used
Acquisition forecast	Low	Several gross estimates and assumptions made. Requires review on provision and improvement of financial data
Operation forecast	Low	Several gross estimates and assumptions made. Requires review on provision and improvement of financial data
Maintenance forecast	Low	Several gross estimates and assumptions made. Requires review on improvement of financial data
Renewal forecast - Asset values	Low to Medium	Based on Assetic/MyData database
- Asset useful lives	Low to Medium	Work needed in this area to validate data
- Condition modelling	Medium	Based on 2020 <i>Pitt&amp;Sherry</i> (road, footpath, kerb) condition assessments – no seal assessment included
Disposal forecast	High	No disposals are currently forecasted over the planning period

The estimated confidence level for and reliability of data used in this Asset Management Plan is considered to be **Low to Medium** (refer Table 7.5.1).

## 8.0 PLAN IMPROVEMENT AND MONITORING

### 8.1 Status of Asset Management Practices<sup>14</sup>

#### 8.1.1 Accounting and financial data sources

This Asset Management Plan utilises accounting and financial data. The source of the data is Council's financial management system XERO.

#### 8.1.2 Asset management data sources

This Asset Management Plan also utilises asset management data. The source of the data is generally from Council's asset management software *MyData*, but also utilises data from *MapInfo* (Geographic Information System), and individual asset registers.

### 8.2 Improvement Plan

It is important that Council recognise areas of their Asset Management Plan and planning process that require future improvements to ensure effective asset management and informed decision making. The improvement plan generated from this Asset Management Plan is shown in Table 8.2.

**Table 8.2: Improvement Plan**

Task	Task	Responsibility	Resources Required	Timeline
1	Council to take on partial management of road, footpath, kerb and channel assets in <i>MyData</i> software (previously done by Brighton Council).	Director of Infrastructure	Technical Officer/External consultant assistance	July 2023
2	Develop maintenance and capital works programs for upcoming year. Use to inform Asset Management Plan and Long Term Financial Plan updates.	Director of Infrastructure, Works Manager, Works Supervisor	Accountant, Works Manager, Works Supervisor	June 2023
3	Assess yearly performance (budgeted vs. actual costs) and update Asset Management Plan and Long Term Financial Plan accordingly.	Director of Infrastructure	General Manager, Accountant, Director of Infrastructure	July 2023
4	Increase accuracy of budget breakdown to include acquisitions, maintenance, operations, renewals and disposals. Aim for better transparency.	Accountant	Accountant, Director of Infrastructure	September 2023
5	Estimate date built/last renew date and renewal costs for assets with missing information. Improve confidence in renewal costs.	Director of Infrastructure	Technical Officer/External consultant	September 2023
6	Improve confidence in financial data used in Long Term Financial Plan and Asset Management Plan – this is foreseen to involve improved recording of acquisition, operations, maintenance, renewal and disposal asset lifecycle activities within XERO (accounting software) so accurate costs can be developed.	Accountant	Accountant, Director of Infrastructure Works Manager, Works Supervisor	December 2023

<sup>14</sup> ISO 55000 Refers to this as the Asset Management System

7	Community/Council consultation required to ensure appropriate levels of service are being provided (reduce/improve level of service accordingly)	General Manager	Internal	June 2024
8	Undertake detailed condition assessment of roads, footpaths, kerb and channel	Director of Infrastructure	Asset Management Engineer (not currently funded)	October 2024
9	Continually improve correlation between Long Term Financial Plan and Asset Management Plan. (Conduct regular meetings of responsible persons – aim for 'high' confidence level)	General Manager, Accountant, Director of Infrastructure	General Manager, Accountant, Director of Infrastructure	Ongoing
10	Continue to update useful lives in <i>MyData</i> , based on condition assessment data.	Director of Infrastructure	Director of Infrastructure, Technical Officer	Ongoing
11	Increase confidence and maturity of Asset Management Plan	Director of Infrastructure	Internal	Ongoing

### 8.3 Monitoring and Review Procedures

This Asset Management Plan will be reviewed during the annual budget planning process and revised to show any material changes in service levels, risks, forecast costs and proposed budgets as a result of budget decisions.

The Asset Management Plan will be reviewed and updated annually to ensure it represents the current service level, asset values, forecast operations, maintenance, renewals, acquisition and asset disposal costs and planned budgets. These forecast costs and proposed budget are incorporated into the Long Term Financial Plan or will be incorporated into the Long Term Financial Plan once completed.

The Asset Management Plan has a maximum life of 4 years and is due for complete revision and updating within 6 months of each Council election.

### 8.4 Performance Measures

The effectiveness of this Asset Management Plan can be measured in the following ways:

- The degree to which the required forecast costs identified in this Asset Management Plan are incorporated into the Long Term Financial Plan,
- The degree to which the 1-5 year detailed works programs, budgets, business plans and corporate structures consider the 'global' works program trends provided by the Asset Management Plan,
- The degree to which the existing and projected service levels and service consequences, risks and residual risks are incorporated into the Strategic Planning documents and associated plans,
- The Asset Renewal Funding Ratio achieving the organisational target (this target is often 90 – 100%).



## 9.0 REFERENCES

- IPWEA, 2006, 'International Infrastructure Management Manual', Institute of Public Works Engineering Australasia, Sydney, [www.ipwea.org/IIMM](http://www.ipwea.org/IIMM)
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- ISO, 2014, ISO 55000:2014, Overview, principles and terminology
- ISO, 2018, ISO 31000:2018, Risk management – Guidelines
- '10-year Strategic Plan 2020-2029'
- '2020-2021 Annual Plan' (incl. budget).

## 10.0 APPENDICES

### Appendix A Acquisition Forecast

#### A.1 – Acquisition Forecast Assumptions and Source

A key assumption in the writing of this Asset Management Plan is that no major standalone acquisitions are forecast to be undertaken during the planning period. Given future demand (discussed in Section 4), Council's current financial position and available budget, a strategy of minimising acquisitions (for road infrastructure assets) over the planning period is recommended.

The 'donated' acquisition forecast summary estimate is based on the completion (by others/developer) of a moderate sized subdivision each year over the planning period (for cost estimate purposes the asset replacement cost for the Aqua Sands Drive subdivision in Swansea were used (road, footpath, kerb).

Several gross estimates and assumptions were required to be made in the acquisition forecast figures due to the quality of financial and forecast information currently available. This has been noted for improvement in Section 8.0.

#### A.2 – Acquisition Project Summary

Currently unknown – refer to A.1.

#### A.3 – Acquisition Forecast Summary

Table A3 displays the forecast acquisition value each year over the planning period.

**Table A3 - Acquisition Forecast Summary**

Year	Constructed	Donated	Growth
2022	0	\$666,542	0
2023	0	\$672,541	0
2024	0	\$678,594	0
2025	0	\$684,701	0
2026	0	\$690,863	0
2027	0	\$697,081	0
2028	0	\$703,355	0
2029	0	\$709,685	0
2030	0	\$716,072	0
2031	0	\$722,517	0
2032	0	\$728,399	0
2033	0	\$734,618	0
2034	0	\$740,837	0
2035	0	\$747,056	0
2036	0	\$753,275	0
2037	0	\$759,494	0
2038	0	\$765,713	0
2039	0	\$771,932	0
2040	0	\$778,151	0
2041	0	\$784,370	0

## Appendix B      Operation Forecast

The present collection mechanisms for costs are not sufficiently developed to separate costs into categories for a detailed analysis of operations and maintenance.

### B.1 – Operation Forecast Assumptions and Source

Several gross estimates and assumptions were required to be made in the operation forecast figures due to the quality of financial information currently available (poor tracking of operational costs relating to road infrastructure assets). This has been noted for improvement in Section 8.0.

### B.2 – Operation Forecast Summary

Table B2 displays the forecast operation and maintenance costs each year over the planning period and includes costs for 'Additional Operation Forecast' which is a percentage of the 'donated' asset acquisitions value forecast over the planning period and this represents additional funds required to 'operate' these acquired assets.

**Table B2 - Operation & Maintenance Forecast Summary**

Year	Operation and Maintenance Forecast
2022	1,833,695
2023	1,834,895
2024	1,836,105
2025	1,837,327
2026	1,838,559
2027	1,839,803
2028	1,841,058
2029	1,842,324
2030	1,843,601
2031	1,844,890
2032	1,846,067
2033	1,847,310
2034	1,848,554
2035	1,849,798
2036	1,851,042
2037	1,852,286
2038	1,853,530
2039	1,854,773
2040	1,856,017
2041	1,857,261

## **Appendix C      Maintenance Forecast (see combined data of Appendix B)**

The present collection mechanisms for costs are not sufficiently developed to separate costs into categories for a detailed analysis of operations and maintenance.

### **C.1 – Maintenance Forecast Assumptions and Source**

Several gross estimates and assumptions were required to be made in the maintenance forecast figures due to the quality of financial information currently available (poor tracking of maintenance costs relating to road infrastructure assets). This has been noted for improvement in Section 8.0.

### **C.2 – Maintenance Forecast Summary**

Table C2 displays the forecast maintenance costs each year over the planning period. Note the 'Additional Maintenance Forecast' is a percentage of the 'donated' asset acquisitions value forecast over the planning period and this represents additional funds required to maintain these acquired assets.

#### ***Table C2 - Maintenance Forecast Summary***

The present collection mechanisms for costs are not sufficiently developed to separate costs into categories for a detailed analysis of operations and maintenance.

## Appendix D Renewal Forecast Summary

### D.1 – Renewal Forecast Assumptions and Source

The renewal forecast of \$1,351,683 per year is based on the total sum of the forecasted renewal costs averaged over the planning period. This includes the renewal of all assets over their useful life. Refer also improvement plan in Section 8.0.

### D.2 – Renewal Project Summary

The below combined values are extracts from the road infrastructure asset registers and show assets that have reached the end of their useful life and create a backlog. Further professional judgement will be required in prioritising the individual road segment renewals over the planning period, refer also Table 5.3.1.

All figures shown are in current day dollars.

- Road seal: \$2.318M due or overdue for renewal
- Road Seal: \$1.973M additional fall due for renewal in 2013

### D.3 – Renewal Forecast Summary

Table D3 displays the forecast renewal costs and planned budget each year over the planning period. The renewal forecast is \$225,000 (per year) higher than the forecast renewal budget.

**Table D3 - Renewal Forecast Summary**

Year	Renewal Forecast	Renewal Budget
2022	\$1,351,000	\$665,433
2023	\$1,351,000	\$670,722
2024	\$1,351,000	\$1,088,790
2025	\$1,351,000	\$1,804,092
2026	\$1,351,000	\$1,860,776
2027	\$1,351,000	\$1,889,972
2028	\$1,351,000	\$1,919,751
2029	\$1,351,000	\$1,950,126
2030	\$1,351,000	\$1,981,109
2031	\$1,351,000	\$1,351,000
2032	\$1,351,000	\$1,351,000
2033	\$1,351,000	\$1,351,000
2034	\$1,351,000	\$1,351,000
2035	\$1,351,000	\$1,351,000
2036	\$1,351,000	\$1,351,000
2037	\$1,351,000	\$1,351,000
2038	\$1,351,000	\$1,351,000
2039	\$1,351,000	\$1,351,000
2040	\$1,351,000	\$1,351,000
2041	\$1,351,000	\$1,351,000

#### **D.4 –Renewal Plan**

A formal works plan is yet to be developed, however high priority major renewals that are forecast to occur over the next 10 years are:

Within the next 10 years the following scheduled renewals are forecast: \$7.1M reseal of roads, \$1.51M kerb and Channel and \$0.7M of footpaths. Renewal of unsealed road pavements and pavement under seals is \$4.1M

## Appendix E Disposal Summary

### E.1 – Disposal Forecast Assumptions and Source

Through discussion with key staff and further analysis of the asset register, no major disposals with foreseen costs to Council are forecast to occur over the planning period.

### E.2 – Disposal Project Summary

No major disposals with foreseen costs to Council are forecast to occur over the planning period.

### E.3 – Disposal Forecast Summary

Table E3 displays the disposal forecast and disposal budget over the planning period. No major disposals with foreseen costs to Council are forecast to occur over the planning period, hence the zero values shown.

**Table E3 – Disposal Activity Summary**

Year	Disposal Forecast	Disposal Budget
2022	0	0
2023	0	0
2024	0	0
2025	0	0
2026	0	0
2027	0	0
2028	0	0
2029	0	0
2030	0	0
2031	0	0
2032	0	0
2033	0	0
2034	0	0
2035	0	0
2036	0	0
2037	0	0
2038	0	0
2039	0	0
2040	0	0
2041	0	0




## Appendix F Budget Summary by Lifecycle Activity

Several gross estimates and assumptions were required to be made in the development of the planned budget figures shown in Table F1. This was due to the quality of financial information currently available (poor breakdown in planned budgets specifically relating to the below lifecycle activities (acquisition, operation, maintenance, renewal, disposal). This has been noted for improvement in Section 8.0.

Table F1 – Budget Summary by Lifecycle Activity

Year	Acquisition	Operation & Maintenance	Renewal	Disposal	Total
2022	0	\$2,006,695	\$1,351,000	0	\$3,357,695
2023	0	\$2,007,895	\$1,351,000	0	\$3,358,895
2024	0	\$2,009,105	\$1,351,000	0	\$3,360,105
2025	0	\$2,010,327	\$1,351,000	0	\$3,361,327
2026	0	\$2,011,559	\$1,351,000	0	\$3,362,559
2027	0	\$2,012,803	\$1,351,000	0	\$3,363,803
2028	0	\$2,014,058	\$1,351,000	0	\$3,365,058
2029	0	\$2,015,324	\$1,351,000	0	\$3,366,324
2030	0	\$2,016,601	\$1,351,000	0	\$3,367,601
2031	0	\$2,017,890	\$1,351,000	0	\$3,368,890
2032	0	\$2,017,890	\$1,351,000	0	\$3,368,890
2033	0	\$2,017,890	\$1,351,000	0	\$3,368,890
2034	0	\$2,017,890	\$1,351,000	0	\$3,368,890
2035	0	\$2,017,890	\$1,351,000	0	\$3,368,890
2036	0	\$2,017,890	\$1,351,000	0	\$3,368,890
2037	0	\$2,017,890	\$1,351,000	0	\$3,368,890
2038	0	\$2,017,890	\$1,351,000	0	\$3,368,890
2039	0	\$2,017,890	\$1,351,000	0	\$3,368,890
2040	0	\$2,017,890	\$1,351,000	0	\$3,368,890
2041	0	\$2,017,890	\$1,351,000	0	\$3,550,000

## Appendix G Road Hierarchy Descriptions

Glamorgan Spring Bay Road Hierarchy	Functional Description
<b>State Arterials</b> <b>Freeways and Primary Arterials</b>	<p>Function is to carry the heaviest volumes of traffic, including commercial vehicles, and provide the principal routes for traffic flows in and around the municipality.</p> <p>These Arterials come under the jurisdiction of DSG and as such maintenance of the road pavement and surface is <u>not</u> the responsibility of Council.</p>
<b>Link Road</b> <b>Hierarchy Category 1</b>	<p>Those roads whose main function is to form the principal avenue of communication for movements between key towns, and direct connections between significant commercial / forestry sites and important centres.</p>  <p><i>Example: Buckland Woodsdale Road</i></p>

Glamorgan Spring Bay Road Hierarchy	Functional Description
<p><b>Collector Road</b></p> <p><b>Hierarchy Category 2</b></p>	<p>Carry moderate volumes of traffic and provide access by linking urban areas to Link and Arterial roads. They may also provide links between the various Collector roads. They generally carry limited through traffic.</p>  <p><i>Example: Charles Street, Orford</i></p>
<p><b>Local Access Road</b></p> <p><b>Hierarchy Category 3</b></p>	<p>Those roads whose primary function is to provide access to rural properties and they cater for relatively short distance travel to higher level roads.</p>  <p><i>Example: Swanwick Road</i></p>

Glamorgan Spring Bay Road Hierarchy	Functional Description
<p>Limited Local Access Road</p> <p>Hierarchy Category 4</p>	<p>Those roads whose primary function is to provide access to rural properties but they have minimal traffic (less than Local Access Roads). They receive minimal maintenance (less than annual). Single vehicle access and low speed, generally 30 kph</p>  <p><i>Example: Ferndale Road, Bicheno</i></p>