



# Central Highlands Council

## AGENDA – ORDINARY MEETING – 17 MAY 2022

Agenda of an Ordinary Meeting of Central Highlands Council scheduled to be held in the Hamilton Town Hall, Hamilton on Tuesday 17 May 2022, commencing at 9am.

I certify under S65(2) of the Local Government Act 1993 that the matters to be discussed under this agenda have been, where necessary, the subject of advice from a suitably qualified person and that such advice has been taken into account in providing any general advice to the Council.

Lyn Eyles  
General Manager

### 1.0 OPENING

The Mayor advises the meeting and members of the public that Council Meetings, not including Closed Sessions, are audio recorded and published on Council's Website.

### 2.0 ACKNOWLEDGEMENT OF COUNTRY

### 3.0 PRESENT

### 4.0 APOLOGIES

### 5.0 PECUNIARY INTEREST DECLARATIONS

In accordance with Regulation 8 (7) of the Local Government (Meeting Procedures) Regulations 2015, the Mayor requests Councillors to indicate whether they or a close associate have, or are likely to have a pecuniary interest (any pecuniary or pecuniary detriment) or conflict of interest in any Item of the Agenda.

### 6.0 CLOSED SESSION OF THE MEETING

Regulation 15 (1) of the *Local Government (Meeting Procedures) Regulations 2015* states that at a meeting, a council by absolute majority, or a council committee by simple majority, may close a part of the meeting to the public for a reason specified in sub-regulation (2).

As per *Regulation 15 (1) of the Local Government (Meeting Procedures) Regulations 2015*, this motion requires an absolute majority

**Moved:** Clr**Seconded:** Clr

**THAT** pursuant to *Regulation 15 (1) of the Local Government (Meeting Procedures) Regulations 2015*, Council, by absolute majority, close the meeting to the public to consider the following matters in Closed Session

Item Number	Matter	<i>Local Government (Meeting Procedures) Regulations 2015</i>
1	Confirmation of the Minutes of the Closed Session of the Ordinary Meeting of Council held on 12 April 2022	Regulation 15 (2)(g) – information of a personal and confidential nature or information provided to Council on the condition it is kept confidential
2	Receival of the Minutes of the closed session Waste Committee Meeting held on 4 May 2022	Regulation 15 (2)(g) – information of a personal and confidential nature or information provided to Council on the condition it is kept confidential
3	Tenders – 02/22 Kerbside Domestic Garbage & Recycling Collection Service 03/22 Service for supply, installation & maintenance of waste bins in various locations, waste transfer stations and collection of waste 04/22 Service for supply, installation & maintenance of recycling bins at waste transfer stations and collection of recyclables	Regulation 15 (2)(d) – contracts and tenders, for the supply of goods and services and their terms, conditions, approval and renewal
4	Confidential Matter	Regulation 15 (2)(g) – information of a personal and confidential nature or information provided to Council on the condition it is kept confidential
5	Consideration of Matters for Disclosure to the Public	Regulation 15 (8) - While in a closed meeting, the Council, or Council Committee, is to consider whether any discussions, decisions, reports or documents relating to that closed meeting are to be kept confidential or released to the public, taking into account privacy and confidentiality issues

## 6.1 MOTION OUT OF CLOSED SESSION

**Moved:** Clr**Seconded:** Clr

**THAT** Council move out of Closed Session and resume the Ordinary Meeting.

## OPEN MEETING TO PUBLIC

Due to COVID-19 a limit of 4 members of the public, at any one time will be applied.

## 7.0 DEPUTATIONS

10.00am	Jason Klug, Bridgewater Police
10.30am	Anthony McConnon, Southern Central Subregion
10.45am	Terry Byard, Anglers Alliance

## 7.1 PUBLIC QUESTION TIME

## 8.0 MAYORAL COMMITMENTS

### 11 April 2022 to 12 May 2022

11 April 2022	ANZAC Day preparations meeting
12 April 2022	Ordinary Meeting of Council – Bothwell
20 April 2022	THS calls re health services
20 April 2022	Premier Jeremy Rockcliffe – telephone call
20 April 2022	ANZAC DAY preparations meeting
23 April 2022	ABC Radio interview
25 April 2022	ANZAC Dawn Service – Gretna
25 April 2022	ANZAC Service – Bothwell
25 April 2022	Premier Jeremy Rockcliffe – telephone call
26 April 2022	Budget Workshop – Hamilton
09 May 2022	Bothwell Bicentennial informal community meeting re names lists
10 May 2022	Planning Committee Meeting – Bothwell
10 May 2022	Meeting with Bothwell Bicentennial Coordinator
10 May 2022	THS calls re health services
11 May 2022	Jobs Hub with partner Mayors and GMs - Pontville

- Business of Council x 15
- Ratepayer and community members - communications x 51
- Elected Members - communications x 32
- Central Highlands Council Management - communications x 7

## 8.1 COUNCILLOR COMMITMENTS

### ***Deputy Mayor J Allwright***

12 April 2022	Ordinary Meeting of Council – Bothwell
25 April 2022	ANZAC Service – Hamilton
26 April 2022	Budget Workshop – Hamilton
4 May 2022	Waste Committee Meeting – Bothwell
9 May 2022	Audit Panel Meeting – Hamilton
10 May 2022	Planning Committee Meeting - Bothwell

### ***Clr A Archer***

12 April 2022	Ordinary Meeting of Council – Bothwell
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### ***Clr A Bailey***

12 April 2022	Ordinary Meeting of Council – Bothwell
25 April 2022	ANZAC Service – Gretna
25 April 2022	ANZAC Service – Hamilton
9 May 2022	Audit Panel Meeting – Hamilton
10 May 2022	Planning Committee Meeting – Bothwell

### ***Clr A Campbell***

12 April 2022	Ordinary Meeting of Council – Bothwell
25 April 2022	ANZAC Service – Bothwell
26 April 2022	Budget Workshop – Hamilton

### ***Clr R Cassidy***

12 April 2022	Ordinary Meeting of Council – Bothwell
10 May 2022	Planning Committee Meeting – Bothwell

**Clr J Honner**

12 April 2022	Ordinary Meeting of Council – Bothwell
25 April 2022	ANZAC Dawn Service - Arthur's Lake
25 April 2022	ANZAC Service - Bothwell
26 April 2022	Budget Workshop Meeting - Hamilton
04 May 2022	Waste Committee Meeting - Bothwell
10 May 2022	Planning Committee Meeting - Bothwell

**Clr J Poore**

12 April 2022	Ordinary Meeting of Council – Bothwell
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**STATUS REPORT COUNCILLORS**


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**8.2 GENERAL MANAGER'S COMMITMENTS**

26 April 2022	Council Budget Workshop
04 May 2022	Waste Committee Meeting
09 May 2022	Audit Panel Meeting
10 May 2022	Planning Committee Meeting
11 May 2022	Jobs Hub Pontville

**8.3 DEPUTY GENERAL MANAGER'S COMMITMENTS**

14 April 2022	Meeting with Spirit Super
03 May 2022	Local Government Review Workshop
05 May 2022	Meeting with LGAT Health & Well Being
09 May 2022	Audit Panel Meeting
17 May 2022	Council Meeting, Bothwell

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**9.0 NOTIFICATION OF COUNCIL WORKSHOPS HELD**

26 April 2022 – Council budget workshop

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**9.1 FUTURE WORKSHOPS**

- iPad/IT Workshop – date to be confirmed
  - Council Budget workshop – David is available 24<sup>th</sup> or 31<sup>st</sup> May 2022
  - 14 June 2022 – Workshop Sue Hickey UTAS – Bothwell Hall 12.30
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**10.0 MAYORAL ANNOUNCEMENTS**

## 11.0 MINUTES

### 11.1 RECEIVAL DRAFT MINUTES ORDINARY MEETING 12<sup>th</sup> APRIL 2022

Moved: Clr

Seconded: Clr

**THAT** the Draft Minutes of the Ordinary Meeting of Council held on Tuesday 12<sup>th</sup> April 2022 be received.

### 11.2 CONFIRMATION OF DRAFT MINUTES ORDINARY MEETING 12<sup>th</sup> APRIL 2022

Moved: Clr

Seconded: Clr

**THAT** the Draft Minutes of the Ordinary Meeting of Council held on Tuesday 12<sup>th</sup> April 2022 be confirmed.

### 11.3 RECEIVAL DRAFT MINUTES AUDIT PANEL MEETING 9<sup>th</sup> APRIL 2022

Moved: Clr

Seconded: Clr

**THAT** the Draft Minutes of the Audit Panel Meeting held on Monday 9<sup>th</sup> May 2022 be received

### 11.4 RECEIVAL DRAFT MINUTES PLANNING COMMITTEE MEETING 10<sup>th</sup> MAY 2022

Moved: Clr

Seconded: Clr

**THAT** the Draft Minutes of the Planning Committee Meeting held on Tuesday 10<sup>th</sup> May 2022 be received

## 12.0 BUSINESS ARISING:

	<b>AGENDA ITEM DETAILS</b>	<b>OUTCOME</b>
15.1	DA2022/04-Subdivision 18 Patrick St, Bothwell	Planning Permit Issued – P/O
15.2	DA2022/10-4 Dennistoun Rd, Bothwell	Planning Permit Issued – P/O
15.3	DA2022/01-1 Cramps Bay Esplanade, Cramps Bay	Planning Permit Issued – P/O
15.5	Transition to Private Building Surveyors	DES Manager actioned
15.7	Waste Levy & Resource Recovery	DES Manager actioned
16.1	Targa Tasmania 2022	Works & Service Manager
16.2	Capital Plant Replacement	Works & Service Manager
17.1	New Aboriginal Cultural Heritage Legislation	Deputy General Manager
17.3	Community Grant Application, Campdrafting Tas	Deputy General Manager
17.8	Community Donations Program Cooper Smythe	Deputy General Manager
17.9	Draft Biosecurity Regulations	No comments received - GM
17.13	Gambling Harm Minimisation Technologies	No comments received - GM
17.14	Police Offences Amendment Bill	Deputy General Manager
18.1	Tas Community Sport & Active Rec Strategy	Deputy General Manager
18.3	Occupational Licensing, Automatic Mutual Recognition Scheme	Deputy General Manager

### 13.0 DERWENT CATCHMENT PROJECT REPORT

**Moved:** Clr

**Seconded:** Clr

**THAT** the Derwent Catchment Project Monthly Report be received. (See page 70 of Attachments)

### 14.0 FINANCE REPORT

**Moved:** Clr

**Seconded:** Clr

**THAT** the Finance Reports be received.

<b>RATES RECONCILIATION AS AT 30 APRIL 2022</b>				
		<b>2021</b>		<b>2022</b>
<b>Balance 30th June</b>		\$55,732.39		\$83.43
Rates Raised		\$3,778,577.36		\$3,912,121.67
Penalties Raised		\$28,194.60		\$30,011.32
Supplementaries/Debit Adjustments		\$31,250.20		\$31,175.34
Total Raised		\$3,893,754.55		\$3,973,391.76
<b>Less:</b>				
Receipts to Date		\$3,598,813.14		\$3,698,615.51
Pensioner Rate Remissions		\$101,372.96		\$101,093.20
Remissions/Supplementary Credits		\$40,856.18		\$31,214.55
<b>Balance</b>		<b>\$152,712.27</b>		<b>\$142,468.50</b>

<b>Bank Reconciliation as at 30 April 2022</b>			
	<b>2021</b>		<b>2022</b>
Balance Brought Forward	\$10,900,200.87		\$8,583,226.81
Receipts for month	\$443,858.16		\$2,557,317.21
Expenditure for month	\$1,029,146.28		\$496,703.88
<b>Balance</b>	<b>\$10,314,912.75</b>		<b>\$10,643,840.14</b>
<b>Represented By:</b>			
Balance Commonwealth Bank	\$518,778.88		\$3,890,389.54
Balance Westpac Bank	\$95,246.92		\$221,861.76
Investments	\$9,763,781.04		\$6,743,028.60
Petty Cash & Floats			\$550.00
	<b>\$10,377,806.84</b>		<b>\$10,855,829.90</b>
Plus Unbanked Money	\$1,419.62		\$18,368.78
	<b>\$10,379,226.46</b>		<b>\$10,874,198.68</b>
Less Unpresented Cheques	\$147.50		\$84.59
Unreceipted amounts on bank statements	\$64,166.21		\$230,273.95
	<b>\$10,314,912.75</b>		<b>\$10,643,840.14</b>

	BUDGET	ACTUAL TO	ACTUAL TO	% OF BUDGET	BALANCE OF
	2021/2022	30-Apr-21	30-Apr-22	SPENT	BUDGET
<b>CORPORATE AND FINANCIAL SERVICES</b>					
ADMIN. STAFF COSTS(ASCH)	\$563,015	\$472,068	\$453,340	80.52%	\$109,675
ADMIN BUILDING EXPEND(ABCH)	\$42,865	\$41,578	\$42,999	100.31%	(\$134)
OFFICE EXPENSES(AOEH)	\$127,000	\$96,890	\$137,676	108.41%	(\$10,676)
MEMBERS EXPENSES(AMEH)	\$182,481	\$129,164	\$133,429	73.12%	\$49,052
OTHER ADMIN. EXPENDITURE(ASEH + RATES)	\$357,500	\$222,886	\$249,382	69.76%	\$108,118
MEDICAL CENTRES(MED)	\$143,500	\$100,153	\$107,173	74.68%	\$36,327
STREET LIGHTING(STLIGHT)	\$39,600	\$30,380	\$27,449	69.32%	\$12,151
ONCOSTS (ACTUAL)(ONCOSTS)	\$559,360	\$402,427	\$476,883	85.26%	\$82,477
ONCOSTS RECOVERED	(\$487,500)	(\$354,221)	(\$359,529)	73.75%	(\$127,971)
COMMUNITY & ECONOMIC DEV & RELATIONS(CDR+EDEV)	\$239,850	\$71,139	\$84,603	35.27%	\$155,247
GOVERNMENT LEVIES(GLEVY)	\$256,604	\$190,984	\$192,823	75.14%	\$63,781
COVID-19		\$12,537	\$5,683		
<b>TOTAL CORPORATE &amp; FINANCIAL SERVICES</b>	<b>\$2,024,275</b>	<b>\$1,415,986</b>	<b>\$1,551,910</b>	<b>76.66%</b>	<b>\$478,049</b>
<b>DEVELOPMENT AND ENVIRONMENTAL SERVICES</b>					
ADMIN STAFF COSTS - DES (ASCB)	\$167,465	\$120,699	\$119,141	71.14%	\$48,324
ADMIN BUILDING EXPEND - DES(ABCB)	\$23,060	\$15,513	\$15,400	66.78%	\$7,660
OFFICE EXPENSES - DES (AOEB)	\$46,500	\$39,149	\$45,026	96.83%	\$1,474
ENVIRON HEALTH SERVICES (EHS)	\$31,095	\$19,236	\$17,773	57.16%	\$13,322
ANIMAL CONTROL(AC)	\$12,000	\$3,253	\$4,045	33.71%	\$7,955
PLUMBING/BUILDING CONTROL (BPC)	\$130,112	\$82,322	\$86,312	66.34%	\$43,800
SWIMMING POOLS (POOL)	\$39,092	\$38,526	\$44,250	113.19%	(\$5,158)
DEVELOPMENT CONTROL (DEV)	\$102,000	\$63,065	\$90,010	88.25%	\$11,990
DOOR TO DOOR GARBAGE & RECYCLING (DD)	\$134,544	\$111,160	\$110,383	82.04%	\$24,161
ROADSIDE BINS COLLECTION (DRB)	\$114,000	\$95,629	\$90,135	79.07%	\$23,865
WASTE TRANSFER STATIONS (WTS)	\$205,150	\$164,270	\$154,794	75.45%	\$50,356
TIP MAINTENANCE (TIPS)	\$60,481	\$30,648	\$27,779	45.93%	\$32,702
ENVIRONMENT PROTECTION (EP)	\$4,500	\$2,677	\$546	12.14%	\$3,954
RECYCLING (RECY)	\$35,000	\$44,195	\$46,810	133.74%	(\$11,810)
<b>TOTAL DEVELOPMENT &amp; ENVIRONMENTAL SERVICES</b>	<b>\$1,104,999</b>	<b>\$830,342</b>	<b>\$852,405</b>	<b>77.14%</b>	<b>\$252,594</b>
<b>WORKS AND SERVICES</b>					
PUBLIC CONVENIENCES (PC)	\$153,500	\$134,368	\$118,520	77.21%	\$34,980
CEMETERY (CEM)	\$17,000	\$15,922	\$18,141	106.71%	(\$1,141)
HALLS (HALL)	\$59,512	\$47,220	\$46,708	78.48%	\$12,804
PARKS AND GARDENS(PG)	\$71,000	\$60,800	\$67,632	95.26%	\$3,368
REC. & RESERVES(REC+TENNIS)	\$78,316	\$81,660	\$77,427	98.86%	\$889
TOWN MOWING/TREES/STREETSCAPES(MOW)	\$120,000	\$110,849	\$126,294	105.24%	(\$6,294)
HOUSING (HOU)	\$61,788	\$52,765	\$63,870	103.37%	(\$2,082)
CAMPING GROUNDS (CPARK)	\$13,500	\$10,912	\$13,177	97.61%	\$323
LIBRARY (LIB)	\$617	\$873	\$893	144.72%	(\$276)
ROAD MAINTENANCE (ROAD)	\$855,911	\$759,340	\$830,826	97.07%	\$25,085
FOOTPATHS/KERBS/GUTTERS (FKG)	\$5,850	\$7,307	\$2,014	34.42%	\$3,836
BRIDGE MAINTENANCE (BRI)	\$23,153	\$10,116	\$18,598	80.33%	\$4,555
PRIVATE WORKS (PW)	\$85,000	\$44,954	\$84,260	99.13%	\$740
SUPER. & I/D OVERHEADS (SUPER)	\$315,800	\$273,199	\$282,506	89.46%	\$33,294
QUARRY/GRAVEL (QUARRY)	(\$25,000)	(\$74,068)	(\$45,285)	181.14%	\$20,285
NATURAL RESOURCE MANAGEMENT(NRM)	\$122,841	\$89,131	\$112,676	91.73%	\$10,165
SES (SES)	\$2,000	\$1,395	\$1,020	50.98%	\$980
PLANT M'TCE & OPERATING COSTS (PLANT)	\$501,128	\$378,384	\$375,218	74.87%	\$125,910
PLANT INCOME	(\$710,000)	(\$609,195)	(\$563,591)	79.38%	(\$146,409)
DRAINAGE (DRAIN)	\$19,000	\$16,371	\$28,755	151.34%	(\$9,755)
OTHER COMMUNITY AMENITIES (OCA)	\$25,116	\$28,666	\$29,355	116.88%	(\$4,239)
WASTE COLLECTION & ASSOC SERVICES (WAS)	\$37,000	\$40,100	\$33,147	89.59%	\$3,853
FLOOD REPAIRS			\$330,076		
<b>TOTAL WORKS &amp; SERVICES</b>	<b>\$1,833,032</b>	<b>\$1,481,069</b>	<b>\$2,052,236</b>	<b>111.96%</b>	<b>\$110,873</b>



<b>DEPARTMENT TOTALS OPERATING EXPENSES</b>					
Corporate Services	\$2,024,275	\$1,415,986	\$1,551,910	76.66%	\$478,049
Dev. & Environmental Services	\$1,104,999	\$830,342	\$852,405	77.14%	\$252,594
Works & Services	\$1,833,032	\$1,481,069	\$2,052,236	111.96%	\$110,873
<b>Total All Operating</b>	<b>\$4,962,306</b>	<b>\$3,727,397</b>	<b>\$4,456,550</b>	<b>89.81%</b>	<b>\$841,515</b>
<b>CAPITAL EXPENDITURE</b>					
<b>CORPORATE AND FINANCIAL SERVICES</b>					
Computer Purchases	\$32,000	\$2,250	\$4,175	13.05%	\$27,825
Equipment	\$6,000	\$0	\$43,604	726.74%	(\$37,604)
Miscellaneous (Municipal Reval etc)	\$128,500	\$0	\$0	0.00%	\$128,500
	<b>\$166,500</b>	<b>\$2,250</b>	<b>\$47,779</b>	<b>28.70%</b>	<b>\$118,721</b>
<b>DEVELOPMENT &amp; ENVIRONMENTAL SERVICES</b>					
Swimming Pool	\$5,000	\$11,164	\$1,815	36.30%	\$3,185
Waste Transfer Station	\$12,000	\$0	\$0	0.00%	\$12,000
	<b>\$17,000</b>	<b>\$11,164</b>	<b>\$1,815</b>	<b>10.68%</b>	<b>\$5,836</b>
<b>WORKS &amp; SERVICES</b>					
Plant Purchases	\$780,000	\$182,209	\$603,118	77.32%	\$176,882
Camping Grounds	\$0	\$0	\$0		\$0
Public Conveniences	\$120,000	\$103,193	\$57,616	48.01%	\$62,384
Bridges	\$0	\$136,892	\$22,434		(\$22,434)
Road Construction & Reseals	\$2,269,000	\$3,179,394	\$1,780,415	78.47%	\$488,585
Drainage	\$50,000	\$330,563	\$5,153	0.00%	\$44,847
Parks & Gardens Capital	\$40,000	\$92,637	\$16,297	40.74%	\$23,703
Infrastructure Capital (Moved to Roads)	\$170,000	\$0	\$0	0.00%	\$170,000
Footpaths, Kerbs & Gutters	\$0	\$48,871	\$0		\$0
Rec Grounds	\$20,000	\$12,000	\$44,148	220.74%	(\$24,148)
Halls	\$25,000	\$19,058	\$73,049	292.20%	(\$48,049)
Buildings	\$777,500	\$0	\$98,306	12.64%	\$679,194
	<b>\$4,251,500</b>	<b>\$4,104,816</b>	<b>\$2,700,536</b>	<b>63.52%</b>	<b>\$1,550,964</b>
<b>TOTAL CAPITAL WORKS</b>					
Corporate Services	\$166,500	\$2,250	\$47,779	28.70%	\$118,721
Dev. & Environmental Services	\$17,000	\$11,164	\$1,815	10.68%	\$15,185
Works & Services	\$4,251,500	\$4,104,816	\$2,700,536	63.52%	\$1,550,964
	<b>\$4,435,000</b>	<b>\$4,118,230</b>	<b>\$2,750,130</b>	<b>62.01%</b>	<b>\$1,684,870</b>

BANK ACCOUNT BALANCES AS AT 30 APRIL 2022						
					BALANCE	
No.	Bank Accounts	Investment Period	Current Interest Rate %	Due Date	2021	2022
11100	Cash at Bank and on Hand					
11105	Bank 01 - Commonwealth - General Trading Account				464,520.47	3,700,535.74
11106	Bank 02 - Westpac - Direct Deposit Account				86,061.24	199,725.80
11110	Petty Cash				350.00	350.00
11115	Floats				200.00	200.00
11199	TOTAL CASH AT BANK AND ON HAND				551,131.71	3,900,811.54
11200	Investments					
11206	Bank 04	30 Days			510,607.86	-
11207	Bank 05	120 Days	0.21%	3/05/2022	3,648,993.88	2,657,521.67
11207	Bank 06	30 Days				
11212	Bank 12	30 Days				
11214	Tascorp	180 Days	0.53%	19/09/2022	78,035.58	78,078.66
11215	Bank 15	90 Days				
11216	Bank 16	90 Days	0.22%	14/06/2022	5,526,143.72	4,007,428.27
11299	TOTAL INVESTMENTS				9,763,781.04	6,743,028.60
	TOTAL BANK ACCOUNTS AND CASH ON HAND				10,314,912.75	10,643,840.14

No.	Plant	Total Expense	Sal and Wag	Oncosts	Hire	Materials	Plant & Equipment Maintenance	Insurance	Fuel	Tyres	Registration	Depreciation	Cost of capital	Recovered	Hours	Recovery per Hour	Expenditure per Hour	Recovery/(Loss) per Hour
PM0149	Loadrite Weighing System	\$ 812.55	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 75.82	\$ -	\$ -	\$ -	\$ 669.75	\$ 66.98	-	-			
PM0196	Transmig Welder	\$ 223.13	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20.63	\$ -	\$ -	\$ -	\$ 182.25	\$ 20.25	-	-			
PM0238	Auger	\$ 1,028.05	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 95.85	\$ -	\$ -	\$ -	\$ 846.67	\$ 85.52	-	-			
PM0254	Test and Tag Equipment	\$ 204.24	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19.04	\$ -	\$ -	\$ -	\$ 168.20	\$ 16.99	-	-			
PM0255	Floor Jack 15 Tonne	\$ 271.23	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 25.29	\$ -	\$ -	\$ -	\$ 223.38	\$ 22.56	-	-			
PM613	Komatsu Loader Hamilton B08817	\$ 4,352.94	\$ -	\$ -	\$ -	\$ -	\$ 1,361.08	\$ 226.42	\$ 308.10	\$ -	\$ 157.34	\$ 2,000.00	\$ 300.00	\$ 680.00	17.0	\$ 40.00	\$ 256.06	(\$216.06)
PM620	Herc Superdog - Kelvin (IT2581)	\$ 4,102.04	\$ 57.77	\$ 34.66	\$ -	\$ -	\$ -	\$ 216.46	\$ -	\$ -	\$ 1,400.24	\$ 1,912.01	\$ 480.90	\$ 12,031.25	481.3	\$ 25.00	\$ 8.52	\$16.48
PM621	Pig Trailer Hamilton OT0770	\$ 2,082.41	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 67.93	\$ -	\$ -	\$ 1,324.49	\$ 600.00	\$ 90.00	-	-			
PM622	Fuel Tanker Bothwell PT4204	\$ 62.65	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 62.65	\$ -	\$ -	-	-			
PM627	Small Mowers	\$ 2,359.10	\$ 115.90	\$ 58.58	\$ -	\$ 1,172.73	\$ 41.75		\$ 970.14	\$ -	\$ -	\$ -	\$ -	\$ 2,238.00	746.0	\$ 3.00	\$ 3.16	(\$0.16)
PM628	Chainsaws	\$ 458.37	\$ -	\$ -	\$ -	\$ 270.67	\$ -	\$ -	\$ 187.70	\$ -	\$ -	\$ -	\$ -	\$ 575.00	115.0	\$ 5.00	\$ 3.99	\$1.01
PM629	Spray Units	\$ 2,354.21	\$ -	\$ -	\$ -	\$ 333.18	\$ -	\$ 185.38	\$ 32.73	\$ -	\$ -	\$ 1,637.51	\$ 165.41	\$ 570.00	114.0	\$ 5.00	\$ 20.65	(\$15.65)
PM630	Compressors	\$ 179.25	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16.73	\$ -	\$ -	\$ -	\$ 147.75	\$ 14.78	-	-			
PM635	Sundry Plant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	-			
PM636	Small Trailers	\$ 452.33	\$ -	\$ -	\$ -	\$ 27.27	\$ -	\$ -	\$ -	\$ -	\$ 425.06	\$ -	\$ -	\$ 232.50	46.5	\$ 5.00	\$ 9.73	(\$4.73)
PM652	Road Broom UT7744	\$ 1,105.91	\$ -	\$ -	\$ -	\$ -	\$ 243.62	\$ 17.32	\$ -	\$ 559.09	\$ 102.88	\$ 153.00	\$ 30.00	-	-			
PM654	New Holland Tractor Bothwell B08NO	\$ 3,859.64	\$ -	\$ -	\$ -	\$ -	\$ 685.63	\$ 243.40	\$ 204.02	\$ -	\$ 254.09	\$ 2,150.00	\$ 322.50	\$ 726.25	20.8	\$ 35.00	\$ 186.01	(\$151.01)
PM662	King Tandem Trallier Hamilton YT0630	\$ 134.24	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 134.24	\$ -	\$ -	-	-			
PM664	Pressure Cleaner 2003	\$ 431.31	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40.21	\$ -	\$ -	\$ -	\$ 355.21	\$ 35.88	\$ -	-			
PM665	Dog Trailer - Neville (YT5100)	\$ 4,209.30	\$ 14.44	\$ 8.66	\$ -	\$ -	\$ 752.04	\$ 158.03	\$ -	\$ -	\$ 1,400.24	\$ 1,395.86	\$ 480.04	\$ 2,757.50	110.3	\$ 25.00	\$ 38.16	(\$13.16)
PM667	Work Station Hamilton 2003	\$ 332.77	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 31.03	\$ -	\$ -	\$ -	\$ 274.06	\$ 27.68	\$ -	-			
PM668	Work Station Bothwell 2003	\$ 332.77	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 31.03	\$ -	\$ -	\$ -	\$ 274.06	\$ 27.68	\$ -	-			
PM671	Water Tanker	\$ 3,126.71	\$ 292.59	\$ 175.56	\$ 135.50	\$ 426.49	\$ 963.09	\$ 84.91	\$ 186.07	\$ -	\$ -	\$ 750.00	\$ 112.50	\$ 7,407.00	740.7	\$ 10.00	\$ 4.22	\$5.78
PM676	Kobelco Excavator FA6566	\$ 20,106.43	\$ 1,518.29	\$ 877.57	\$ 306.50	\$ 1,086.31	\$ 4,745.39	\$ 703.98	\$ 2,938.08	\$ -	\$ 157.34	\$ 6,218.37	\$ 1,554.59	\$ 10,140.00	156.0	\$ 65.00	\$ 128.89	(\$63.89)
PM677	Compressor/Post Driver	\$ 434.39	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 40.50	\$ -	\$ -	\$ -	\$ 357.75	\$ 36.14	\$ -	-			
PM682	Float IT0169	\$ 1,400.24	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,400.24	\$ -	\$ -	\$ 1,475.00	59.0	\$ 25.00	\$ 23.73	\$1.27
PM684	Komatsu Grader FC7003	\$ 16,338.55	\$ 157.21	\$ 60.66	\$ 162.50	\$ -	\$ 742.50	\$ 1,110.03	\$ 1,692.05	\$ -	\$ 157.34	\$ 9,805.01	\$ 2,451.25	\$ 7,475.00	115.0	\$ 65.00	\$ 142.07	(\$77.07)
PM687	Western Star - H. Chivers FB5754	\$ 35,541.51	\$ 744.32	\$ 426.78	\$ 434.50	\$ 421.12	\$ 8,560.03	\$ 759.14	\$ 14,448.52	\$ 72.73	\$ 1,292.33	\$ 6,705.63	\$ 1,676.41	\$ 42,250.00	845.0	\$ 50.00	\$ 42.06	\$7.94
PM695	Quick Cut Saw	\$ 118.76	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11.07	\$ -	\$ -	\$ -	\$ 97.81	\$ 9.88	\$ 20.00	2.0	\$ 10.00	\$ 59.38	(\$49.38)
PM705	Mack Truck FP4026 - Andrew Jones	\$ 61,192.22	\$ 947.86	\$ 193.04	\$ 844.00	\$ 295.26	\$ 17,879.33	\$ 1,694.21	\$ 11,615.40	\$ 3,672.73	\$ 7,573.58	\$ 14,965.18	\$ 1,511.63	\$ 46,636.50	932.7	\$ 50.00	\$ 65.61	(\$15.61)
PM709	CAT 950 Wheel Loader Bothwell (FR3357)	\$ 18,078.76	\$ 399.42	\$ 239.65	\$ 129.00	\$ 629.48	\$ -	\$ 1,294.84	\$ 1,504.03	\$ -	\$ 157.34	\$ 11,437.50	\$ 2,287.50	\$ 1,624.00	29.0	\$ 56.00	\$ 623.41	(\$567.41)
PM717	2008 Dog Trailer (Harold) Z54AB	\$ 4,775.04	\$ 183.11	\$ 59.73	\$ 156.25	\$ 113.70	\$ 460.00	\$ 202.61	\$ -	\$ 50.00	\$ 1,400.24	\$ 1,789.67	\$ 359.74	\$ 5,906.25	236.3	\$ 25.00	\$ 20.21	\$4.79
PM720	S/Hand Tri Axle Dog Trailer Z24BO	\$ 5,654.15	\$ 313.08	\$ 112.65	\$ 175.00	\$ -	\$ 400.00	\$ 264.49	\$ -	\$ 50.00	\$ 1,532.99	\$ 2,336.31	\$ 469.62	\$ 9,643.75	385.8	\$ 25.00	\$ 14.66	\$10.34
PM723	CAT 943 Traxcavator	\$ 4,198.64	\$ -	\$ -	\$ -	\$ -	\$ 592.41	\$ 336.23	\$ -	\$ -	\$ -	\$ 2,970.00	\$ 300.00	\$ 840.00	28.0	\$ 30.00	\$ 149.95	(\$119.95)
PM724	Toyota Corolla Ascent - Doctor A48YD	\$ 4,557.56	\$ -	\$ -	\$ -	\$ -	\$ 543.96	\$ 343.65	\$ 85.15	\$ -	\$ 397.51	\$ 3,035.52	\$ 151.78	\$ -	-			
PM726	John Deere Tractor & Slasher B47EG	\$ 21,255.47	\$ 473.76	\$ 284.26	\$ 742.50	\$ 1,411.95	\$ 750.00	\$ 1,134.79	\$ 5,167.87	\$ -	\$ 254.09	\$ 10,023.75	\$ 1,012.50	\$ 16,920.00	376.0	\$ 45.00	\$ 56.53	(\$11.53)
PM729	King Box Trailer Hamilton Z92HG	\$ 519.45	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 35.92	\$ -	\$ -	\$ 134.24	\$ 317.25	\$ 32.05	\$ -	-			
PM731	Pig Trailer Bothwell VT9746 HC	\$ 2,226.04	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 84.06	\$ -	\$ -	\$ 1,324.49	\$ 742.50	\$ 75.00	\$ 30.00	1.5	\$ 20.00	\$ 1,484.03	(\$1,464.03)
PM733	2010 Komatsu Grader Hamilton-B73TJ	\$ 37,896.11	\$ 1,214.83	\$ 489.59	\$ 664.50	\$ 3,433.07	\$ 2,850.54	\$ 1,492.25	\$ 11,626.49	\$ 150.00	\$ 157.34	\$ 13,181.25	\$ 2,636.25	\$ 50,760.00	846.0	\$ 60.00	\$ 44.79	\$15.21
PM739	SES Vehicle Ex Huon Valley	\$ 827.19	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 77.19	\$ -	\$ -	\$ -	\$ 681.82	\$ 68.18	\$ -	-			
PM740	Hino Tipper C95BL Hamilton 11/11	\$ 17,352.34	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,311.73	\$ 3,005.39	\$ -	\$ 863.33	\$ 11,586.71	\$ 585.19	\$ 16,937.50	677.5	\$ 25.00	\$ 25.61	(\$0.61)
PM741	Mack Truck 2010 (C90JY)	\$ 36,894.67	\$ 415.93	\$ 173.31	\$ 350.00	\$ 204.82	\$ 334.50	\$ 976.21	\$ 16,520.46	\$ -	\$ 7,571.83	\$ 8,623.01	\$ 1,724.60	\$ 42,027.50	840.6	\$ 50.00	\$ 43.89	\$6.11
PM743	Mulcher Head	\$ 2,344.05	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 218.55	\$ -	\$ -	\$ -	\$ 1,930.50	\$ 195.00	\$ 180	9.0	\$ 20	\$ 260.45	(\$240.45)
PM744	Honda Tiller	\$ 468.20	\$ 64.16	\$ 38.50	\$ 14.00	\$ 190.08	\$ -	\$ 15.05	\$ -	\$ -	\$ -	\$ 132.98	\$ 13.43	\$ 70.00	7.0	\$ 10.00	\$ 66.89	(\$56.89)
PM745	Welder	\$ 151.19	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 14.10	\$ -	\$ -	\$ -	\$ 124.52	\$ 12.58	\$ -	-			
PM746	John Deere X304 Ride on Mower (Bothwell)	\$ 680.13	\$ -	\$ -	\$ -	\$ 157.64	\$ -	\$ 48.72	\$ -	\$ -	\$ -	\$ 430.31	\$ 43.47	\$ 2,452.50	54.5	\$ 45.0	\$ 12.48	\$32.52
PM748	Hino Tipper C43LG (Bothwell)	\$ 23,729.39	\$ 252.22	\$ 150.28	\$ 130.00	\$ -	\$ 2,646.14	\$ 1,610.67	\$ 3,130.94	\$ -	\$ 863.33	\$ 14,227.27	\$ 718.55	\$ 13,181.25	527.3	\$ 25.00	\$ 45.01	(\$20.01)
PM751	Toro Groundmaster Mower (Bothwell)	\$ 9,737.17	\$ 367.82	\$ 209.21	\$ 17.50	\$ 3,010.14	\$ 210.00	\$ 277.54	\$ 2,726.95	\$ 130.91	\$ 87.95	\$ 2,451.57	\$ 247.63	\$ 7,380.00	369.0	\$ 20.00	\$ 26.39	(\$6.39)
PM753	Bomag Landfill Compactor	\$ 17,290.76	\$ 13.41	\$ 8.05	\$ 25.00	\$ -	\$ 4,984.63	\$ 792.93	\$ 3,597.84	\$ -	\$ 157.34	\$ 7,004.08	\$ 707.48	\$ 1,770.00	59.0	\$ 30.00	\$ 293.06	(\$263.06)
PM756	Kenworth - Bothwell (Whelan)	\$ 20,002.07	\$ 418.38	\$ 251.02	\$ 214.00	\$ -	\$ 1,046.20	\$ 863.08	\$ 4,932.85	\$ 1,454.55	\$ 1,292.33	\$ 7,623.73	\$ 1,905.93	\$ 13,787.50	275.8	\$ 50.00	\$ 72.54	(\$22.54)
PM757	JBC Backhoe (Hamilton 2013)	\$ 17,578.32	\$ 370.38	\$ 147.84	\$ 189.00	\$ 490.42	\$ 1,704.84	\$ 1,002.74	\$ 2,725.50	\$ 590.91	\$ 157.34	\$ 8,857.33	\$ 1,342.02	\$ 24,020.00	600.5	\$ 40.00	\$ 29.27	\$10.73
PM762	Toro Out Front Mower Hamilton	\$ 7,605.57	\$ 313.30	\$ 154.15	\$ -	\$ 584.54	\$ 2,082.27	\$ 258.97	\$ 1,381.09	\$ 60.91	\$ 254.09	\$ 2,287.50	\$ 228.75	\$ 4,110.00	205.5	\$ 20.00	\$ 37.01	(\$17.01)
PM763	Toro Mower GM7200 Hamilton	\$ 4,808.16	\$ 477.77	\$ 183.41	\$ -	\$ 105.45	\$ 960.96	\$ 189.34	\$ 301.93	\$ 495.45	\$ 254.09	\$ 1,672.50	\$ 167.25	\$ 6,200	310.0	\$ 20.00	\$ 15.51	\$4.49
PM765	Rover Shredder Vac Hamilton	\$ 325.53	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28.37	\$ 21.54	\$ -	\$ -	\$ 250.57	\$ 25.06	\$ -	-			
PM768	Trailer - TMD Box 10x6	\$ 369.57	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 34.49	\$ -	\$ -	\$ -	\$ 304.62	\$ 30.46	\$ -	-			
PM770	Nissan Tip Tray Ute	\$ 7,999.31	\$ 117.46	\$ 70.47	\$ 3.50	\$ 160.00	\$ 416.45	\$ 574.43	\$ -	\$ 931.82	\$ 397.51	\$ 5,073.98	\$ 253.70	\$ 3,766.00	538.0	\$ 7.00	\$ 14.87	(\$7.87)
PM771	Polivac Suction Polisher	\$ 395.76	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 38.52	\$ -	\$ -	\$ -	\$ 340.23	\$ 17.01	\$ 105.00	15.0	\$ 7.00	\$ 26.38	(\$19.38)
PM772	Hino Tipper - E96VP	\$ 12,719.76	\$ 86.65	\$ 51.99	\$ -	\$ -	\$ 3,450.91	\$ 335.22	\$ 4,378.43	\$ -	\$ 863.33	\$ 2,961.03	\$ 592.21	\$ 17,100.00	684.0	\$ 25.00	\$ 18.60	\$6.40
PM773	Variable Mesaging Board	\$ 2,037.67	\$ -	\$ -	\$ -	\$ 2.82	\$ -	\$ 177.35	\$ -	\$ -	\$ 134.24	\$ 1,566.60	\$ 156.66	\$ -	-			
PM774	140M AWD William Adams CAT Grader Bothwell	\$ 53,784.21	\$ 1,023.44	\$ 613.03	\$ 854.00	\$ 3,167.33	\$ 4,651.12	\$ 1,918.91	\$ 10,149.95	\$ 10,909.09	\$ 157.34	\$ 16,950.00	\$ 3,390.00	\$ 56,490.00	941.5	\$ 60.00	\$ 57.13	\$2.87
PM777	Mitsubishi ASX AWD	\$ 7,937.28	\$ 25.49	\$ 11.07	\$ 10.00	\$ -	\$ 1,590.45	\$ 425.55	\$ 1,492.74	\$ -	\$ 397.51	\$ 3,758.94	\$ 225.54	\$ 56.00	8.0	\$ 7.00	\$ 992.16	(\$985.16)
PM778	2017 Ranger 2.2i Diesel	\$ 5,929.64	\$ 52.47	\$ 31.48	\$ 10.50	\$ -	\$ 404.27	\$ 1,155.15	\$ -	\$ -	\$ 490.51	\$ 3,571.00	\$ 214.26	\$ 1,725.50	246.5	\$ 7.00	\$ 24.06	(\$17.06)
PM779	Ford Ranger XL4WD Crew Cab Ute C91LO SES	\$ 2,401.31	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 178.31	\$ -	\$ -	\$ 490.51	\$ 1,575.00	\$ 157.50	\$ -	-			
PM781	Portable Barrow Lights x 2	\$ 2,160.08	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 204.95	\$ -	\$ -	\$ -	\$ 1,810.31	\$ 144.83	\$ -	-			
PM783	Ford Ranger SCab 4WD H78CR - Bwell (Spray ute)	\$ 6,879.64	\$ 99.18	\$ 59.51	\$ 7.00	\$ -	\$ -	\$ 515.18	\$ 853.06	\$ -	\$ 522.01	\$ 4,550.66	\$ 273.04	\$ 1,550.50	221.5	\$ 7.00	\$ 31.06	(\$24

DONATIONS AND GRANTS 2021-2022											
Date	Details	Budget	Australia Day, ANZAC Day, Hamilton Show	Childrens Services	Community Grants \ Donations	Event Development and Sponsorship	Further Education Bursaries and School Support	General Items	Church Grants	Tourism	TOTAL
	Community & Economic Development Support	\$3,273									
	Support/Donations	\$3,760									
	Further Education Bursaries	\$1,500									
	Central Highlands School Support	(\$60)									
	Anzac Day	\$6,000									
	Hamilton show	\$5,000									
	Australia Day	\$1,500									
	Church Grants	\$5,000									
	Suicide Prevention Program	\$2,000									
	Anglers Alliance Sponsorship	\$3,000									
	Bothwell Spin-out	\$4,000									
	Royal Flying Doctor Service	\$1,000									
	Shearing Demonstrations	\$2,000									
	Youth Activities	\$5,000									
	Australasian Golf Museum contribution to power	\$5,000									
	South Central Region Projects	\$5,000									
	Local Govt Shared Services Project	\$2,000									
	200 Years of Bothwell Celebration	\$10,000									
	Health & Wellbeing Plan Implementation	\$5,000									
19/07/2021	First aid training donation - HATCH	\$2,500			2,500.00						
19/07/2021	Meal delivery program donation - HATCH	\$2,000			2,000.00						
20/07/2021	Support for Common Ground program	\$750			750.00						
26/08/2021	Bothwell District School	\$1,000					1,000.00				
26/08/2021	Ouse District High School	\$1,000					1,000.00				
26/08/2021	Westerway Primary School	\$1,000					1,000.00				
6/09/2021	Glenora District High School	\$1,000					1,000.00				
29/09/2021	Bothwell CWA	\$250			250.00						
28/10/2021	2021 Festival of Magic	\$240			240.00						
18/11/2021	Reimburse cost re Christmas event Hamilton 4.12.21	\$100						99.80			
18/11/2021	Reimburse cost re Christmas event Hamilton 4.12.21	\$251						250.85			
24/11/2021	Ouse Country Club Kids Christmas Party	\$500			500.00						
25/11/2022	Reimburse cost re Christmas event Hamilton 4.12.21	\$66						66.00			
1/12/2021	Reimburse cost re Christmas event Hamilton 4.12.21	\$1,060						1,060.02			
9/02/2022	Bursary Lucy Triffett	\$300					300.00				
11/03/2022	ANZAC - Bothwell School book donation	\$60					60.00				
4/04/2022	Pollie Pedal challenge 22 - donation	\$250						250.00			
YEAR TO DATE EXPENDITURE			0.00	0.00	6,240.00	0.00	4,360.00	1,726.67	0.00	0.00	12,326.67
BUDGET		\$82,300	12,500.00	5,000.00	10,000.00	7,000.00	5,800.00	34,000.00	5,000.00	3,000.00	82,300.00

## 15.0 DEVELOPMENT & ENVIRONMENTAL SERVICES

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

**Moved:** Clr

**Seconded:** Clr

**THAT** the Development & Environmental Services Report be received.

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### 15.1 DA 2021/61: MOTOR RACING FACILITY: 8735 LYELL HIGHWAY, OUSE (CT 236669/1)

(Supporting Documents - Separate Attachment)

#### **Report by**

Louisa Brown (Planning Officer)

#### **Applicant**

S Thorpe

#### **Owner**

S B & P A Knight

#### **Discretions**

26.3.3 Discretionary Use  
 26.4.2 A2 (b) Building Setbacks  
 26.4.3 A2 Design  
 E5.5.1 A2 Existing Road Access  
 E6.7.2 A1 Design of Vehicular Access & Junctions  
 E6.7.3 A1 Vehicular Passing Areas  
 E6.7.5 Layout of Parking Areas  
 E8.7.1 Development within the electricity transmission corridor

#### **Proposal**

The Motorsport Complex application proposes to provide a Concrete Burnout Pad for monthly events/competitions one day during the weekend, operating between the hours of 10am and 6pm (extended to 10pm occasionally). It is estimated that 50 to 100 people/cars will be attending the events.

Development & Works include;

- 1,480m<sup>2</sup> Concrete 'Burnout' Pad;
- 4 Grandstands (location only shown on plans, no elevations provided);
- Scrutineering Bay (10m x 10m concrete pad);
- Two toilet blocks (12m x 2.5m, location only shown on plans, no elevations provided);
- 500 car parking Spaces;
- Two new access from the existing access track; and
- Upgrade to the existing junction with the Lyell Highway and the property access.

An organisation called Tas Skidders will run the facility. The applicant Mr Thorpe represents the organisation and has several years of experience running similar events and promoting events at Powranna.

#### **Application**

An application for Planning Approval was received by Council for a Motorsport Complex on 20<sup>th</sup> July 2021, by the applicant. However, the application did not include Crown Consent for lodging of the Development Application. This was later received on 16<sup>th</sup> December 2021.

The invoice for the Development Application was issued and paid on 5<sup>th</sup> December 2021, the application became “live” and was referred to the Department of State Growth (DSG) on 7<sup>th</sup> January 2022. A Request for Further Information asking for a Traffic Impact Assessment (TIA) was sent to the applicant on the 12<sup>th</sup> January 2022 as requested by DSG. The TIA was received by Council in March and accepted by DSG. The findings of the TIA are discussed later in this report.

### **Subject site and Locality.**

The site is located 18km north west of Ouse on the Lyell Highway and 40m west of the junction with Black Bobs Road. The property is zoned Rural Resource, as is the surrounding land. Areas of Private Timber Reserves are located 700m to the south of the property. Forestry Tasmania have large land holdings in the area, including land adjacent to the western property boundary and to the North of the Lyell Highway. Please refer to Figure 1 below.

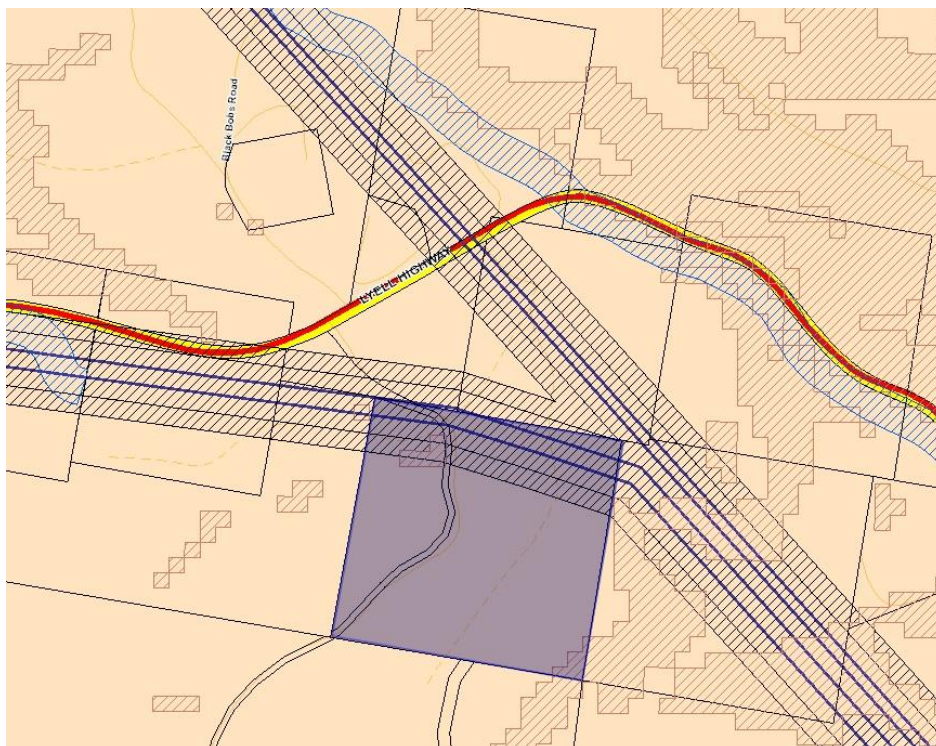
Dwellings are located within properties to the eastern and northern site boundaries. The closest dwelling to the site is 217m from the northern site boundary.

The site is level and sits at the top of a hill. Rural Resource properties to the east and south east are toward the valley that follows Black Bobs Rivulet and the Lyell Highway.

An Electricity Transmission Infrastructure Protection area falls under existing Transmission Lines to an area of the site running parallel to the northern boundary. This protection area ranges in width between 80 – 120m on the site and also includes the majority of the access road to the property. A proposed 200m x 50m parking area and new access is proposed under the Transmission Wires and within the corridor.

The site is clear of vegetation to the centre, with areas of trees to the periphery. Some dense areas of trees are located to the western section of the property access and to the eastern and south eastern boundary. Please refer to Figures 2 & 3 below. An area of Threatened Native Vegetation, (*Eucalyptus viminalis*) wet forest is located on the property to the south east corner. Please refer to Figure 4 below.

The site is vacant and contains numerous tyres and a vehicle.



**Fig 1.** Location and zoning of the subject land in the Rural Resource zone (Cream), site area is shown in blue. Black stripe and blue lines indicate Transmission Lines and Electricity Transmission Infrastructure Protection Code. Brown stripe lines indicate Landslide Code (Source: LISTmap)





**Fig 2.** Aerial photo of the subject land and surrounding area, site area is shown in blue. (Source: LISTmap)



**Fig 3.** Topography of the site in the context of the nearby surrounding landscape, site area is shown in blue (Source: LISTmap)



**Fig 4.** Threatened Native Vegetation Community (TNVC 2020), site area is shown in blue (Source: LISTmap)

#### **Exemptions**

Nil

#### **Special Provisions**

Nil

#### **Use standards**

**Within the Central Highlands Interim Planning Scheme 2015 Motor Racing Facility is defined as;**

*“use of land (other than public roads) to race, rally, scramble or test vehicles, including go-karts, motor boats, and motorcycles, and includes other competitive motor sports.”*

**The status of the use within the Rural Resource Zone is Discretionary.**

#### **Development standards for Rural Resource Zone**

The proposal must satisfy the requirements of the following Zone Purpose and Development Standards, relevant to Motor Racing Facility.

##### **26.1.1 Rural Resource Zone Purpose Statements**

26.1.1.1 To provide for the sustainable use or development of resources for agriculture, aquaculture, forestry, mining and other primary industries, including opportunities for resource processing.

26.1.1.2 To provide for other use or development that does not constrain or conflict with resource development uses.

26.1.1.3 To provide for non-agricultural use or development, such as recreation, conservation, tourism and retailing, where it supports existing agriculture, aquaculture, forestry, mining and other primary industries.

26.1.1.4 To allow for residential and other uses not necessary to support agriculture, aquaculture and other primary industries provided that such uses do not:



- (a) fetter existing or potential rural resource use and development on other land;
- (b) add to the need to provide services or infrastructure or to upgrade existing infrastructure;
- (c) contribute to the incremental loss of productive rural resources.

26.1.1.5 To provide for protection of rural land so future resource development opportunities are not lost.

Within the Rural Resource Zone, Motor Racing Facility is a discretionary use and is therefore assessed against the following discretionary use standards and development standards of the scheme.

<b>26.3.3 Discretionary Use</b> To ensure that discretionary non-agricultural uses do not unreasonably confine or restrain the agricultural use of agricultural land.		
Acceptable Solutions	Performance Criteria	OFFICER COMMENT
A1  No acceptable solution.	P1  A discretionary non-agricultural use must not conflict with or fetter agricultural use on the site or adjoining land having regard to all of the following:  (a) the characteristics of the proposed non-agricultural use;  (b) the characteristics of the existing or likely agricultural use;  (c) setback to site boundaries and separation distance between the proposed non-agricultural use and existing or likely agricultural use;  (d) any characteristics of the site and adjoining land that would buffer the proposed non-agricultural use from the adverse impacts on amenity from existing or likely agricultural use.	The proposal does not meet the Acceptable Solution and must be assessed against the Performance Criteria.  (a) Information not provided to enable assessment against the characteristics of the proposed non-agricultural use.  (b) Information not provided to enable assessment against the characteristics of existing or future agricultural use on adjoining properties or the proposed site. Several properties to the northern and eastern site boundary contain dwellings and some keep livestock or could keep livestock.  (c) Information not provided regarding setbacks and separation distances between the Motor Racing Facility and existing or future agricultural use on adjacent properties.  (d) Information not provided regarding any site characteristics that may buffer the proposed use from nearby agricultural use.

## 26.4 Development Standards for Buildings and Works

### 26.4.1 Building Height

To ensure that building height contributes positively to the rural landscape and does not result in unreasonable impact on residential amenity of land.

Acceptable Solutions	Performance Criteria	OFFICER COMMENT
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<b>A1</b>	<b>P1</b>	
<p>Building height must be no more than:</p> <p>8.5 m if for a residential use.</p> <p>10 m otherwise.</p>	<p>Building height must satisfy all of the following:</p> <p>(a) be consistent with any Desired Future Character Statements provided for the area;</p> <p>(b) be sufficient to prevent unreasonable adverse impacts on residential amenity on adjoining lots by overlooking and loss of privacy;</p> <p>(c) if for a non-residential use, the height is necessary for that use.</p>	<p>Information not provided to enable assessment against the Acceptable Solutions.</p> <p>(a) There are no Desired Future Character Statements for the area.</p> <p>(b) Information not provided to enable assessment against the impacts on residential amenity on adjoining lots.</p> <p>(c) Information not provided to enable assessment Council to make an assessment.</p>

#### 26.4.2 Setback

To minimise land use conflict and fettering of use of rural land from residential use, maintain desirable characteristics of the rural landscape and protect environmental values in adjoining land zoned Environmental Management.

Acceptable Solutions	Performance Criteria	OFFICER COMMENT
<b>A1</b>	<b>P1</b>	
<p>Building setback from frontage must be no less than:</p> <p>20 m.</p>	<p>Building setback from frontages must maintain the desirable characteristics of the surrounding landscape and protect the amenity of adjoining lots, having regard to all of the following:</p> <p>(a) the topography of the site;</p> <p>(b) the size and shape of the site;</p> <p>(c) the prevailing setbacks of existing buildings on nearby lots;</p> <p>(d) the location of existing buildings on the site;</p> <p>(e) the proposed colours and external materials of the building;</p> <p>(f) the visual impact of the building when viewed from an adjoining road;</p> <p>(g) retention of vegetation.</p>	<p>Complies with the Acceptable Solution.</p>
<b>A2</b>	<b>P2</b>	
	<p>Building setback from side and rear boundaries must maintain</p>	<p>The proposal does not meet the Acceptable Solution and must</p>

<p>Building setback from side and rear boundaries must be no less than:</p> <p>50 m.</p>	<p>the character of the surrounding rural landscape, having regard to all of the following:</p> <ul style="list-style-type: none"> <li>(a) the topography of the site;</li> <li>(b) the size and shape of the site;</li> <li>(c) the location of existing buildings on the site;</li> <li>(d) the proposed colours and external materials of the building;</li> <li>(e) visual impact on skylines and prominent ridgelines;</li> <li>(f) impact on native vegetation.</li> </ul>	<p>be assessed against the Performance Criteria.</p> <ul style="list-style-type: none"> <li>(a) Information not provided to enable assessment.</li> <li>(b) Complies – the size and shape of the site is comparable to rural lots.</li> <li>(c) NA – the site is clear and contains no permanent structures.</li> <li>(d) Information not provided to enable assessment regarding the materials and colours of buildings.</li> <li>(e) Information not provided to enable assessment of the visual impact.</li> <li>(f) Information not provided to enable assessment. Although Council notes that a car park is proposed in a location of Threatened Native Vegetation.</li> </ul>
<p><b>A3</b></p> <p>Building setback for buildings for sensitive use must comply with all of the following:</p> <ul style="list-style-type: none"> <li>(a) be sufficient to provide a separation distance from a plantation forest, Private Timber Reserve or State Forest of 100 m;</li> <li>(b) be sufficient to provide a separation distance from land zoned Significant Agriculture of 200 m.</li> </ul>	<p><b>P3</b></p> <p>Building setback for buildings for sensitive use (including residential use) must prevent conflict or fettering of primary industry uses on adjoining land, having regard to all of the following:</p> <ul style="list-style-type: none"> <li>(a) the topography of the site;</li> <li>(b) the prevailing setbacks of existing buildings on nearby lots;</li> <li>(c) the location of existing buildings on the site;</li> <li>(d) retention of vegetation;</li> <li>(e) the zoning of adjoining and immediately opposite land;</li> <li>(f) the existing use on adjoining and immediately opposite sites;</li> <li>(g) the nature, frequency and intensity of emissions produced by primary industry uses on adjoining and immediately opposite lots;</li> </ul>	<p>The proposal meets the Acceptable Solution:</p> <ul style="list-style-type: none"> <li>(a) the Private Timber Reserve is over 500m from the Property;</li> <li>(b) NA – there is no land zoned Significant Agricultural in the area.</li> </ul>

	<p>(h) any proposed attenuation measures;</p> <p>(i) any buffers created by natural or other features.</p>	
<p><b>A4</b></p> <p>Buildings and works must be setback from land zoned Environmental Management no less than:</p> <p>100 m.</p>	<p><b>P4</b></p> <p>Buildings and works must be setback from land zoned Environmental Management to minimise unreasonable impact from development on environmental values, having regard to all of the following:</p> <p>(a) the size of the site;</p> <p>(b) the potential for the spread of weeds or soil pathogens;</p> <p>(c) the potential for contamination or sedimentation from water runoff;</p> <p>(d) any alternatives for development.</p>	<p>The proposal meets the Acceptable Solution, land zoned Environmental Management is over 2km to the west of the site.</p>

#### 26.4.3 Design

To ensure that the location and appearance of buildings and works minimises adverse impact on the rural landscape.

Acceptable Solutions	Performance Criteria	OFFICER COMMENT
<p><b>A1</b></p> <p>The location of buildings and works must comply with any of the following:</p> <p>(a) be located within a building area, if provided on the title;</p> <p>(b) be an addition or alteration to an existing building;</p> <p>(c) be located in an area not require the clearing of native vegetation and not on a skyline or ridgeline.</p>	<p><b>P1</b></p> <p>The location of buildings and works must satisfy all of the following:</p> <p>(a) be located on a skyline or ridgeline only if:</p> <p>(i) there are no sites clear of native vegetation and clear of other significant site constraints such as access difficulties or excessive slope, or the location is necessary for the functional requirements of infrastructure;</p> <p>(ii) significant impacts on the rural landscape are minimised through the height of the structure, landscaping and use of colours with a light reflectance value not greater than 40 percent for all exterior building surfaces;</p>	<p>The proposal does not meet the Acceptable Solution and must be assessed against the Performance Criteria.</p> <p>(a) the proposal is on a skyline;</p> <p>(i) Information not provided to enable assessment on alternative site locations for the Motor Racing Facility or other site constraints such as the location of the electricity transmission lines.</p> <p>(ii) Information not provided to enable assessment against the Performance Criteria.</p>

	<p>(b) be consistent with any Desired Future Character Statements provided for the area;</p> <p>(c) be located in an area requiring the clearing of native vegetation only if:</p> <p>(i) there are no sites clear of native vegetation and clear of other significant site constraints such as access difficulties or excessive slope, or the location is necessary for the functional requirements of infrastructure;</p> <p>(ii) the extent of clearing is the minimum necessary to provide for buildings, associated works and associated bushfire protection measures.</p>	(b) NA – there is no Desired Future Character Statement in the Planning Scheme.
<b>A2</b>  Exterior building surfaces must be coloured using colours with a light reflectance value not greater than 40 percent.	<b>P2</b>  Buildings must have external finishes that are non-reflective and coloured to blend with the rural landscape.	Information not provided to enable assessment.
<b>A3</b>  The depth of any fill or excavation must be no more than 2 m from natural ground level, except where required for building foundations.	<b>P3</b>  The depth of any fill or excavation must be kept to a minimum so that the development satisfies all of the following: <p>(a) does not have significant impact on the rural landscape of the area;</p> <p>(b) does not unreasonably impact upon the privacy of adjoining properties;</p> <p>(c) does not affect land stability on the lot or adjoining areas.</p>	The proposal meets the Acceptable Solution, the site is level and excavation and or fill of more than 2m from ground level is not required.

### **Codes**

The following Code Overlays of the Scheme apply to the proposed Motor Racing Facility.

#### ***E5.0 Road and Railway Assets Code***

The purpose of this provision is to:

- (a) protect the safety and efficiency of the road and railway networks; and

(b) reduce conflicts between sensitive uses and major roads and the rail network.

This Code applies to the development of land that intensifies the use of an existing access.

### E5.5 Use Standards

#### E5.5.1 Existing road accesses and junctions

To ensure that the safety and efficiency of roads is not reduced by increased use of existing accesses and junctions.

Acceptable Solutions	Performance Criteria	OFFICER COMMENT
<b>A1</b>  The annual average daily traffic (AADT) of vehicle movements, to and from a site, onto a category 1 or category 2 road, in an area subject to a speed limit of more than 60km/h, must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater.	<b>P1</b>  Any increase in vehicle traffic to a category 1 or category 2 road in an area subject to a speed limit of more than 60km/h must be safe and minimise any adverse impact on the efficiency of the road, having regard to: <ul style="list-style-type: none"> <li>(a) the increase in traffic caused by the use;</li> <li>(b) the nature of the traffic generated by the use;</li> <li>(c) the nature of the road;</li> <li>(d) the speed limit and traffic flow of the road;</li> <li>(e) any alternative access to a road;</li> <li>(f) the need for the use;</li> <li>(g) any traffic impact assessment; and</li> <li>(h) any written advice received from the road authority.</li> </ul>	Not applicable – The Lyell Highway is a Category 3 Highway.
<b>A2</b>  The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of more than 60km/h, must not increase by more than 10% or 10 vehicle movements per day, whichever is the greater.	<b>P2</b>  Any increase in vehicle traffic at an existing access or junction in an area subject to a speed limit of more than 60km/h must be safe and not unreasonably impact on the efficiency of the road, having regard to: <ul style="list-style-type: none"> <li>(a) the increase in traffic caused by the use;</li> </ul>	The proposal does not meet the Acceptable Solution and must be assessed against the Performance Criteria. The Traffic Impact Assessment (TIA) provided with the Development Application states the following response; <ul style="list-style-type: none"> <li>(a) Complies – traffic generation will increase by 50-100 vehicles on event days, which are one day a month on weekends. This will not unreasonably impact on the road.</li> </ul>

	<p>(b) the nature of the traffic generated by the use;</p> <p>(c) the nature and efficiency of the access or the junction;</p> <p>(d) the nature and category of the road;</p> <p>(e) the speed limit and traffic flow of the road;</p> <p>(f) any alternative access to a road;</p> <p>(g) the need for the use;</p> <p>(h) any traffic impact assessment; and</p> <p>(i) any written advice received from the road authority.</p>	<p>(b) Complies – the facility will generate light vehicles which can be catered for on the surrounding road network.</p> <p>(c) Complies - site observations show that the existing access and road operates well. If the proposals are approved, then vehicles are expected to enter and exit site efficiently.</p> <p>(d) Complies - the proposed development is not expected to have a significant impact on the Highway due to its low traffic activity in the vicinity of the site.</p> <p>(e) Complies - Improvements to the Basic left Turn (BAL) have been recommended and are detailed in the TIA. If installed the BAL will reduce possible obstruction to through traffic, preserving the flow of traffic at the AM peak hour on event days.</p> <p>PM peak hour on event days is expected to remain safe and efficient access to the proposed development.</p> <p>(f) Complies - there is no alternative access;</p> <p>(g) Information not provided to enable assessment.</p> <p>(h) Complies - The TIA concludes that the proposed Motor Racing Facility is not expected to have major impacts on the safety and operation of the road network; and</p> <p>(i) Complies- DSG requested the preparation of the TIA and have assessed the document and the Development Application. DSG have requested 3 conditions be added to any Planning Permit. These include:</p> <p>1) Upgrading the site access in line with the recommendations of the TIA.</p> <p>2) The installation of warning signs (temporary) on event days.</p>
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		3) A permit for works within the Highway be obtained from DSG prior to any work.
<p><b>A3</b></p> <p>The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater.</p>	<p><b>P3</b></p> <p>Any increase in vehicle traffic at an existing access or junction in an area subject to a speed limit of 60km/h or less, must be safe and not unreasonably impact on the efficiency of the road, having regard to:</p> <ul style="list-style-type: none"> <li>(a) the increase in traffic caused by the use;</li> <li>(b) the nature of the traffic generated by the use;</li> <li>(c) the nature and efficiency of the access or the junction;</li> <li>(d) the nature and category of the road;</li> <li>(e) the speed limit and traffic flow of the road;</li> <li>(f) any alternative access to a road;</li> <li>(g) the need for the use;</li> <li>(h) any traffic impact assessment; and</li> <li>(i) any written advice received from the road authority.</li> </ul>	<p>Not applicable – The Lyell Highway is a Category 3 Highway.</p>

## E5.6 Development Standards

### E5.6.1 Development adjacent to roads and railways

To ensure that development adjacent to category 1 or category 2 roads or the rail network:

- (a) ensures the safe and efficient operation of roads and the rail network;
- (b) allows for future road and rail widening, realignment and upgrading; and
- (c) is located to minimise adverse effects of noise, vibration, light and air emissions from roads and the rail network.

Acceptable Solutions	Performance Criteria	OFFICER COMMENT
<p><b>A1.1</b></p> <p>Except as provided in A1.2, the following development must be located at least 50m from the rail network, or a category 1 road or category 2 road, in an area subject to a speed limit of more than 60km/h:</p>	<p><b>P1</b></p> <p>The location of development, from the rail network, or a category 1 road or category 2 road in an area subject to a speed limit of more than 60km/h, must be safe and not unreasonably impact on the efficiency of the road or amenity</p>	<p>The proposal meets the Acceptable Solution, the Motor Racing Facility is over 50m from the Highway.</p>



<p>(a) new buildings;</p> <p>(b) other road or earth works; and</p> <p>(c) building envelopes on new lots.</p> <p><b>A1.2</b></p> <p>Buildings, may be:</p> <p>(a) located within a row of existing buildings and setback no closer than the immediately adjacent building; or</p> <p>(b) an extension which extends no closer than:</p> <p>(i) the existing building; or</p> <p>(ii) an immediately adjacent building.</p>	<p>of sensitive uses, having regard to:</p> <p>(a) the proposed setback;</p> <p>(b) the existing setback of buildings on the site;</p> <p>(c) the frequency of use of the rail network;</p> <p>(d) the speed limit and traffic volume of the road;</p> <p>(e) any noise, vibration, light and air emissions from the rail network or road;</p> <p>(f) the nature of the road;</p> <p>(g) the nature of the development;</p> <p>(h) the need for the development;</p> <p>(i) any traffic impact assessment;</p> <p>(j) any recommendations from a suitably qualified person for mitigation of noise, if for a habitable building for a sensitive use; and</p> <p>(k) any written advice received from the rail or road authority.</p>	
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## E5.6 Development Standards

### E5.6.4 Sight distance at accesses, junctions and level crossings

To ensure that accesses, junctions and level crossings provide sufficient sight distance between vehicles and trains to enable safe movement of traffic.

Acceptable Solutions	Performance Criteria	OFFICER COMMENT
<p><b>A1</b></p> <p>Sight distances at:</p> <p>(a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E5.1; and</p> <p>(b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia.</p>	<p><b>P1</b></p> <p>The design, layout and location of an access, junction or rail level crossing must provide adequate sight distances to ensure the safe movement of vehicles, having regard to:</p> <p>(a) the nature and frequency of the traffic generated by the use;</p> <p>(b) the frequency of use of the road or rail network;</p> <p>(c) any alternative access;</p>	<p>The proposal meets the Acceptable Solution A1, recorded sight distances at the site access are equal to or in excess of the requirements.</p>

	<p>(d) the need for the access, junction or level crossing;</p> <p>(e) any traffic impact assessment;</p> <p>(f) any measures to improve or maintain sight distance; and</p> <p>(g) any written advice received from the road or rail authority.</p>	
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## E6.0 Parking and Access Code

The purpose of this provision is to ensure enough parking is provided for a use or development to meet the reasonable requirements of users and are designed in conformity with recognised. This code applies to all use and development.

### E6.6 Use Standards

#### E6.6.1 Number of Car Parking Spaces

To ensure that:

- (a) there is enough car parking to meet the reasonable needs of all users of a use or development, taking into account the level of parking available on or outside of the land and the access afforded by other modes of transport.
- (b) a use or development does not detract from the amenity of users or the locality by:
  - (i) preventing regular parking overspill;
  - (ii) minimising the impact of car parking on heritage and local character.

Acceptable Solutions	Performance Criteria	OFFICER COMMENT
<p><b>A1</b></p> <p>The number of on-site car parking spaces must be:</p> <p>(a) no less than the number specified in Table E6.1;</p> <p>except if:</p> <p>(i) the site is subject to a parking plan for the area adopted by Council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan;</p>	<p><b>P1</b></p> <p>The number of on-site car parking spaces must be sufficient to meet the reasonable needs of users, having regard to all of the following:</p> <p>(a) car parking demand;</p> <p>(b) the availability of on-street and public car parking in the locality;</p> <p>(c) the availability and frequency of public transport within a 400m walking distance of the site;</p> <p>(d) the availability and likely use of other modes of transport;</p> <p>(e) the availability and suitability of alternative arrangements for car parking provision;</p> <p>(f) any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the</p>	<p>The proposal complies with the Acceptable Solution A1. The TIA assess that the proposed number of car parking spaces, 500, is in excess of the requirements.</p>

	<p>consolidation of shared car parking spaces;</p> <p>(g) any car parking deficiency or surplus associated with the existing use of the land;</p> <p>(h) any credit which should be allowed for a car parking demand deemed to have been provided in association with a use which existed before the change of parking requirement, except in the case of substantial redevelopment of a site;</p> <p>(i) the appropriateness of a financial contribution in lieu of parking towards the cost of parking facilities or other transport facilities, where such facilities exist or are planned in the vicinity;</p> <p>(j) any verified prior payment of a financial contribution in lieu of parking for the land;</p> <p>(k) any relevant parking plan for the area adopted by Council;</p> <p>(l) the impact on the historic cultural heritage significance of the site if subject to the Local Heritage Code;</p>	
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#### E6.7.1 Number of Vehicular Accesses

To ensure that:

- (a) safe and efficient access is provided to all road network users, including, but not limited to: drivers, passengers, pedestrians, and cyclists, by minimising:
  - (i) the number of vehicle access points; and
  - (ii) loss of on-street car parking spaces;
- (b) vehicle access points do not unreasonably detract from the amenity of adjoining land uses;
- (c) vehicle access points do not have a dominating impact on local streetscape and character.

Acceptable Solutions	Performance Criteria	OFFICER COMMENT
<p>A1</p> <p>The number of vehicle access points provided for each road frontage must be no more than 1 or the existing number of vehicle access points, whichever is the greater.</p>	<p>P1</p> <p>The number of vehicle access points for each road frontage must be minimised, having regard to all of the following:</p> <p>(a) access points must be positioned to minimise the loss of on-street parking and provide, where possible, whole car parking spaces between access points;</p>	<p>The proposal complies with the Acceptable Solution A1. The proposal has an existing vehicular access point.</p>

	<p>(b) whether the additional access points can be provided without compromising any of the following:</p> <p>(i) pedestrian safety, amenity and convenience;</p> <p>(ii) traffic safety;</p> <p>(iii) residential amenity on adjoining land;</p> <p>(iv) streetscape;</p> <p>(v) cultural heritage values if the site is subject to the Local Historic Heritage Code;</p> <p>(vi) the enjoyment of any 'al fresco' dining or other outdoor activity in the vicinity.</p>	
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### E6.7.2 Design of Vehicular Accesses

To ensure safe and efficient access for all users, including drivers, passengers, pedestrians and cyclists by locating, designing and constructing vehicle access points safely relative to the road network.

Acceptable Solutions	Performance Criteria	OFFICER COMMENT
<p><b>A1</b></p> <p>Design of vehicle access points must comply with all of the following:</p> <p>(a) in the case of non-commercial vehicle access; the location, sight distance, width and gradient of an access must be designed and constructed to comply with section 3 – “Access Facilities to Off-street Parking Areas and Queuing Areas” of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking;</p> <p>(b) in the case of commercial vehicle access; the location, sight distance, geometry and gradient of an access must be designed and constructed to comply with all access driveway provisions in section 3 “Access Driveways and Circulation Roadways” of AS2890.2 - 2002 Parking facilities Part 2: Off street commercial vehicle facilities.</p>	<p><b>P1</b></p> <p>Design of vehicle access points must be safe, efficient and convenient, having regard to all of the following:</p> <p>(a) avoidance of conflicts between users including vehicles, cyclists and pedestrians;</p> <p>(b) avoidance of unreasonable interference with the flow of traffic on adjoining roads;</p> <p>(c) suitability for the type and volume of traffic likely to be generated by the use or development;</p> <p>(d) ease of accessibility and recognition for users.</p>	<p>The proposal does not comply with the Acceptable Solution A1, as no designs for the vehicular access have been provided.</p> <p>However the proposal could meet the Performance Criteria through Conditions in the planning Permit. The access is from the Lyell Highway which is a DSG road. DSG have requested a condition to any permit which states the following:</p> <p>1) Upgrading the site access in line with the recommendations of the TIA.</p> <p>2) The installation of warning signs (temporary) on event days.</p> <p>3) A permit for works within the Highway be obtained from DSG prior to any work.</p>

**E6.7.3 Vehicular Passing Areas Along an Access**

To ensure that:

- (a) the design and location of access and parking areas creates a safe environment for users by minimising the potential for conflicts involving vehicles, pedestrians and cyclists;
- (b) use or development does not adversely impact on the safety or efficiency of the road network as a result of delayed turning movements into a site.

Acceptable Solutions	Performance Criteria	OFFICER COMMENT
<p><b>A1</b></p> <p>Vehicular passing areas must:</p> <ul style="list-style-type: none"> <li>(a) be provided if any of the following applies to an access: <ul style="list-style-type: none"> <li>(i) it serves more than 5 car parking spaces;</li> <li>(ii) is more than 30 m long;</li> <li>(iii) it meets a road serving more than 6000 vehicles per day;</li> </ul> </li> <li>(b) be 6 m long, 5.5 m wide, and taper to the width of the driveway;</li> <li>(c) have the first passing area constructed at the kerb;</li> <li>(d) be at intervals of no more than 30 m along the access.</li> </ul>	<p><b>P1</b></p> <p>Vehicular passing areas must be provided in sufficient number, dimension and siting so that the access is safe, efficient and convenient, having regard to all of the following:</p> <ul style="list-style-type: none"> <li>(a) avoidance of conflicts between users including vehicles, cyclists and pedestrians;</li> <li>(b) avoidance of unreasonable interference with the flow of traffic on adjoining roads;</li> <li>(c) suitability for the type and volume of traffic likely to be generated by the use or development;</li> <li>(d) ease of accessibility and recognition for users.</li> </ul>	<p>The proposal does not comply with the Acceptable Solution A1. Therefore assessment against the Performance Criteria is required;</p> <ul style="list-style-type: none"> <li>(a) Complies – four passing bays are proposed, conflicts are expected to be avoided.</li> <li>(b) Complies – four passing bays are proposed. The Lyell Highway has a low volume of traffic at the site, therefore it is unlikely that the flow of traffic will be affected.</li> <li>(c) Complies – as the proposal is to meet once a month on a weekend, the number of passing bays is suitable.</li> <li>(d) Complies – the passing bays are easily accessible.</li> </ul>

**E6.7.4 On-Site Turning**

To ensure safe, efficient and convenient access for all users, including drivers, passengers, pedestrians and cyclists, by generally requiring vehicles to enter and exit in a forward direction

Acceptable Solutions	Performance Criteria	OFFICER COMMENT
<p><b>A1</b></p> <p>On-site turning must be provided to enable vehicles to exit a site in a forward direction, except where the access complies with any of the following:</p> <ul style="list-style-type: none"> <li>(a) it serves no more than two dwelling units;</li> <li>(b) it meets a road carrying less than 6000 vehicles per day.</li> </ul>	<p><b>P1</b></p> <p>On-site turning may not be required if access is safe, efficient and convenient, having regard to all of the following:</p> <ul style="list-style-type: none"> <li>(a) avoidance of conflicts between users including vehicles, cyclists, dwelling occupants and pedestrians;</li> <li>(b) avoidance of unreasonable interference with the flow of traffic on adjoining roads;</li> <li>(c) suitability for the type and volume of traffic likely to be generated by the use or development;</li> </ul>	<p>Complies with Acceptable Solution A1. There is adequate space and access roads for vehicular turning.</p>

	<p>(d) ease of accessibility and recognition for users;</p> <p>(e) suitability of the location of the access point and the traffic volumes on the road.</p>	
<b>E6.7.5 Layout of Parking Areas</b> To ensure that parking areas for cars (including assessable parking spaces), motorcycles and bicycles are located, designed and constructed to enable safe, easy and efficient use.		
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>	<b>OFFICER COMMENT</b>
<b>A1</b>  The layout of car parking spaces, access aisles, circulation roadways and ramps must be designed and constructed to comply with section 2 "Design of Parking Modules, Circulation Roadways and Ramps" of AS/NZS 2890.1:2004 Parking Facilities Part 1: Off-street car parking and must have sufficient headroom to comply with clause 5.3 "Headroom" of the same Standard.	<b>P1</b>  The layout of car parking spaces, access aisles, circulation roadways and ramps must be safe and must ensure ease of access, egress and manoeuvring on-site.	<p>The proposal does not comply with the Acceptable Solution A1 and must therefore be assessed against the Performance Criteria.</p> <p>Information not provided to enable assessment against the Performance Criteria.</p>

<b>E.6.7.6 Surface Treatment of Parking Areas</b> To ensure that parking spaces and vehicle circulation roadways do not detract from the amenity of users, adjoining occupiers or the environment by preventing dust, mud and sediment transport.		
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>	<b>OFFICER COMMENT</b>
<b>A1</b>  Parking spaces and vehicle circulation roadways must be in accordance with all of the following:  (a) paved or treated with a durable all-weather pavement where within 75m of a property boundary or a sealed roadway;  (b) drained to an approved stormwater system, unless the road from which access is provided to the property is unsealed.	<b>P1</b>  Parking spaces and vehicle circulation roadways must not unreasonably detract from the amenity of users, adjoining occupiers or the quality of the environment through dust or mud generation or sediment transport, having regard to all of the following:  (a) the suitability of the surface treatment;  (b) the characteristics of the use or development;  (c) measures to mitigate mud or dust generation or sediment transport.	<p>The proposal complies with the Acceptable Solution A1. The surface will be gravel and cement wash base.</p>

## E8.0 Electricity Transmission Infrastructure Protection Code

The purpose of this provision is to:

- (a) Ensure protection of use and development against hazard associated with proximity to electricity transmission infrastructure;
- (b) Ensure that use and development near existing and future electricity transmission infrastructure does not adversely affect the safe and reliable operation of that infrastructure;
- (c) Maintain future opportunities for electricity transmission infrastructure.

This code applies to use and development within an electricity transmission corridor.

### **E8.7 Development Standards for Buildings and Works**

#### **E8.7.1 Development within the electricity transmission corridor**

To ensure that development is located appropriate distances from electricity transmission infrastructure to:

- (a) ensure operational efficiencies, access and security of existing or future electricity transmission infrastructure;
- (b) protect against a safety hazard associated with proximity to existing or future electricity transmission infrastructure

<b>Acceptable Solutions</b>	<b>Performance Criteria</b>	<b>OFFICER COMMENT</b>
<b>A1</b>  Development is not within: <ul style="list-style-type: none"> <li>(a) an inner protection area; or</li> <li>(b) a registered electricity easement.</li> </ul>	<b>P1</b>  Development must be located an appropriate distance from electricity transmission infrastructure, having regard to all of the following: <ul style="list-style-type: none"> <li>(a) the need to ensure operational efficiencies of electricity transmission infrastructure;</li> <li>(b) the provision of access and security to existing or future electricity transmission infrastructure;</li> <li>(c) safety hazards associated with proximity to existing or future electricity transmission infrastructure;</li> <li>(d) the requirements of the electricity transmission entity.</li> </ul>	The proposal does not meet the Acceptable Solution and must be assessed against the Performance Criteria.  (a) Complies – the Motor racing facility is proposed to operate on a weekend, one day a month.  (b) Complies – Access to the existing infrastructure may be sought from the property.  (c) Information not provided to enable assessment against the Performance Criteria.  (d) Information not provided to enable assessment against the Performance Criteria.

### **Representations**

The proposal was advertised for the statutory 14 days period from 21 March until the 4 April 2022. A total of four (4) representations were received during this time.

The representations are discussed in the table below.

<b>Representation Received</b>	<b>Officer Comment</b>
Representation 1 Accuracy of description. The application is for development of a “motorsport facility”. In reality, the “sport” involved is doing burnouts; that is, spinning car wheels and creating smoke, noise and rubber debris. The application states that 100/150 people are anticipated to be in attendance at any one time, but the plan	The Central Highlands Interim Planning Scheme 2015 (the Scheme) defines Motor Racing Facility as

<p>proposes car parking for up to 500 vehicles. Although the proposal states that these events will be held on a monthly basis, there appears to be no way of ensuring that it won't occur more frequently, e.g. every weekend.</p> <p>Environmental impacts. There will be a loss of trees, plus the proposed activity could impact on nearby conservation areas. Cars doing burnouts will also generate sparks, creating a risk of bushfire.</p> <p>Excess noise. The noise generated from a large number of cars doing burnouts over a period ranging from between 8 hours to 12 hours will be excessive, especially at night. Add to this the noise from hundreds of spectators and it will be intolerable. People are not going to sit quietly and simply observe what the cars are doing. They are going to be cheering, shouting, etc. This is predominantly a quiet rural area, and the noise from this facility will override everything else. Noise carries in open spaces, especially at night.</p> <p>Highway safety and road access. As stated in the application, the traffic volume in this area is not high. However, many of the vehicles using the highway are log trucks, campervans/caravans, delivery trucks and tour buses. If a turning lane from the highway is built, as proposed, this will cause traffic disruption. The turning lane itself will most likely impact on use of my driveway. This will affect not only the people who live here but also visitors to the farm and Tas Networks staff who regularly access the power lines and pylons near the driveway and also on, and across, the boundary between my property and where the burnout facility is proposed to be built.</p> <p>Impact on the peace of the rural community. There are half a dozen residences within a kilometre of the proposed facility. All of us chose to live here because it is a quiet rural area.</p> <p>Antisocial behaviour. The kind of event proposed is widely known to attract irresponsible young men in particular. They are the ones who perform illegal burnouts on public roads. This application states that it will provide a designated area for doing burnouts, but if you factor in alcohol consumed (legally or illegally) over several hours, you have a recipe for disaster. Imagine over 100 excited drivers - some intoxicated - making their way back towards Hobart. Are some of them not going to continue doing burnouts along the way? It would take a very large police presence to control that kind of behaviour over many kilometres of highway. There is also likely to be rubbish and drink cans left on the ground, not only on the development site but also along the access road and the highway.</p> <p>Loss of privacy. I am concerned that visitors to the development site will trespass property. According to the plan, the site is to be fenced, but it is not a boundary fence so it will not prevent people accessing property from outside the fenced-in area., so privacy and noise concerns are even greater than would be experienced inside a house 500 metres from the burnout site.</p> <p>Use of hazardous materials. I am assuming a supply of petrol will need to be kept on hand, as the nearest service station is in Ouse, as well as possibly other hazardous chemicals. Despite the application mentioning firefighting crews, there is no</p>	<p><i>"use of land (other than public roads) to race, rally, scramble or test vehicles, including go-karts, motor boats, and motorcycles, and includes other competitive motor sports."</i> Burnouts are considered included under "other competitive motor sports".</p> <p>There appears to be a discrepancy in the information provided with the Development Application (50-100 people/cars) and the latest Site Plan in the Traffic Impact Assessment which allows car parking for 500 cars.</p> <p>Frequency of use of the facility, if approved would be defined within the Conditions of any Planning Permit, if granted. Further information provided by the applicant states that the events will be patrolled by security and any anti-social behaviour will not be tolerated.</p> <p>Information not provided to enable Council to assess the noise levels. Noise levels could conflict with adjacent existing residential and agricultural land uses. The applicant has stated that noise levels are anticipated to be 95db or below.</p> <p>A Traffic Impact Assessment has been prepared by a suitably qualified person. This assessment concludes that the proposed upgrades to the access, will not impact on traffic flow.</p> <p>No application for the sale of Food or Drink on the site has been received to Council. This would require additional Permits from Council and other Licenses from organisations.</p> <p>There is no indication that the storage of hazardous materials will take place on site.</p> <p>Information not provided to enable Council to assess odour and airborne particles. These could conflict with adjacent existing/future residential and agricultural land uses.</p>
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<p>guarantee that they would be able to control a major chemical spill or fire.</p> <p>Air pollution. There will be a large number of vehicles burning rubber and creating acrid smoke. I am an asthmatic and also have damaged lungs, so I am concerned about the effect of air pollution. It is one of the reasons I chose to buy a property in this area, away from urban pollution.</p> <p>Impact on native marsupials. There is abundant wildlife in this area. At night there are many pademelons, wallabies, possums, bettongs and quolls that come down from the southern part of my property (and presumably the proposed development site) to eat the vegetation growing on the farm. There is also a wombat that walks down from the same area during the day to drink from the creek near the Lyell Highway, and there are several Tasmanian devils living on or close to my property. If the development went ahead they would be at risk due to habitat disturbance, noise pollution and traffic. There is already too much roadkill along the Lyell Highway.</p> <p>Impact on native birds. There are regular sightings of both wedge-tailed eagles and goshawks in this area, particularly above farmland on either side of the highway. Eagles have been seen on the highway itself, feasting on roadkill, and goshawks are often spotted in tall trees. Eagles, in particular, are very sensitive to noise: "If a nesting eagle perceives a disturbance as a threat, even from hundreds of metres away, it may leave its eggs or chicks at risk of cold, heat and predation. It may desert its nest site for years and long after the disturbance has ceased. A disturbance is more likely to disrupt breeding if: visible; louder; more intense; closer (either vertically or horizontally); over a longer period; more frequent; across a larger area; earlier in the breeding season; above the nest; people are visible; people are looking towards the nest; during the day; helicopters are involved; during extreme weather." (<a href="https://www.threatenedspecieslink.tas.gov.au/Pages/Wedge-tailed-Eagle.aspx">https://www.threatenedspecieslink.tas.gov.au/Pages/Wedge-tailed-Eagle.aspx</a>)</p> <p>Danger to farm animals. There are free-ranging goats and poultry. The goats especially like to graze close to the boundaries. I am concerned that these animals may be harmed. The goats in particular have shown that they are afraid of loud noises and, if spooked, they will run fearfully and have been known to injure themselves when panicked.</p> <p>Property values. Having a car burnout site right next to my farm will be detrimental to property value, and will also affect other properties in the area.</p> <p>Peripheral activity. I did not notice on the proposed plan that any accommodation has been made for supplying food and drink to patrons. I am concerned that there will be increased traffic (and increased noise) due to people driving to Ouse and back again for food and drinks, as well as fuel.</p> <p>The proposed facility would be totally out of place in a rural area comprised of farmlands and protected forests, and I urge the council to reject the development application.</p>	<p>Comments regarding native animals in the area have been noted.</p> <p>Comments regarding potential dangers to all animals in the area have been noted. It is anticipated that the property will be adequately fence for security reasons.</p> <p>Property Values are not taken into consideration during Planning Assessments, as there is no standard in the scheme which applies.</p> <p>No application for accommodation on the site has been received to Council. This would require additional Permits from Council.</p>
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<p><b>Representation 2</b>          We own property it is an operational rural farm approximately 2000ha in size and involved in sheep and cattle production together with private forestry. It comprises of open grazing land, private forestry together with vast amounts of native vegetation and forests which is home to numerous native species including the wedge tailed eagle.</p> <p>It is of the highest concern that within 200 meters of the boundary that there could be a "burn out pad" where it is proposed that vehicle tyres are spun until burnt out.</p> <p>It is a significant risk to our property that a fire could easily start due to the proposed use of the land in question and cause massive amounts of damage to surrounding properties including ours and potentially the entire Derwent Valley.</p> <p>The Upper Derwent Valley is considered one of Australia's highest risk areas for bush fire. It would not be appropriate to have the risk of this activity in this area and unfair on our personnel operating already stretched resources at peak times. Black Bobs is a pristine tiny town in a very environmentally sensitive area. There are significant water ways in the area that all lead into the Derwent River system where Hobart and its surrounds is supplied with fresh drinking water.</p> <p>Black Bobs is a peaceful and quite town/community. To have unusually very noisy, smoking, burning vehicles there, with hundreds of people from 10am until 10pm will destroy the peace and quite not only for people but the native and farmed animals within the vicinity. Not only is this cruel but would cause significant economic losses to the surrounding farms. I would question the suitability of such an activity within a rural agricultural zone. This development would impact on future residential and rural/grazing development.</p> <p>There are plenty of existing motorsport facilities located around the state to undertake this activity. There is the Hobart Race Way, located at Sorell Creek, 1159 Lyell Hwy, in the Lower Derwent Valley. A far more appropriate place to have such an activity with minimal fire risk and already set up facilities. There is Baskerville Raceway, located at Old Beach. This is another far more appropriate venue for such an activity and again with all the facilities and minimal risks.</p> <p>Thank you for the opportunity to raise our concerns.</p>	<p>A Bushfire Assessment is not required for the Development, as no storage of Hazardous materials, such as fuel, is proposed on site. The applicant has stated that a Trained Fire Crew will be attending all events, with suitable equipment. The applicant has also stated that the property will be maintained to reduce the risk of Bushfire.</p> <p>Information not provided to enable Council to assess the noise, odour and airborne particles. These could conflict with adjacent existing residential and agricultural land uses. The applicant has stated that noise levels are anticipated to be 95db or below.</p> <p>The Scheme allows for Motor Racing Facility within the Rural resource Zone, where such development does not constrain or conflict with resource development uses (agricultural).</p>
<p><b>Representation 3</b>          I act for .....who owns property          This representation is made pursuant to s.57(5) of the Land Use Planning and Approvals Act 1993 (LUPA Act) on their behalf and concerns the proposed "Motor Racing Facility" on the property at 8735 Lyell Highway, Ouse. My client has further sought input from a planning consultant, Ireneinc, in this matter and I attach the report which I have been provided.</p> <p>This representation is not provided as a complete review of the application but rather seeks to highlight the key concerns that my client holds in relation to the application. Those concerns may be summarised as follows:</p> <p>(a) Conflict with existing residential use: The proposed activity is located approximately 508m and 575m from the 2 nearest dwellings. My client's dwelling is located approximately 600m</p>	<p>Information not provided to enable Council to assess the noise, odour and airborne particles. These could conflict with adjacent existing/future residential and agricultural land uses. The applicant has stated that noise levels are anticipated to be 95db or below.</p> <p>Information not provided to enable Council to assess the conflict with existing or future</p>

from the proposed activity (measured by reference to what has been described as the Concrete Burnout Pad). There are a further 3 dwellings within 3km of the facility. The noise from the proposed activity has not been quantified however it is submitted that such noise readily understood to be incompatible with the bucolic amenity of the area.

(b) Conflict with surrounding agricultural activity. The site sits within a land use context that accommodates both residential use and existing agricultural activity. The residences enjoy a bucolic amenity that is based on this context. The impact of the proposal upon the underlying agricultural use of the surrounding land, and indeed the capacity for agricultural use on those adjoining sites, has not been assessed. The agricultural capacity of the subject site has not been assessed.

(c) The application provides insufficient information to enable an assessment of the proposed use and development under the Central Highlands Interim Planning Scheme 2015 (Scheme) or to enable a permit to provide effective regulation if the application were to be approved.

#### 1 Conflict with Residential Use

A motor racing facility is a discretionary use within the Rural Resource zone. The planning authority accordingly has the discretion to grant or refuse to grant the permit; cl.8.8.1(a). This discretion arises independently of an assessment of the proposal's compliance or non-compliance with standards under the Scheme, noting of course that non-compliance with a standard will necessitate refusal of the application in any event. A discretionary use requires assessment in accordance with cl.8.10.2 which identifies a list of considerations that the planning authority must "have regard to". Cl.8.10.2 provides a series of mandatory considerations however does not otherwise operate to limit the considerations that inform the exercise of the discretion.

In undertaking an assessment of the discretionary use, the purpose statements and other considerations listed are matters to which the planning authority must have regard, however, they are not elevated to the status of a standard as to be statements of criteria that must be met.

The purpose of the Rural Resource zone describes a focus on providing and protecting agricultural type use and uses that support agricultural activity. Recreation and tourism uses are identified to be supported where they support agriculture, aquaculture, forestry, mining and other primary industries; cl.26.1.1.3.

Residential use is identified to be allowed where it does not fetter rural resource use or lead to the loss of productive rural land;

#### cl.26.1.1.4.

When reviewing the Use Table under cl.26.2, it is immediately apparent that opportunities for land use conflict are created by the divergent list of discretionary uses. There is no standard within the zone that provides a direct test to manage and protect against land use conflict. The zone purpose statements identify that priority is to be given to primary industry and agricultural use, allowance is made for residential use, and other uses such as tourism and recreation may be facilitated to support primary industry. Outside of this general approach, the purpose statement does not provide a framework to manage conflict between incompatible uses.

agricultural uses and residential uses on adjacent properties.

There appears to be a discrepancy in the information provided with the Development Application (50-100 people/cars) and the latest Site Plan in the Traffic Impact Assessment which allows car parking for 500 cars.

S.5 of the LUPA Act should be noted insofar that it requires that the planning authority exercise its functions and powers so as to further the objectives of the Resource Management and Planning System.

Those objectives include providing for the fair, orderly and sustainable use and development of land. It is plainly contrary to those objectives to exercise the discretion under cl.8.8.1(a) and cl.26.2 in a way that creates land use conflict.

It is my understanding that the proposed motorsport facility, that is based on observing motorists undertaking burnouts, is likely to produce noise emissions that have the potential to lead to land use conflict. Conflict is particularly likely to arise with existing residential uses. The application contains no information to enable an assessment of the type and intensity of the emissions, including noise. There is no assessment from an acoustic engineer that details what the emissions are likely to be and whether those emissions could be considered reasonable.

Taking some guidance from available sources, it is observed that the Tasmanian Planning Scheme requires an attenuation distance of 3,000m between a motor racing facility and the nearest sensitive receiver.

Encroachment requires demonstration that nuisance does not arise. A further example is found in relation to the Baskerville Raceway, where the Specific Area Plan excludes sensitive uses from establishing within approximately 650m of the track. These references provide a reasonable basis to conclude that there is a risk of conflict arising from noise emissions.

Further, it may reasonably be concluded that the noise from a burnout exceeds the noise from track racing. Noise emissions are an incident of racing however an intended outcome of burnouts.

The application proposes the introduction of a use that will create land use conflict or at the very least fails to provide the planning authority with any information that enables a conclusion to be drawn that the proposed use would not give rise to land use conflict.

## 2 Conflict with surrounding agricultural activity

As a discretionary use, the proposed motorsport facility is to be considered by reference to the purpose of the Rural Resource zone. The zone makes express provision for tourism and recreation type uses where these support primary industry. There is no information in the application that enables a conclusion to be drawn that the proposed use provides such support.

The purpose of the zone further focuses on the protection of agricultural use and protection of agricultural land. This necessarily requires a consideration of both existing and future potential use of the land.

Cl.26.3.3 provides a further standard to guide the assessment of the impact upon agricultural use.

The application contains no information that enables an assessment of whether the proposal fetters or adequately protects agricultural use and agricultural land. At the very least some form of assessment from an agronomist would be required.

There is no information to demonstrate how noise from motorists may impact the surrounding agricultural activity, such as startling livestock. There is no information that demonstrates how the proposal impacts the agricultural use or potential agricultural use of the subject land.

### 3 Inadequate Application

I record that the proposal is not accurately described as a Motor racing facility. There is no contention that this is not the appropriate use classification, however, the application document describes a "Motor Sport Facility" with the plans depicting a "Concrete burnout pad". This is something that is quite different from racing. As I understand it, when racing, motorists drive around a track, often at high speeds. This may give rise to noise. Conversely, when undertaking a burnout, in competition or display, the objectives include creating noise. The 2 uses and their associated impacts are distinctly different and it may reasonably be concluded that noise emissions from a burnout pad will exceed those from a racing venue.

The application discloses that 1 "event" per month is proposed with 50-100 people/cars in attendance.

The plans however provide parking for 500 cars in addition to 2.5ha of separate parking and pits for participants.

The application discloses that "events" would operate between 10am-10pm or 10am to 6pm on weekends. There is no indication of whether lighting is proposed.

The application proposes 4 grandstands (height unknown), each located approximately 30m from the burnout pad. Given the size of the grandstands, assuming an area of 1m<sup>2</sup> per person, 160 people could be accommodated as spectators alone.

No information is provided regarding the use of amplified audio equipment for announcers or music.

The application provides no description of the activity that will occur on the site. If we assume that the Concrete burnout pad is to be used for burnouts, we are still left with no information regarding the frequency of burnouts – are we to assume 1 every 10-minutes over the course of the 12hours of operation? One might also ask how the participant parking and pits are to be used, will there be revving of engines for display or other activity within this area?

The application contains no information concerning the noise that may be generated by the proposed activity on the site. There is no information in the application to enable others to make an informed judgment as to what the noise might be.

Doing the best we can with the information that we have been given, it is our submission that the application can only be refused. The discretionary use is likely to give rise to land use conflict with both the surrounding residential and agricultural uses. The lack of information detailing the proposed use and the conflicting information as to the intensity (number of people proposed compared to parking and spectator provision) combine to suggest that if approved, the use will be incapable of effective regulation. Detailed permit conditions would be required to ensure noise emissions and patronage were capped. However, given the absence of information, I would suggest that any such conditions would be tantamount to a refusal as the planning authority simply cannot be satisfied that reasonable noise limits could be set that could be complied with.

We submit that the application should be refused.

<p><b>Representation 4</b> This submission is an objection to the above development application. I am the user of a property in the Black Bobs area for both recreational and residential purposes.</p> <p>It is difficult to submit a detailed submission due to the lack of particulars provided on the application. Accordingly, if the matter is returned to the applicant to request further information I request that I am given the opportunity to expand on this submission.</p> <p>The reasons for my objection are numbered below.</p> <p>1. Central Highlands Planning Scheme 26.3.3 - Discretionary P1(a) the application does not meet characteristics of the area due to:</p> <ul style="list-style-type: none"> <li>• Black Bobs area is mainly residential and grazing land the proposed development area is in a valley therefore sound from the motor racing facility would echo through the valley, significantly impacting the existing residents and amenity of the area. This may be more prominent in colder months. An acoustic/sound assessment should be sought in this regard. A more appropriate location for this type of development would be in an open area (not a valley) with heavily vegetated buffer surrounding the motor racing.</li> </ul> <p>P1(b) This type of development would remove the opportunity for both residential and grazing use on a parcel of land that is similar size (15ha) to nearby neighbouring properties in the Black Bobs community (see also E9.7.2). There are 15 properties that make up this community with 9 of those currently being used for residential and/or grazing purposes. The proposed development and use are completely out-of-character for this community. In the map in P1(a) above the cluster of smaller properties that make up the community is shown.</p> <p>P1(c) The setback is proposed to be 500m to existing residences. It is within this distance to the residence at number 8731 Lyell Highway. Further, this does not take into consideration the future potential of residential and grazing development to undeveloped properties to the south. The vegetation surrounding the proposed development is sparse and is believed to not be sufficient to suppress or buffer the noise from the motor racing facility. The valley and cold dense air in the area would keep sound in the valley and would echo off surrounding mountains exacerbating the noise and amenity for the existing residential use in the community. Refer to P1(a).</p> <p>P1(d) Refer to P1(a), (b) and (c). The development is only around 300 metres from the northern boundary of the property 'Cooma' which is currently used for sheep and cattle grazing.</p> <p>2. Central Highland Planning Scheme E9.0 Attenuation Code The application fails to address how it complies with E9.6 Use Standards – use with potential to cause environmental harm:</p> <p>P1 (a) the operational characteristics of the development (ie a facility for performing burnouts) does not correspond with the general amenity of the area which is made up of residential and farming land.</p> <p>P1 (b) the scale and intensity of the development is difficult to determine as the proposed number of users of the facility is given as 50 to 100, yet parking is provided for 500 cars. This will result in a mass increase in the number of users of the local area; an area which is ordinarily occupied by perhaps 12-15 people over a number of properties. Does the 50 to 100 people include the personnel required to run the operation? Does it</p>	<p>Information not provided to enable Council to assess the noise, odour and airborne particles. These could conflict with adjacent existing/future residential and agricultural land uses. The applicant has stated that noise levels are anticipated to be 95db or below.</p> <p>No details regarding flood lights has been provided with the Development Application. However, if a Planning Permit was granted, light could form part of the conditions.</p> <p>A Bushfire Assessment is not required for the Development, as no storage of Hazardous materials, such as fuel, is proposed on site.</p> <p>The applicant has stated that a Trained Fire Crew will be attending all events, with suitable equipment. The applicant has also stated that the property will be maintained to reduce the risk of Bushfire.</p> <p>Comments regarding potential dangers to all animals in the area have been noted. It is anticipated that the property will be adequately fence for security reasons.</p> <p>If a decision to grant a Planning Permit was made, Wastewater treatment would be Conditioned in line with the requirements of a Plumbing Permit.</p> <p>The applicant has stated that a St John's Ambulance team and Fire Crew will be in attendance at all events.</p> <p>Information not provided to enable Council to assess the requirements of the Electricity Transmission Infrastructure Protection Code.</p>
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include participants as well or is it just 'spectators'? Such questions raise issues regarding the intensity of the proposal.

P1 (c) the fire risk for the area will significantly increase during times of operation of the proposed activity. Operating a vehicle to the point that the tyres blow out causes significant emissions of heat from various sections of the vehicle including the rubber tyres. Hot, exploding rubber being thrown into the air will significantly increase bush fire risk. The area contains significant areas of forest, scrub and areas of grasslands that due to their remote location and limited use may not always be kept maintained/slashed. Particulates from the tyres as they are 'burntout' will be added to the surrounding atmosphere. Air pollutants such as carbon monoxide, nitrogen oxides, particulate matter, volatile organic compounds and benzene are all emitted into the environment by motor vehicles which will be significantly increased during times of operation of the facility.

P1 (d) Any hours of operation and frequency of use should be listed as a condition if the application is approved. The breeding seasons of engaged species identified in the area (see point 3 below) should be addressed accordingly. Note the operation of motor vehicles for a purpose other than moving in and out of residential premises is prohibited after 6pm on Saturdays, Sundays and public holidays – refer to Environmental Management and Pollution Control (Noise) Regulations 2016 Regulation 6. This suggests the proposed hours are in contravention of this legislation.

P1 (e) and (f) light, noise and odour impacts – see P1(c) above. Further, the proposed development area is in a valley and in particular during colder months sound from the motor racing facility would echo through the valley, significantly impacting the existing residents and amenity of the area. Anlighting, but given the proposed hours of operation, it is assumed that this will be a requirement.

Accordingly, an assessment regarding the impact of light pollution on surrounding residences and farming land should be obtained. Only natural lighting is currently available in the area; there are no street lights or similar.

P1 (g) Measures to eliminate, mitigate or manage emissions – the application fails to address such criteria. Consideration should be given to the noise standards in the Environmental Management and Pollution Control (Noise) Regulations 2016.

3. There are threatened species in this area. I have observed wedge-tailed eagles at an adjacent property in recent times. The shading in the map below shows the likelihood of wedge-tailed eagle nests in the area. Council should request that the applicant obtains a report from a suitably qualified professional to determine the impact on the eagles and any other threatened species. A vast increase in people and of course significant increases in noisy activities will disturb the species and will be particularly concerning during breeding/nesting season. This may result in death of the species by abandoning eggs/nests which may further endanger the species.

4. The development will impact on nature values such as eucalyptus vegetation which is on the land. Again, a report from a suitably qualified professional should be sought to determine the impact on threatened vegetation.

5. Very little information is provided regarding bush fire management. A Bushfire Management Report should be provided to Council for consideration. The Bush Fire Attack level is required to then determine the scope of any development and

to develop any emergency management policies and storage is noted on the included plans in the DA. Given that the proposed activities will introduce fire hazards it is critical that sound policies and procedures are in place before any development is considered. It is assumed that fuels and oils will be at least temporarily, if not, permanently stored on the site. There is no mention as to the type of materials to be used for the structures such as grandstands – will they consist of any timbers or similar combustible materials?

6. No environmental assessment was included with the development application. Such assessment will outline the requirements for disposal of sewage to ensure that it does not affect adjoining properties. The design of the sewage system is an assessable item at the DA stage.

7. The lack of a business case and failure to provide a clear intent of use is of concern. The commentary provided in the application refers to 'we' yet only one person is listed as the applicant. It is not clear if there is a committee, corporation or other entity behind or involved in the proposed activity. This leads to such questions as:

- How is the proposed activity funded?
- Will a fee be charged to attend? If so, will it be operated on a for-profit basis or are proceeds being offered to the community/a charity?
- How will the operator enforce the suggested capacity limits and do these numbers include staff/personnel?
- Will it operate with appropriate insurances such as personal injury, public liability etc?
- Will signage on Lyell Highway be erected? This may constitute a separate application.
- If approved, how will Council enforce the proposed times of operation?
- Consideration should be given regarding the use of the facility for a 'public event' compared to when it may be used for private use. Any 'use' should be consistent with the suggested hours of operation
- If 50 to 100 people/cars are expected, why is parking proposed for 500 vehicles?
- Will food and drink/alcohol be served or available for purchase at the facility? If so, is it the intention of the applicant to apply to Council for appropriate permits?
- It is anticipated that users of the site will stay/camp overnight after an event at the facility. This will continue the impact on neighbouring properties past the proposed operational hours
- Does the applicant or any proposed users of the site hold membership in a motor racing accreditation body? Generally, a Motorsport Australia General Officials Licence or similar would be required to conduct such activities at a professional level.
- Will electricity be connected to the site?
- What safety barriers, if any, are required around the 'burnout' pad to reduce the chance of injury to spectators and therefore reduce potential impact on emergency services?
- Will the proposed structures including concrete pad require a Building Application?
- Are there any emergency evacuation plans?
- Will the site have adequate security measures in place for when the facility is not in use to prevent unauthorised access/use of the facility?
- Will security guards be engaged during events?

8. The above questions seek to determine that the proposed activity is being offered at a professional level, which is what the



applicant seems to suggest when he refers to adding value to the local community. Council needs to be satisfied that the activity is of value to the community.

9. The applicant makes a false representation in the commentary by referring to 'a block of land we have purchased'. The title to the property which is included in the application shows that the owners of the property are Stephen Brian Knight and Peter Andrew Knight; neither are the applicant.

10. The remote location of the site means it has limited access to emergency services. Given the nature of the proposed activity, there will be an increased likelihood for police to attend if there is a disturbance, for ambulance to attend to an injury or fire brigade in case of fire, than the current demand.

11. The area of the development is a very peaceful community which is used by residents and visitors predominantly for its relaxed environment. The introduction of such an activity will radically transform the character of the area. It may impact land values which are already low compared to other areas of the LGA and indeed greater Tasmania. It may also introduce people of poor character to the area which may impose a security risk to residents and land owners if any anti-social behaviour is evident. The proposed activity is an illegal activity when it is conducted on a public road and tends to be performed by those that have an ignorance to the law.

12. Further information is also required regarding any odours that will be generated from the proposed activity. Smells such as burning rubber will impact neighbouring properties and have affect on residences and livestock.

13. The application makes no mention regarding the disposal of waste generated on site such as garbage and blown tyres.

14. There are overhead transmission (electricity) lines on the property of the proposal. They are not marked on the plans therefore any distance and potential is not addressed. The figure below shows the electricity transmission corridor on the property. Information from Tas Networks should be sought in this regard. It appears the proposed access road passes through/under this zoning.

In summary, the proposal is in conflict with the general amenity of the area which is made up of residential and farming land. Introducing such a facility will impact the peaceful character of the area and have natural environmental impacts as outlined above. It will reduce the potential for or even prevent further suitable development in the area such as hobby farms, residential and grazing. I feel the development is far suited to an area outside the applicable attenuation zones and where there is less risk to other users in terms of fire hazard, less impact on community members such as noise and pollution and where there will be reduced effect on natural values such as vegetation and wildlife including endangered species. It should be suggested to the applicant that a more appropriate location for this type of development would be in an open area (not a valley) with heavily vegetated buffer surrounding the motor racing. For the reasons explained above, Council should reject the development application. If Council sees fit to approve the application, consideration should be given to conditions such as

<p>frequency of use, hours of operation and to the environmental concerns highlighted above.</p> <p>I welcome any questions you may have in respect to my submission and can expand further at a planning committee meeting if I am given the opportunity.</p>	
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### **Conclusion**

The proposal for a Motorsport Complex to hold monthly events/competitions one day during the weekend, operating between the hours of 10am and 6pm has been assessed against the applicable standards of the Rural Resource Zone and the relevant codes of the *Central Highlands interim Planning Scheme 2015* as outlined in the body of this report.

This report concludes that information has not been provided to enable Council to assess the Development Application against the Central Highlands Interim Planning Scheme 2015.

In addition, several representations were received which also raise objections regarding potential land use conflict between the proposal and existing/future residential and agricultural uses. Representors have raised concerns regarding noise levels, odour, the effect on the natural environment and an increase in anti-social behaviour in the quite community.

It is recommended that the Development Application be refused a Planning Permit.

#### **Reasons :-**

1. The application provides insufficient information to enable Council to assess the Motor Racing Facility against the Central Highlands Interim Planning Scheme 2015.
2. Due to the insufficient information provided to Council, Council is not satisfied that the proposal does not create a land use conflict between the proposed Motor Racing Facility and the existing or future residential use and surrounding agricultural activity.

### **Legislative Context**

The purpose of the report is to enable the Planning Authority to determine the Development Application DA2021/61 in accordance with the requirements of the Land Use Planning and Approvals Act 1993 (LUPAA). The provisions of LUPAA require a Planning Authority to take all reasonable steps to ensure compliance with the Planning Scheme.

This report details the reasons for the officers Refusal. The Planning Authority must consider the report but is not bound to adopt the Recommendation. Broadly, the Planning Authority can either: (1) adopt the Recommendation for refusal, or (2) replace a refusal with approval.

Any decision that is an alternative to the Recommendation requires a full statement of reasons to ensure compliance with the *Judicial Review Act 2000* and the *Local Government (Meeting Procedures) Regulations 2015*. Section 25 (2) of the *Local Government (Meeting Procedures) Regulations 2015* states:

*25 (2): The general manager is to ensure that the reasons for a decision by a council or council committee acting as a planning authority are recorded in the minutes of the meeting.*

### **Options**

The Planning Authority must determine the Development Application DA2021/61 in accordance with one of the following options:

#### **1. Refuse to grant a permit:-**

In accordance with section 57 of the Land Use Planning and Approvals Act 1993 the Planning Authority Refuse the Development Application DA2021/61 for a Motor Racing Facility at 8734 Lyell Highway, for the reasons detailed below.

## Reasons :-

1. The application provides insufficient information to enable Council to assess the Motor Racing Facility against the Central Highlands Interim Planning Scheme 2015.
2. Due to the insufficient information provided to Council, Council is not satisfied that the proposal does not create a land use conflict between the proposed Motor Racing Facility and the existing or future residential use and surrounding agricultural activity.

**2. Approve to grant a permit:-**

In accordance with section 57 of the Land Use Planning and Approvals Act 1993 the Planning Authority Approve the Development Application DA2021/61 for a Motor Racing Facility at 8734 Lyell Highway, with conditions, for the reasons detailed below.

*Should the Planning Authority opt to grant a permit contrary to the officers Recommendation, the reasons for the decision should be recorded below, as required by Section 25(2) of the Local Government (Meeting Procedures) Regulations 2015:*

**Planning Committee Recommendation**

This item was discussed at the May Planning Committee meeting with the Committee making the following recommendation to Council.

**RECOMMENDATION:**

**Moved:** Clr

**Seconded:** Clr

**THAT****1. Refuse to grant a permit:-**

In accordance with section 57 of the Land Use Planning and Approvals Act 1993 the Planning Authority Refuse the Development Application DA2021/61 for a Motor Racing Facility at 8734 Lyell Highway, for the reasons detailed below.

## Reasons :-

1. The application provides insufficient information to enable Council to assess the Motor Racing Facility against the Central Highlands Interim Planning Scheme 2015.
2. Due to the insufficient information provided to Council, Council is not satisfied that the proposal does not create a land use conflict between the proposed Motor Racing Facility and the existing or future residential use and surrounding agricultural activity.

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## **15.2 DA 2022/15 : REPLACEMENT ROOF & CLADDING : 36 HIGH STREET, BOTHWELL (CT 233745/7)**

**Report by**

Louisa Brown (Planning Officer)

**Owner**

W Dexter

**Purpose**

The purpose of this report is to provide further information to Council regarding DA2022/15 Replacement Cladding & Roof at 36 High Street, Bothwell.

Planning Permit DA2022/15 was granted by Council acting as planning Authority on 6 April 2022. Condition 3 & 4 (Heritage) of the permit requires that a report be submitted to the satisfaction of Council's General Manager. The report must explore all feasible alternative building materials and make a recommendation, taking into account the heritage significance of the streetscapes and landscapes of the town and the requirements of the Bothwell Heritage Precinct. The report and quote are attached.

### **Streetscape & Landscape**

The report submitted by the property owner provides information regarding the streetscape and landscape of the town. It is observed that there are a range of dwelling types and materials on High Street. Colourbond and zinc alum are existing materials on the street, several colourbond outbuildings are located on a property opposite 36 High Street. However it is noted that the property opposite is not within the Heritage Precinct.

### **Feasible Alternative Materials**

The owner has explored two alternative materials. These are treated pine weatherboards and cement sheet weatherboards. A quote to replace the cladding with pine weatherboards has also been provided. The cost to use these materials are around \$30,000 which are out of budget for the owner.

Colourbond offers an affordable alternative, with additional low maintenance benefits.

### **Bothwell Heritage Precinct**

Communication with/from the owner does not include any requirements of the Bothwell Heritage Precinct.

The Central highlands Interim planning Scheme defines the Heritage Precinct as *"an area shown on the planning scheme maps as a heritage precinct and described in Table E13.2 as having particular historic cultural heritage significance because of the collective heritage value of individual places as a group for their streetscape or townscape values."*

The Bothwell Heritage Precinct is defined as follows:

*Table E13.2 Heritage Precincts, Bothwell Heritage Precinct*

*Development must satisfy all of the following:*

- (a) Respect the townscape qualities of the settlement through appropriate building form, design and finishes which are consistent with the historical heritage values of the town setting;*
- (b) Ensure that new development including additions and adaptations to existing buildings are undertaken in a manner sympathetic to the heritage significance of the streetscapes and landscapes of the town;*
- (c) Maintain the visual amenity of historic buildings when viewed from streets and public spaces within the settlement;*
- (d) Scale, roof pitch, building height, form, bulk, rhythm, materials and colour of new buildings and additions to existing buildings must be sympathetic to the character of the town;*
- (e) New buildings must not visually dominating neighbouring historic buildings; and*
- (f) Where feasible, additions and new buildings must be confined to the rear of existing buildings.*

It should be noted that the existing PVC weatherboards have been removed and that the dwelling currently has no cladding at all.

In assessing the replacement cladding and roof for 36 High Street, Bothwell the following development standards apply:

## **E13.8 Development Standards for Heritage Precincts**

### **E13.8.1 Demolition**

Objective: To ensure that demolition in whole or in part of buildings or works within a heritage precinct does not result in the loss of historic cultural heritage values unless there are exceptional circumstances.

Acceptable Solutions	Performance Criteria	Officer Comment
<b>A1</b>  No Acceptable Solution.	<b>P1</b>  Demolition must not result in the loss of any of the following:  (a) buildings or works that contribute to the historic cultural heritage significance of the precinct;  (b) fabric or landscape elements, including plants, trees, fences, paths, outbuildings and other items, that contribute to the historic cultural heritage significance of the precinct;  unless all of the following apply;  (i) there are, environmental, social, economic or safety reasons of greater value to the community than the historic cultural heritage values of the place;  (ii) there are no prudent or feasible alternatives;  (iii) opportunity is created for a replacement building that will be more complementary to the heritage values of the precinct.	There are no Acceptable Solutions, the proposal must be assessed against the Performance Criteria P1;  (a) Information has not been provided to demonstrate compliance with P1.  (b) Information has not been provided to demonstrate compliance with P1.  (i) Complies. The previous PVC weatherboards have been removed and the dwelling currently has no cladding. The proposal is to replace these with colourbond as this is achievable within the owners budget. In this situation economic reasons are of greater value to the community and the heritage values. (ii) Complies. Council is satisfied that the owner has explored feasible alternatives.  (iii) Not applicable, as the dwelling is not being replaced, only the cladding.

### Conclusion

The information provided by the owner satisfies in most part the Heritage Conditions 3 & 4 of Planning Permit DA2022/15. Additional assessment against E13.8 Development Standards for Heritage Precincts, 13.8.1 Demolition of the Scheme concludes that the proposal meets the Performance Criteria P1.

### Planning Committee

This item was discussed at the May Planning Committee Meeting. It was agreed that the Manager Development & Environmental Services obtain a costing for weatherboard profile colourbond prior to the May Council Meeting. This information was not available at the time of writing this report and will be tabled at the Council Meeting.

### For Decision

## 15.3 ASSESSMENT OF ST PATRICKS PLAIN WINDFARM

As you are aware Council Resource Shares Planning Officers from Southern Midlands Council, with a Planner working from the Bothwell Office one day per week.

The assessment of the St Patricks Plain Windfarm has been discussed by the Planning Officers at Southern Midlands Council and they have advised they will be unable to undertake the assessment of the St Patricks Plain Windfarm application and that this should be undertaken by an external consultant..

The cost to engage an external consultant is difficult to calculate as the amount of time required to undertake the assessment and any subsequent appeal, if required, is unknown.

It is being recommended that Council engage a Consultant Planner to undertake the assessment of any future application for the St Patricks Plain Windfarm and that an amount of \$25,000 be allocated in the 2022/2023 Budget.

### **Planning Committee Recommendation**

This items was discussed at the May Planning Committee Meeting with the following recommendation being made to Council.

#### **RECOMMENDATION:**

**Moved:** Clr

**Seconded:** Clr

**THAT** a review of Council's Planning Services be undertaken.

## **15.4 PROPOSED BOTHWELL, OUSE & HAMILTON STRUCTURE PLANNING PROJECTS**

### **Report By:**

Council Planning Consultant (SMC) Damian Mackey

### **Attachments:**

1. Funding offer from the State Planning Office, 29 April 2022.
2. Project Plan – Draft 3, 3 May 2022.

### **PURPOSE**

The purpose of this report is to progress an initiative to develop 'structure plans' for the townships of Bothwell, Ouse, Hamilton and Gretna, and possibly Miena.

### **BACKGROUND**

The feedback received during last year's public notification of the Central Highlands Draft Local Provisions Schedule has brought into focus a need to undertake strategic land use planning exercises for the townships of Bothwell and Ouse, with several of the representations raising potential rezoning issues.

In considering the Bothwell and Ouse representations, Council noted the following:

*Council intends to pursue a structure plan for Bothwell once the LPS work is completed, potentially with financial support from the State Government. This should follow completion of the Local Provisions Schedule development process and is to set out the preferred future development of the town and any subsequent zoning changes that ought to be made.*

and

*A structure plan for the township of Ouse, with input from the local community should be developed. This should follow completion of the Local Provisions Schedule development process and is to set out the preferred future development of the town and any subsequent zoning changes that ought to be made.*

As Councillors are aware, the public exhibition of the Draft Local Provisions Schedule included planning scheme zone maps. However, the zoning of our townships had been directed by the State to simply be a direct transition from the current planning scheme zones. In other words, no fundamental zone changes were able to be considered. Nevertheless, members of the community lodged representations requesting such changes.

In addition to the matters raised in the representations, Council has been aware of other zoning issues in and around the towns for some time. It has been many years since whole-of-town future-looking strategic planning exercises have been undertaken for the towns in the municipality. There are also issues at Hamilton and the settlements of Gretna and Miena would also benefit from strategic land use planning.

It is now standard practice for the Tasmanian Planning Commission to require that proposed planning scheme amendments within towns are supported by wholistic strategic planning. In other words: 'structure plans.

At the February 2022 meeting, Council determined the following:

*THAT:*

- A. *Submissions be prepared and sent to the State Planning Office outlining the potential structure planning projects initially for Bothwell, Ouse, Hamilton and Gretna, with other settlements to follow, requesting 50% contributions from the State Government, based on a total cash budget for each project of approximately \$60,000.*
- B. *Draft project plans be prepared for the potential structure planning projects initially for Bothwell, Ouse, Hamilton and Gretna, with other settlements to follow, for consideration by Council. These are to include proposed steering committee arrangements.*
- C. *A report on the above points be provided to a future Council meeting, including budgetary implications for the coming financial year.*
- D. *Engage the services of Mr Damian Mackey (through the resource-sharing protocols with Southern Midlands Council) to facilitate the process on behalf of Council.*

To pursue the above, a submission and draft project plan was prepared and forwarded to the State Planning Office, (formerly the State Planning Policy Unit), now within the Department of Premier and Cabinet, which has advised it has funds available to assist Councils with this kind of work. A total budget of \$240,000 was foreshadowed, with \$140,000 of this requested from the State.

## **THE STRUCTURE PLANNING PROCESS**

The development of a structure plan is generally undertaken by suitable qualified and experienced independent consultants appointed by Council and working under the direction of a Council-appointed Project Steering Committee. At Central Highlands, this could potentially be the existing Planning Committee or specific steering committees set up for each town.

Prior to seeking quotes from potential consultants, Council would finalise the Project Plans setting out the key parts of the project, such as membership of the steering committee, community consultation components, any specific matters that it believes need to be addressed, specific and general outputs and the project budget.

Substantial community involvement is essential to ensure the vision developed for a town is the best it can be, and the local community ultimately have a level of ownership of it. There are usually two phases of community involvement. The first phase is a structured process run by the consultants calling for all manner of ideas, issues, problems, risks, opportunities, etc, from the community. This usually involves a community workshop and a submission process for those unable to attend. The second phase of community consultation is undertaken after the consultants (with Council endorsement) have developed a draft of the structure plan which is then put out to the community for comment.

Other inputs besides that from the community include research on population growth forecasts, residential land demand & supply analysis, demographic trends, gaps in social services, key infrastructure issues and system capacities (water, sewer, roads, etc.), employment trends including existing and future industry sectors and a range of other issues.

All inputs contribute to a collective 'visioning' phase of the process

## BENEFITS

The final structure plans will set out an agreed vision for each town. Desirable zone changes will be highlighted and the strategic planning rationale underpinning these changes explained. Recommendations may also go to community infrastructure and/or facilities that may be missing or inadequate and where there is a demonstrated need. Where such facilities are within Council's purview, these recommendations can inform Council's future works program and budgeting and/or support grant applications to State or Federal Government. Where such facilities are State-level responsibilities, then the structure plan can be used to form the basis of Council's lobbying efforts.

## DRAFT PROJECT BRIEF

A draft 'Project Brief' is attached for Councillors' consideration. This sets out how the project would unfold and includes the proposed membership for the Project Steering Committee.

To pursue this project, the first tasks for Council are to, firstly, confirm that it will proceed with the project, secondly to commit the budget and thirdly to appoint the Project Steering Committee.

The Project Steering Committee will then finalise the Project Brief and provide high level governance and direct. The Steering Committee will report back to full Council at key decision points, which will be specified in the Project Brief. The Steering Committee will also oversee the process to seek proposals from interested consultants to undertake the project, interview those on a short-listed and appoint the successful consultant.

Day-to-day liaison with the project consultants will be through a Project Manager, who will report to the Project Steering Committee.

It is proposed that Council's Planning Consultant (on Resource-Share from Southern Midlands) act as Project Manager.

## FINANCIAL COMMITMENT

In its February 2022 determination Council foreshadowed that, subject to budgetary considerations, it wishes to embark on the project to undertake structure planning for the four towns of Bothwell, Ouse, Hamilton, and Gretna assuming an average cost for each town of \$60,000 with the State Government providing 50% of this.

For the four towns the total budget would therefore potentially be \$240,000, with the State and the Council each providing 50%. This could be split across two financial years, both for budgeting reasons and the practicalities of doing four structure plans.

Following officer-level discussions with the State Planning Office, an amended idea for developing the structure plans was developed. The key differences to that relayed at the February Council meeting are:

- Adding Miena. (So; the full list would be Bothwell, Ouse, Hamilton, Gretna and Miena.)
- Undertaking the initial components of the work collectively, as 'Part 1' of the project:
  - The background research: population growth forecasts, residential land demand & supply analysis, demographic trends, gaps in social services, key infrastructure issues and system capacities (water, sewer, roads, etc.), employment trends including existing and future industry sectors and a range of other issues., and
  - Identifying the issues and opportunities for each of the settlements. This would include the first phase of the public consultation for each town.
- Drafting the structure plans, undertaking the second phase public consultation, and finalising the structure plans as 'Part 2' of the project.
  - The Part 1 work would inform the scope and breadth of Part 2.
  - For example, it may be determined that one or more of the towns do not need a full structure planning process – but something less. (Noting that Bothwell, Hamilton and Ouse would almost certainly be identified as needing the full process).



By undertaking the initial work collectively, it was considered that the fifth town, Miena, could effectively be added for no additional cost.

As per Attachment 1, the State Planning Office has advised that it is prepared to provide \$70,000 this coming financial year, to assist with Part 1 of the project. This represents half of the \$140,000 requested by Council. The remainder would be provided in the following financial year for Part 2, and would be up to the remaining \$70,000, depending on the scope and breadth of the Part 2.

## BUDGET CONSIDERATIONS

As outlined above, it is proposed that the project be split into Part 1 and Part 2 with each part occurring in each of the two coming financial years. The total cost of the project is anticipated to be \$240,000, with the State providing \$140,000 and Council providing \$100,000, across the two financial years.

Subject to any alternative split that might be put forward by tendering consultants, it is assumed that the two parts would be evenly split: \$120,000 each for each part.

This would require Council committing \$50,000 this coming financial year and a further \$50,000 in the next. The State Planning Office has confirmed its commitment of \$70,000 this coming financial year for Part 1, and up to \$70,000 in the next (subject to the outcomes of Part 1).

So; for each part of the project in each of the two financial years, the budget would be \$70,000 from the State and \$50,000 from Council: \$120,000.

## PLANNING COMMITTEE CONSIDERATION

Council's Planning Committee considered the matter at its meeting on 10 May. It resolved to recommend that Council initiate the project, with the makeup of the Project Steering Committee to be determined at a later date, and subject to the financial commitment being confirmed through Council's budgeting workshops for the coming financial year.

## RECOMMENDATION:

**Moved:** Clr

**Seconded:** Clr

### THAT:

- A. Council initiate a project to undertake structure planning projects for Bothwell, Ouse, Hamilton, Gretna and Miena, as outlined in the Draft Project Brief, attached, (to be finalised by the Project Steering Committee), subject to point B, below.
- B. Endeavour to commit a budget of \$50,000 for each of the two coming financial years, (noting the commitment from the State of \$70,000 in the first financial year and up to \$70,000 in the second), to be confirmed through Council's budget workshop process.
- C. The appointment of the Project Steering Committee be determined at a later date.

## 15.5 SCENIC LANDSCAPES

### Report By:

Council Planning Consultant (SMC) Damian Mackey

## ATTACHMENT

*Renewable Energy Coordination Framework*, by Renewables, Climate and Future Industries Tasmania, Tasmanian Government.

## PURPOSE

The purpose of this report is to advance Council's consideration of scenic landscape protection, a matter that featured prominently in the representations received in response to the public notification of the Central Highlands Draft Local Provisions Schedule for the pending Tasmanian Planning Scheme.

## BACKGROUND

A significant number of representations were received pertaining to the Draft Local Provisions Schedule expressing concerns over the lack of protection of rural landscape values. A number of these included detailed and well-researched submissions for specific landscape protection areas including landscape values analysis with proposed areas defined on maps.

Council, in considering these representations, accepted there is a prima facie case for the creation of Scenic Protection Areas and/or Scenic Road Corridors which should be further explored. However, Council also acknowledged that it would be unable to determine a final position on this matter until further information and professional advice is obtained and a structured landowner and community consultation process has occurred. Until and unless such work has been undertaken:

- There is no independent, expert landscape values analysis, (notwithstanding the landscape analyses undertaken by several of the Draft LPS representors).
- Council does not know the views of potentially impacted landowners.
- Council does not know the broader views of the general community.
- Drafts of written provisions and mapped area(s) have not been subject to community and landowner consultation.

At the February 2022 meeting, Council considered some of the challenges around progressing a project to identify scenic landscapes. There would be several ways to tackle such a project. Some key questions are:

- Does the project start with examining the entire municipality and then define the areas recommended to be recognised, variously, as no / low / medium / high scenic landscape value;

### OR

- Does the project just focus on the two scenic areas already proposed in several of the representations to the Draft Local Provision Schedule?
  - The first approach is more methodical, but it runs the risk of using up too much of the project budget without fully addressing the two scenic landscape areas proposed.
  - The second approach runs the risk of missing important scenic areas that might also be highly valued by the community.
  - Furthermore, the second approach, in not comparing and contrasting various scenic landscapes across the municipality, would not be able to affirm that the two scenic landscape areas already proposed are **the** two most significant in the municipality, (and therefore should be prioritised for planning scheme amendments).
- At what stages is the process opened-up for community consultation?
  - One Council in the State recently undertook a 'stage one' project in which consultant landscape planners assessed the entire municipality on a purely professional, analytical level – without any community consultation. That Council is now considering whether to progress the areas assessed as 'high-value' through a non-statutory public consultation process.
- One of the proposed scenic landscape areas involves the mooted St Patricks Plains wind farm area and would quite likely stop that proposal going ahead if it were implemented into the planning scheme in the form proposed by the Draft LPS representors.

- To what degree would Council's scenic landscapes project directly address this project?
- How should Council, as the representatives of the local community, weigh any identified and agreed scenic landscape values with the broader national/international goal of carbon neutrality?

The answers to these questions are not straightforward. They would need to be resolved before a draft Project Plan could be prepared.

At the February 2022 Council meeting it was resolved to defer the matter to allow for additional information to be provided.

## POTENTIAL FINANCIAL COMMITMENT

The cost of a professional landscapes analysis project undertaken by appropriately qualified and experienced independent consultants would be considerable. A reasonable budget for a project of this nature might be in the order of \$50,000,

The State Planning Office has advised that, whilst it has funds available to assist Councils undertaking strategic planning revolving around settlements, (such as town structure plans) it has no funds to assist in landscape values analysis.

Council is currently considering allocating funds for township structure plans and has also been directed by the Planning Commission to obtain an independent expert review of its allocation of the Rural and Agriculture Zones in the Draft Local Provisions Schedule. (See separate reports on this agenda). Assuming these two projects go ahead, it is envisaged that Council will not have sufficient additional finances to fund a landscapes analysis this coming financial year, (subject to the outcomes of the Council's pending budgeting workshop process).

## STATE GOVERNMENT INITIATIVE – 'ReCFIT'

The abovementioned issues that Council is grappling with are also current across other parts of Tasmanian and the State Government has initiated a strategic planning initiative in response. This is the *Renewable Energy Coordination Framework*, to be undertaken by the State Government's Renewables, Climate and Future Industries Tasmania, (ReCFIT) program. Attached is a recently released explanatory document from ReCFIT.

Central Highland has been identified by the Government as one of the State's three 'Renewable Energy Zones'. This is mainly due to the very good wind resource overlapping with existing high voltage transmission lines and associated Hydro infrastructure.

The overarching aim of the *Renewable Energy Coordination Framework* project is to determine how to manage Tasmania's renewable energy growth. The four 'key pillars' are:

- |                                     |   |
|-------------------------------------|---|
| <b>1. Integrated Infrastructure</b> | to deliver the least cost and optimally located generation and transmission to meet load where it is needed.                    |
| <b>2. Environment</b>               | to protect and enhance our State's environmental values – biodiversity, cultural and aboriginal heritage.                       |
| <b>3. Economic</b>                  | to stimulate job creation and business growth through renewable energy investment to build a skilled workforce for generations. |
| <b>4. Community</b>                 | to engage communities to ensure benefits are tangible and valued and make positive contributions to shaping their future        |

The attached document expands on all four. Of most relevance to this report are Pillar 2. Environment and Pillar 4. Community. The document states that:

*This work will take into account topography, land use designations and environmental and cultural heritage values through adopting a geographical information system (GIS) multi-criteria analysis (MCA) approach to identify and compare different renewable energy policy options.*

It is envisaged that this will include landscape values analysis.

The project also includes a heavy emphasis on community and stakeholder engagement.

## CONCLUSION

Council will likely not have sufficient financial resources to fund its own landscape values analysis.

However, the State Government's *Renewable Energy Coordination Framework*, to be undertaken by its ReCFIT program, may well include this work. ReCFIT specifically recognises Central Highlands as one of the 'Renewable Energy Zones' on which this project will concentrate.

It is therefore recommended that Council fully engage with the ReCFIT project with a view to facilitating its work generally, and seeking to ensure that local community values, including scenic landscape values, are fully considered.

## RECOMMENDATION:

**Moved:** Clr

**Seconded:** Clr

### THAT:

- A. Council engage with the State Government's ReCFIT program, with a view to supporting its community engagement program and expediting its assessment of community values, including scenic values, within Central Highlands.
- B. Invite ReCFIT representatives to the next Council meeting to provide a briefing on the project.

## 15.6 CENTRAL HIGHLANDS DRAFT LOCAL PROVISIONS SCHEDULE : RURAL – AGRICULTURE ZONE REVIEW

### *Central Highlands Draft Local Provisions Schedule: Rural-Agriculture Zone Review*

#### Report By:

Council Planning Consultant (SMC) Damian Mackey

## ATTACHMENT

Pinion Advisory – Proposal, 6 May 2022

## PURPOSE

The purpose of this report is to confirm the engagement of an independent agricultural consultant to undertake a review of Council's methodology in allocating the Rural and Agriculture Zones in the Central Highlands Draft Local Provisions Schedule.

## TASMANIAN PLANNING COMMISSION DIRECTIVE

The Tasmanian Planning Commission has formally directed Council to engage a suitably qualified independent consultant to review its methodology in allocating the Rural and Agriculture Zones in the Central Highlands Draft Local Provisions Schedule.

During the first week of May, most of the hearings were conducted by the Commission, however the Rural-Agriculture Zone hearing was postponed until Council provides this review.

Project proposals, including timeframes and costs estimates, were sought from two companies considered capable of undertaking this kind of work.

It is recommended that the attached proposal from Pinion Advisory be accepted, based on cost effectiveness and timeliness. Pinion is also well-versed in this area, having undertaken similar reviews for other Tasmanian councils and has presented these outcomes at the Planning Commission hearings. The alternative company's cost estimate was higher and their timeframe twice as long.

The cost estimate is \$20,800, plus another \$3,200 if field-checking is necessary.

**RECOMMENDATION:****Moved:** Clr**Seconded:** Clr

**THAT** Council accept the proposal from Pinion Advisory, dated 6 May 2022, for the review of Council's methodology in allocating the Rural and Agriculture Zones in the Central Highlands Draft Local Provisions Schedule, as directed by the Tasmanian Planning Commission.

## 15.7 DEVELOPMENT AND ENVIRONMENTAL SERVICES FEES AND CHARGES REGISTER REVIEW

The annual review of the planning, building, plumbing and environmental health fees has been undertaken by the relevant staff.

The fees and charges schedule below provides all current items and the proposed fees for the 2022/2023 financial year.

### Fees & Charges Register 2022/2023

<b>BUILDING</b>	<b>Current</b>	<b>Proposed</b>
Building Permit (Class 1) *	\$210.00	\$220.00
Building Permit (Class 10) *	\$160.00	\$170.00
Building Permit Commercial (Classes 2 – 9) *	\$210.00	\$220.00
Notifiable Building Work (Class 1) *	\$160.00	\$165.00
Notifiable Building Work (Class 10) *	\$85.00	\$90.00
Notifiable Building Work (Class 2-9) *	\$160.00	\$170.00
Building Permit (Demolition Only) - All Building Classes * (As prescribed by Part 13 of the Building Act 2016)	\$160.00	\$170.00
Staged Building Permit *	\$110.00 / Stage in addition to Permit Authority Fee	\$120.00 / Stage in addition to Permit Authority Fee
Permit of Substantial Compliance - All Building Classes *	Applicable Building Permit Fee (by Class) plus 100%	Applicable Building Permit Fee (by Class) plus 100%
Building Permit (Extension of Time) – 1 <sup>st</sup> year	\$160.00	\$180.00
Building Permit (Extension of Time) – each year after 1 <sup>st</sup> extension	\$310.00	\$320.00
Building Permit (Amendment to Permit)	\$130.00	\$140.00
Building Plan - Search / Copy Fee	\$25.00	\$30.00
Supplementary Inspection Fee (re-inspection)	\$210.00 per inspection	\$220.00 per inspection

<b>Plumbing</b>	<b>Current</b>	<b>Proposed</b>
Permit Authority Assessment (Class 1 building not including onsite wastewater) Application fee, Certificate of Likely Compliance, compliance inspections & issuing of completion certificate	\$360.00	\$370.00
Permit Authority Assessment (Class 10 building not including onsite wastewater)	\$310.00	\$320.00

Application fee, Certificate of Likely Compliance, compliance inspections & issuing of completion certificate		
Permit Authority Assessment (New Dwelling / Outbuilding with Sanitary Fixtures inc onsite wastewater) <i>Application fee, Certificate of Likely Compliance, compliance inspections &amp; issuing of completion certificate</i>	\$510.00	\$520.00
Permit Authority Assessment (Installation of onsite wastewater management system or upgrade of existing onsite wastewater management system) Application fee, Certificate of Likely Compliance, compliance inspections & issuing of completion certificates	\$460.00	\$470.00
Permit Authority Assessment (Class 10) – stormwater only	\$160.00	\$170.00
Permit Authority Assessment Commercial (Classes 2 – 9 not including onsite wastewater) Application fee, compliance inspections & issuing of completion certificate	\$515.00	\$525.00
Permit Authority Assessment Commercial (Classes 2-9) – including onsite wastewater Application fee, compliance inspections & issuing of completion certificate	\$665.00	\$675.00
Additional inspection required as a result of a Plumbing Inspection Direction	\$110.00	\$120.00
Illegal plumbing work	Applicable Plumbing Permit fee (by Class) plus 100%	Applicable Plumbing Permit fee (by Class) plus 100%
Notifiable Plumbing work as prescribed by Part 9 of the Building Act 2016	\$305.00	\$315.00
Amendment to special plumbing permit issued in accordance with the Building Act 2000 or a Plumbing Permit issued in accordance with the Building Act 2000 or Building Act 2016	\$115.00	\$120.00

Building Surveying	Current	Proposed
Certificate of Likely Compliance (Class 1) – New Building <i>Application fee, Certificate of Likely Compliance, assessment, compliance inspections &amp; issuing of Occupancy &amp; Final Inspection Certificates</i>	\$590.00	Remove. No longer providing this service
Certificate of Likely Compliance (Class 1) – Extension / Alteration <i>Application fee, Certificate of Likely Compliance, assessment, compliance inspections &amp; issuing of Occupancy &amp; Final Inspection Certificates</i>	\$470.00	Remove. No longer providing this service
Certificate of Likely Compliance (Class 10) – New Building <i>Application fee, Certificate of Likely Compliance, assessment, compliance inspections &amp; issuing of Final Inspection Certificate</i>	\$360.00	Remove. No longer providing this service
Certificate of Likely Compliance (Class 10) – Extension / Alteration <i>Application fee, Certificate of Likely Compliance, assessment, compliance inspections &amp; issuing of Final Inspection Certificate</i>	\$310.00	Remove. No longer providing this service

Certificate of Likely Compliance (Class 1) – Notifiable Work <i>Application fee, Certificate of Likely Compliance, assessment, compliance inspections &amp; issuing of Certificate of Final Inspection</i>	\$470.00	Remove. No longer providing this service
Certificate of Likely Compliance (Class 10) – Notifiable Work <i>Application fee, Certificate of Likely Compliance, assessment, compliance inspections &amp; issuing of Certificate of Final Inspection</i>	\$310.00	Remove. No longer providing this service
Supplementary Inspection Fee (re-inspection)	\$210.00 per inspection	Moved to Building Section.

**\* For building work with a value of work greater than \$20,000 the TBCITB Training Levy (0.2% of the value of work) and Building Administration Levy (0.1% of the value of work) is applicable in addition to Council fees.**

Description	Current	Proposed
<b>Planning</b>		
<b>Permitted Development</b>		
All Permitted Development	\$120.00 min & \$1.10 per \$1000 where value of works > \$10,000 with a maximum of \$30,000	\$120.00 min & \$1.10 per \$1000 where value of works > \$10,000 <del>with a maximum of \$30,000</del> *
<b>No Permit Required Compliance Fee</b>		
Planning Certification (where developer wants formal assessment of no permit required works or exempt)	\$90.00	\$90.00
<b>Discretionary Development</b>		
Discretionary Development	\$195.00 min & \$1.10 per \$1000 where value of works > \$10,000 with a maximum of \$30,000	\$195.00 min & \$1.10 per \$1000 where value of works > \$10,000 <del>with a maximum of \$30,000</del>
Application for Level 2 Activities	\$600.00 min & 1.10 per \$1000 where value of works > \$10,000 with a maximum of \$30,000	\$600.00 min & 1.10 per \$1000 where value of works > \$10,000 <del>with a maximum of \$30,000</del> *
Statutory Advertising	\$310.00	\$310.00
<b>Subdivision</b>		
Application for Subdivision or Boundary Adjustment	\$55/lot (minimum fee \$435.00)	\$55/lot (minimum fee \$435.00)
Statutory Advertising	\$310.00	\$310.00
<b>Final Plans</b>		
Sealing Final Plans & Stratum	\$40/lot (minimum fee \$210.00)	\$40/lot (minimum fee \$210.00)
Amendments to Sealed Plans	\$220.00 Plus \$600 if a hearing is required	\$220.00 Plus \$600 if a hearing is required
<b>Other</b>		
Amendments to Permits	\$165.00	\$165.00
Extension of time to Permits	\$110.00	\$110.00
Application for Adhesion Order	\$215.00	\$215.00
Engineering Drawing Assessment Fee	\$320 minimum & 1% value of works	\$320 minimum & 1% value of works
Engineering Inspections	\$130/hour	\$130/hour

<b>Amendments to Planning Scheme</b>		
Assessment of Applicant's Submission	\$805/ minor amendment or \$1605 / all others plus applicable DA/SUB assessment fee for s.43A combined applications	\$805/ minor amendment or \$1605 / all others plus applicable DA/SUB assessment fee for s.43A combined applications
Statutory Advertising & Notification	\$820 per advertisement (2 advertisements required)	\$820 per advertisement (2 advertisements required)
Tasmanian Planning Commission Fee	Current fee as set by the TPC	Current fee as set by the TPC

\* For discussion. Council can remove or increase maximum amount .



Description	Current	Proposed
<b>Environmental Health</b>		
<b>Registration &amp; Licence Fees</b>		
Food Premises application or annual renewal fee		
• Low Risk Premises P3 [1]	\$165.00	\$165.00
• Medium Risk Premises P2 [2]	\$285.00	\$285.00
• High Risk Premises P1 [3]	\$530.00	\$530.00
• Community Organisation	\$30.00	\$30.00
Transfer of Food Business Licence	\$165.00	\$165.00
Mobile Food Van – Annual Fee	\$305.00	\$305.00
Temporary Food Licence –(Commercial) Per Day	\$50.00	\$50.00
Temporary Food Licence –(Community) Flat Fee	\$30.00	\$30.00
Food Sampling (Analysis Extra)	\$125.00	\$125.00
Non-Compliance Follow up Inspection	\$115.00	\$120.00
<b>Water, Wastewater, Environmental</b>		
Private Water Supply Licence & Water Carrier Licence	\$165.00	\$165.00
Non-Compliance Follow up Inspection	\$160.00	\$160.00
Water Sampling Charges (analysis are extra)	\$135.00	\$135.00
Environmental Protection Notices (for updating permits or to abate environmental harm)	\$235.00	\$235.00
<b>Public Health</b>		
Place of Assembly Licence (Temporary Event)	\$125.00	\$125.00
Place of Assembly Licence (Community Organisations)	\$30.00	\$30.00
Registration of Premises for Public Health Risk Activity (E.g. Skin Penetration)	\$135.00	\$135.00
Registration of a Regulated System (E.g. Cooling Towers)	\$135.00	\$135.00
Hawkers Licence, Includes Kerb Side Vendors (residents)	\$75.00	\$75.00
Hawkers Licence (non - residents)	\$100.00	\$100.00
Caravans (per van per annum)	\$165.00	\$165.00
Non-Compliance Follow up Inspection	\$110.00	\$110.00

#### Notes

- 1 Premises are ranked in accordance with a Risk Classification system, low risk include B&B and cafes with no cooking.
- 2 Premises are ranked in accordance with a Risk Classification System, med risk include restaurants.
- 3 Premises are ranked in accordance with a Risk Classification System, high risk include nursing homes; there are no high risk food premises in CHC and if a premises performs well then it may move down a category.

#### RECOMMENDATION:

**Moved:** Clr

**Seconded:** Clr

**THAT** pursuant to Section 205 of the *Local Government Act 1993*, Council resolve to adopt the Development and Environmental Services fees and charges register 2022/2023 and for it to take effect commencing 1 July 2022.

## 15.8 DOG REGISTRATION SCHEDULE OF FEES

In accordance with the Dog Management Policy Council must determine all fees payable under the Dog Control Act 2000. The schedule of fees is to be set annually and is to be in line with the financial year, i.e. 1st July to 30th June.

No increase for 2022/2023 is being proposed.

**Dog Registration Schedule of Fees 2022/2023**

Description	Paid by 31 July 2022	Paid after 31 July 2022
Domestic Dog (Desexed)	\$22.00	\$42.00
Domestic Dog (not Desexed)	\$42.00	\$72.00
Pensioner (1 <sup>st</sup> dog only)	\$12.00	\$22.00
Working Dog (used for the purpose of working farm stock)	\$12.00	\$22.00
Hunting Dog (used to flush game)	\$12.00	\$22.00
Greyhound (TGRA registered)	\$12.00	\$22.00
Registered Breeding Dog (TCA Registered & Dog Owner holding current membership of the TCA)	\$12.00	\$22.00
Special Assistance Dog (Guide Dog / Hearing Dog)	Nil	Nil
Declared Dangerous Dog	\$1000.00	\$1500.00
Kennel Licence Application Fee	\$52.00	
Kennel Licence Renewal Fee	\$32.00	
Impounding Reclaim Fee (First Offence)	\$22.00	
Impounding Reclaim Fee (Subsequent Offences)	\$42.00	
Pound Maintenance Fee	\$12.00 per day	
Replacement Tag (Metal Lifetime Tag)	\$6.00	
Dog Surrender Fee	\$100.00	
Formal Notice of Complaint Fee	\$50.00 (Refundable)	

### RECOMMENDATION:

**Moved:** Clr

**Seconded:** Clr

**THAT** Council adopt the Dog Registration Schedule of Fees 2022/2023.

## 15.9 WTS OPENING HOURS

### Report By:

Graham Rogers (Manager DES)

### Background:

A proposal to standardise the opening days and hours for Council's waste sites was discussed at the March Ordinary Meeting of Council with a decision being deferred until associated costs were available to allow for consideration at Council's budget deliberations.

The proposal is to change the opening hours and days for Council's three waste transfer stations and the refuse disposal site so all sites are open on the same days with generic opening hours. This will remove any confusion to ratepayer and staff once introduced.

The proposal includes retaining the current opening on Monday Public Holidays for the Bronte Park and Miena Waste Transfer Stations but change the hours from 12.00 to 4.00pm.

There will be an increase in the operating hours and wages but with the growing demand for this service in the are it is certainly justified.

### Proposed Opening Hours:

Wednesday – 12.00 to 4.00pm

Saturday – 12.00 to 4.00pm

Sunday – 12.00 to 4.00pm

Monday Public Holidays (Bronte Park & Miena WTS) - 12.00 to 4.00pm.

This will standardise the opening days and hours for all sites all year round.

### Budget Implications:

The budget allocation for the current 2021/2022 Financial year is \$129,000 being made up of \$90,000 for the three waste transfer stations and \$39,000 for the refuse disposal site.

The required budget allocation for the 2022/2022 Financial year with the changes to the operating days and hours will be \$142,460.

### RECOMMENDATION:

**Moved:** Clr

**Seconded:** Clr

### THAT:

1. Commencing 1 July 2022, the operating hours for the Bothwell, Bronte Park & Miena Waste Transfer Stations and the Hamilton Refuse Disposal Site be amended to the following:
  - Wednesday – 12.00 to 4.00pm
  - Saturday – 12.00 to 4.00pm
  - Sunday – 12.00 to 4.00pm
  - Monday Public Holidays (Bronte Park & Miena WTS) - 12.00 to 4.00pm.
2. Funds be allocated in the 2022/2023 budget accordingly.

## 15.10 CAT MANAGEMENT POLICY

Councillor Cassidy has requested that Council consider reviewing our Cat Management Policy, as a Council.

Councillors Cassidy advises that:

For years, before the current Cat Legislation, he has been complaining about cats on his property killing birds and that he takes great enjoyment photographing the various birds that visit his property.

The current Legislation has made Rate Payers and individual property owners de facto Animal Control Officers. We have the least resources and training to deal with this plague.

This means that after a cat is captured, it must be taken within 24 hours to a facility that will accept them, Monday to Friday, which must be prearranged and before 2:00 p.m.

Clr Cassidy believes that as a Council, at least we can provide financial support and grants to agencies who will take on the responsibility of removing cats and that we should review our Cat Management Policy, as a Council. It will do nothing to mitigate the cat problem, by simply regurgitating current Cat Legislation.

### Officer Comments

Council does not have an active role under the *Cat Management Act 2009* in managing and controlling cats in the Central Highlands Local Government Area.

Cat Management is primarily managed by the State Government. Only some Councils have adopted specific bylaws or policies. Central Highlands Council does not have a Cat Management Policy. There is a lot of information on the DPIPW and TassieCat websites, and members of the public are directed to these resources.

Council Officers are not responsible for collecting roaming cats or penalising owners of cats for letting cat's roam.

A person is permitted to trap a cat on their private property provided the trap is checked at least once within every 24-hour period after the trap is set.

Within 24 hours of a cat being trapped, the cat **must** either be:

- Returned to its owner
- Taken to a cat management facility; or
- Taken to a nominee of a cat management facility

Everybody has a responsibility to manage their pets and to prevent them from wandering and causing a nuisance or damage to someone's property.

### FOR DECISION

## 15.11 TASMANIAN HERITAGE COUNCIL NOTIFICATIONS

Council has received "Notification of an Amendment to An Entry in the Tasmanian Heritage Register" for the following properties:

- THR 10, Literary Society Library, 19 Alexander Street Bothwell
- THR 48, Queen's Square War Memoria, Patrick Street Bothwell
- THR 859, Council Chambers and Cottage, 6 Tarleton Street Hamilton

The Tasmanian Heritage Council have advised they have recently completed an extensive work program to improve the location and boundary details of places entered in the Tasmania Heritage Register. The information in the Register now better reflects any changes to property details that have occurred since the place was first entered in the Register.

Copies of the notifications received have been included in the attachments for your information.

### FOR INFORMATION

## 15.12 LANDFILL LEVY UPDATE

### Report By:

Beverley Armstrong (Environmental Health Officer)

### Information:

- Progressing well, however significant work is still occurring.
- Concern from stakeholders about preparedness.
- Thanks from NRE for consultation on the draft regulations.
  - There will be changes as a result of consultation.
  - The changes cannot be divulged at this point.
- Levy Readiness Grants - extended to the 3rd May. Council have applied for a Grant to assist with setting up reporting requirements.
- Key messages -
  - Change for weighbridge operators will be less, not more - monthly report from software
  - Using your own waste categories for the most part (there may be instances where NRE/EPA will have to determine some categories)
  - NRE staff will walk councils through necessary changes and options
  - Non-weighbridge operators will have choice - your own system with monthly reporting template, or, app system with movement records help in a cloud service

Further discussion re the classifications of facilities – unless the facility is processing over 10,000 tonnes it is a class B and will not need to start reporting for another two years. At the moment Hamilton landfill processes approximately 2000 tonnes of waste per year, we may be classed as level b. Watch this space.

### Grant Application:

Council have applied for a grant to help in setting up reporting for the Hamilton Landfill.

A copy of the grant application has been included in the attachments for your information.

## FOR INFORMATION

## 15.13 EXPLOSIVES REGULATIONS

### Report By:

Beverley Armstrong (Environmental Health Officer)

### Information:

The Tasmanian Government is seeking community and stakeholder views on the *Explosives Regulations 2012*, including the framework for the use of fireworks in Tasmania and Tasmania's in-principle agreement in 2018 to the harmonisation of explosives legislation nationally. Stakeholders, including the general public, will be consulted throughout May 2022 as an initial opportunity to provide input into any amendments to the existing Regulations.

Further opportunity for input will be offered to stakeholders once any draft amendments to the Regulations are made.

Should you wish to provide any feedback on the review, please send your comments to me via email by 5:00pm on **Monday 30 May 2022** and I will make a submission.

You can also make your own submission by visiting [http://www.dpac.tas.gov.au/divisions/corporate\\_and\\_governance\\_division/government\\_services/public\\_submissions\\_policy](http://www.dpac.tas.gov.au/divisions/corporate_and_governance_division/government_services/public_submissions_policy).

### RECOMMENDATION:

**Moved:** Clr

**Seconded:** Clr

**THAT** comments be provided to Council's Environmental Health Officer by 5.00pm on Monday 30 May 2022.

## 15.14 SOUTHERN TASMANIA REGIONAL RECYCLING PROCESSING SERVICES: PARTICIPATING COUNCILS DEED

### Report By:

Beverley Armstrong (Environmental Health Officer)

### Background:

- A The City of Hobart, together with 11 other Southern Tasmanian Councils, recently conducted a collaborative tender process to procure a provider of recycling services in Southern Tasmania – specifically services relating to the acceptance, sorting and processing of recyclable waste.
- B The City of Hobart, as lead Council, and on behalf of itself and the other 11 participating Councils, intends to enter into a Services Agreement with the successful tenderer for these recycling services on or around the date of this deed.
- C It is intended that a Joint Authority will be formed in the future in which each of the participating Councils will become members. Once the Joint Authority is established, the intention is that the Services Agreement will be novated from the City of Hobart to the Joint Authority, and thereafter the Joint Authority will manage and administer the Services Agreement on behalf of the Participating Councils.
- D This deed sets out the terms applying to the relationship between the City of Hobart and each other Participating Council in relation to the Services Agreement until the Joint Authority is established, to enable each Participating Council to receive the benefit of the Services to be provided under the Services Agreement.

The recycling tender on behalf of the Southern Tasmania Councils has been finalised, with Cleanaway Pty Ltd the successful tenderer to provide the services for the next 10 years (with a 5 year extension option at Councils discretion) from the MRF in Derwent Park.

The City of Hobart is in the process of finalising the contract. As it is intended that the new Joint Authority (when established) will manage and administer the contract on behalf of the participating councils, as an interim measure the City of Hobart will manage the contract by way of a Deed to enable each participating Council to receive the benefit of the services.

The draft Deed between Council and the City of Hobart has been included in the attachments for review. Generally the standard Gate Fee will be \$129.00 per tonne (ex GST) for the first year (commercial in-confidence).

### RECOMMENDATION:

**Moved:** C/r

**Seconded:** C/r

**THAT** Council accept the Southern Tasmania Regional Recycling Processing Services Participating Councils Deed to allow City of Hobart to manage the contract until the Joint Authority is formed and authorise the General Manager to sign the Deed.

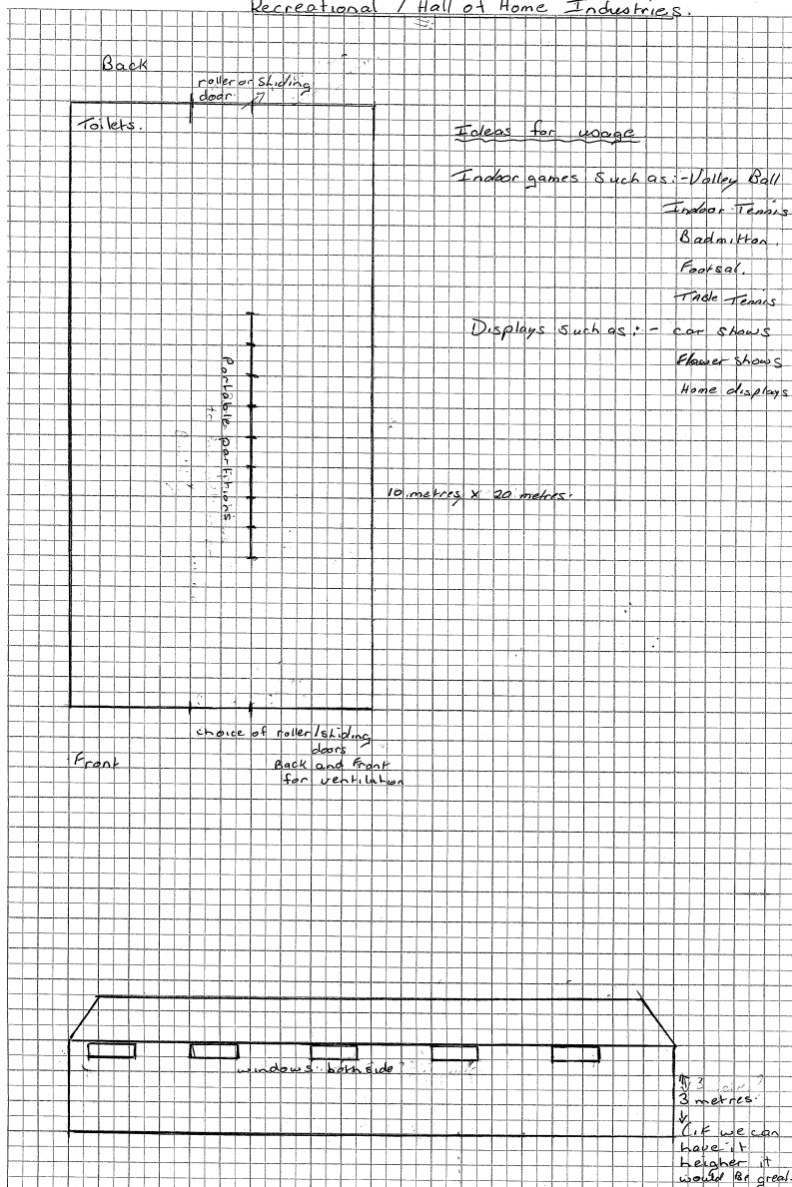
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## 15.15 HAMILTON SHOW GROUND

The Hamilton Show Committee members attend the March and April Council meeting requesting that Council consider applying for grant funding to build a new Hall of Industry Building at the Hamilton Show Grounds in the 22/23 financial year:



### Recreational / Hall of Home Industries.



**RECOMMENDATION:****Moved:** Clr**Seconded:** Clr

1. **THAT** the Development and Environmental Service Manager prepare building plans, develop a schedule of works and prepare a detailed budget so that Council can apply for grant funding to build a new Hall of Industry Building at the Hamilton Show Grounds.
2. **THAT** Council allocate \$60,000 in the 22/23 capital works budget to support a grant funding application to build a new Hall of Industry Building at the Hamilton Show Grounds.

## 15.16 REQUEST FOR LANDOWNER CONSENT TO LODGE DEVELOPMENT APPLICATION : WADDAMANA ROAD, WADDAMANA

(Supporting Documents – Separate Attachment)

**Report by**

Graham Rogers (Manager, DES)

**Background**

Council has received a Planning Application from Hydro Tasmania for a bus and oversized vehicle gravel parking bay, asphalt apron from entrance to Waddamana Heritage Site and traffic signage on the Council road reserve at Waddamana.

In accordance with Section 52(1B) of the *Land Use Planning and Approvals act 1993*, written consent is required from Council, as owner of the land.

**Legislative Considerations**

Section 52 (B) of the *Land Use Planning and Approvals Act 1993* provides the following:

*(1B) If land in respect of which an application for a permit is required is Crown land, within the meaning of the Crown Lands Act 1976, is owned by a council or is administered or owned by the Crown or a council and a planning scheme does not provide otherwise, the application must –*

*(a) be signed by the Minister of the Crown responsible for the administration of the land or by the general manager of the council; and*

*(b) be accompanied by the written permission of that Minister or general manager to the making of the application.*

**Conclusion**

Permission is therefore required from Council as landowner for a Development Application to be lodged for development on Council owned land (road reserve).

Providing landowner consent does not indicate Council has made a decision on the application and if Council agrees to provide landowner consent for the Development application it would proceed through the usual planning process.

A copy of the application and proposal plans have been included in the attachments.



**RECOMMENDATION:****Moved:** Clr**Seconded:** Clr

**THAT** Council agree to provide landowner consent for the lodgement of a Development Application under Section 52 (1B) of the *Land Use Planning and Approvals Act 1993* for a bus and oversized vehicle gravel parking bay, asphalt apron from the entrance to the Waddamana Heritage Site and traffic signage at Waddamana Road, Waddamana; and

**THAT** the General Manager be authorised to sign the landowner consent.

**15.17 DES BRIEFING REPORT****PLANNING PERMITS ISSUED UNDER DELEGATION**

The following planning permits have been issued under delegation during the past month.

**NO PERMIT REQUIRED**

DA NO.	APPLICANT	LOCATION	PROPOSAL
2022 / 00031	A J Kent	47 Fleming Drive, Miena	Outbuilding
2022 / 00037	Design To Live Pty Ltd	26A Arthurs Lake Road, Wilburville	Outbuilding
2022 / 00040	L Smith	5 Pauciflora Drive, London Lakes	Dwelling Additions & Alterations

**PERMITTED USE**

DA NO.	APPLICANT	LOCATION	PROPOSAL
2022 / 00028	R C Belcher	1 Boomer Road, Hamilton	Shed
2022 / 00039	B A Watt	6 Fourth Street, Wayatinah	Change of Use to Visitor Accommodation

**DISCRETIONARY USE**

DA NO.	APPLICANT	LOCATION	PROPOSAL
2022 / 00015	W P Dexter	36 High Street, Bothwell	Replacement Roof & Cladding
2022 / 00021	Smeekes Drafting	Marked Tree Road, Hamilton (CT 171934/1)	Dwelling & Outbuilding
2022 / 00022	C Ellis	Tunbridge Tier Road, Interlaken (CT 171405/3 & 4)	Dwelling, Outbuildings (2) & PV Ground Array
2022 / 00023	S C P Josey	27 Holmes Road, Ellendale	Ancillary Dwelling
2022 / 00024	Pettit Designs	1 Headlam Road North, Reynolds Neck	Demolition & Addition
2022 / 00002	Smeekes Drafting	1910 Tunbridge Tier Road, Interlaken	Dwelling and Outbuilding
2021 / 00073	I Cooper	6485 Lyell Highway, Ouse	Outbuilding & Bond Store

## ANIMAL CONTROL

### IMPOUNDED DOGS

Two Kelpie Cross dogs were found at Strickland and were impounded on 6 April 2022. Owner unknown and neither dog was microchipped. Dogs unclaimed and taken to the Dogs Home on 12 April 2022.

### STATISTICS AS OF 11 MAY 2022

#### **Registrations**

Total Number of Dogs Registered in 2020/2021 Financial Year – 978

2021/2022 renewal have been issued.

- Number of Dogs Currently Registered - 930
- Number of Dogs Pending Re-Registration – 29

#### **Kennel Licences**

Total Number of Kennel Licences Issued for 2020/2021 Financial Year – 29

2021/2022 Renewal have been Issued.

- Number of Licences Issued –30
- Number of Licences Pending – 0

## 16.0 WORKS & SERVICES

Moved: Clr

Seconded: Clr

**THAT** the Works & Services Report be received.

### WORKS & SERVICES REPORT

10 May 2022

<b>Grading &amp; Sheeting</b>	Fourteen Mile Road, Waddamana Road, Dennistoun Road, Mark Tree Road
<b>Maintenance Grading</b>	Dry Poles Road
<b>Potholing / shouldering</b>	Weasel Plains Road, Dennistoun Road, Thousand Acre Lane, Strickland Road, Bashan Road
<b>Spraying:</b>	
<b>Culverts / Drainage:</b>	<ul style="list-style-type: none"> <li>• Clean culverts Pelham Road</li> <li>• Clean culverts Dennistoun Road</li> <li>• Drainage Boomer Road</li> <li>• Clean culverts Thousand Acre Lane</li> <li>• Clean culverts Mark Tree Road</li> </ul>
<b>Occupational Health and safety</b>	<ul style="list-style-type: none"> <li>• Monthly Toolbox Meetings</li> <li>• Day to day JSA and daily prestart check lists completed</li> <li>• Monthly workplace inspections completed</li> <li>• Playground inspections</li> <li>• 160hrs Annual Leave taken</li> <li>• 25.5hrs Sick Leave taken</li> <li>• 152hrs Long Service Leave</li> <li>• 0 days pandemic leave</li> </ul>

<b>Bridges:</b>	<ul style="list-style-type: none"> <li>• Remove willows and Cumbungi from Andrew Bridge to help water flow</li> </ul>
<b>Refuse / recycling sites:</b>	<ul style="list-style-type: none"> <li>• Cover Hamilton Tip twice weekly</li> </ul>
<b>Other:</b>	<ul style="list-style-type: none"> <li>• Storm water extension Ellendale</li> <li>• Set up and prepare for ANZAC Day services</li> <li>• Conduct bulky rubbish runs</li> <li>• Cleaning drains and leaves Bothwell, Hamilton and Ouse</li> <li>• Cold mix holes Ellendale Road and Curlys Lane</li> <li>• Pick up roadside litter Pelham Road</li> <li>• Cold mix holes Hamilton township</li> <li>• Drains Wayatinah</li> <li>• Install signs Ellendale Road</li> <li>• Install Information signs Gretna War memorial</li> <li>• Dig Offal pit Hamilton Landfill site</li> <li>• Maintain Council house</li> <li>• Build flagpole Westerway war memorial</li> <li>• Pick up rubbish Strickland Road</li> </ul>
<b>Slashing:</b>	<ul style="list-style-type: none"> <li>• Old Mans Head Road</li> <li>• Ellendale Road storm water extension</li> <li>• Ransleys Road</li> <li>• Rayners Road</li> <li>• Wiggs Road</li> <li>• McCullums Road</li> </ul>
<b>Municipal Town Maintenance:</b>	<ul style="list-style-type: none"> <li>• Collection of town rubbish twice weekly</li> <li>• Maintenance of parks, cemetery, recreation ground and Caravan Park.</li> <li>• Cleaning of public toilets, gutters, drains and footpaths.</li> <li>• Collection of rubbish twice weekly</li> <li>• Cleaning of toilets and public facilities</li> <li>• General maintenance</li> <li>• Mowing of towns and parks</li> <li>• Town Drainage</li> </ul>
<b>Buildings:</b>	<ul style="list-style-type: none"> <li>• New toilets installed at Bethune Park</li> </ul>
<b>Plant:</b>	<ul style="list-style-type: none"> <li>• PM705 Mack Truck (H) repairs to radiator</li> <li>• PM733 Komatsu grader (H) serviced</li> <li>• PM613 Loader puncture repairs</li> <li>• PM620 Dog trailer new tyres</li> <li>• PM726 John Deer tractor welding repairs</li> <li>• PM785 Mitsubishi Triton (H) service</li> <li>• PM756 Kenworth truck</li> <li>• PM774 Cat grader new relay and compressor air line</li> <li>• PM709 Cat loader (B) new batteries</li> </ul>
<b>Private Works:</b>	<ul style="list-style-type: none"> <li>• Joey Triffett concrete pre mix</li> <li>• Greg Oates truck and float hire</li> <li>• Kelvin Triffett truck hire</li> <li>• David Eccles water delivery</li> <li>• Ramsey Agriculture concrete premix</li> <li>• Sutcliffe contracting gravel</li> <li>• Hills Construction gravel</li> <li>• Tash Lewis water delivery</li> </ul>

- Ian Rigby water delivery
- Michelle Cross water delivery

### Casuals

- Toilets, rubbish and Hobart
- Hamilton general duties

### Program for next 4 weeks

- Install tables Hamilton Park and Platypus walk
- Slashing of Municipal Roads
- Sewage extension Bothwell
- Grading and sheeting Municipal Roads
- AWC to finish remedial works Pelham land slip

## 16.1 SEALING OF THE SECTION OF ROAD TO WOODS LAKE WHICH PASSES THE MORASS BAY SHACKS

Council have received a letter on behalf of the shack owners of Morass Bay, Arthurs Lake requesting that Council once again consider the sealing of the last 1,25km of road to be sealed from the last sealed section at the Arthurs Lake Dam wall to the last shack on the Arthurs Lake Road towards Woods Lake. This request was sent to Council last year with Council responding that Council may consider this in this year's budget.

The main concern from residents is their quality of water supply from contamination with dust from the road with approximately 50 cars towing boat trailers daily in the summertime.

The last section to be sealed to the dam wall on Arthurs Lake was back in 2017 this was for 1.1km and the tenders' prices that were received by Council varied from \$373,000 to \$200,000

Although this may be an option to seal the remaining section of this road to Councils Boundary in the future, but with the already large capital works program for next year and the continuation of sealing Thousand Acre Lane to the Lyell Highway, Council may want to continue to prioritise these works and not start any more sealing of unsealed roads as already previously spoken about.

### FOR DISCUSSION

## 16.2 BETHUNE PARK NEW TOILETS



## 17.0 ADMINISTRATION

### 17.1 REMISSIONS UNDER DELEGATION

The General Manager has granted the following remission under delegation:

01-0864-03492	\$17.30	Penalty on property sold
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#### RECOMMENDATION:

**Moved:** Clr

**Seconded:** Clr

That the remission under delegation be noted.

### 17.2 ANZAC DAY COMMITTEE

Clr Poore has requested that Council consider forming an Anzac Day Committee comprising councillors and relevant staff to discuss arrangements for Council Anzac Day Services, road closures and catering associated with the event.

#### FOR DISCUSSION

## 17.3 SOUTHERN TASMANIAN REGIONAL WASTE AUTHORITY

### 1. Report Purpose and Community Benefit

- 1.1. The purpose of this report is to provide an update on the creation of the new Joint Authority (with other Southern Tasmanian Councils) to form the Southern Tasmanian Regional Waste Authority and to advise of the public consultation process undertaken.

### 2. Report Summary

- 2.1. The Council at its meeting of 15 February 2022, authorised the General Manager to undertake all necessary actions to progress the establishment of the new Joint Authority in accordance with Sections 30, 31, 32 and 33 of the *Local Government Act 1993*.
- 2.2. *The Local Government Act 1993* includes a requirement to undertake public consultation as a part of the process to establish the new Joint Authority. The consultation was undertaken during the period 25 March 2022 to 17 April 2022.
- 2.3. No submissions were received during the public consultation period, and no amendments to the draft rules are proposed.
- 2.4. The next steps in the statutory process are for the Director of Local Government to be given certification that the rules have been made in accordance with the Act, and for each participating Council to complete its final certification process approving the rules.
- 2.5. The final action to complete the process is to have the rules gazetted, which can occur after each Council has provided their certification.

### 3. Background

- 3.1. The Council has earlier resolved to work with the 12 Southern Tasmanian Councils to establish a new Joint Authority. A copy of the draft rules for the proposed Joint Authority have been considered and it was resolved to authorise the General Manager to undertake the required statutory processes to enable the establishment of the Joint Authority.
- 3.2. One component of the process is to undertake a public consultation process. This was conducted, calling for submissions using the Hobart City's 'Your Say' platform, commencing 25 March 2022 and closing 17 April 2022.
- 3.3. Section 32(1) of the *Local Government Act 1993* requires that after considering any submissions lodged and making any alterations to the proposed rules of a proposed single authority or joint authority, a council may approve the proposed rules.
- 3.4. No submissions were received. As no submissions were received through the public consultation process, no alterations to the rules are proposed.
- 3.5. To summarise the extensive process for establishing a new Joint Authority, the following steps have been now been undertaken:
  - The Council resolution to establish the Authority, this was completed on 17 August 2021;
  - Publishing a notice of the intent to establish the Authority, providing details and inviting submissions, this was undertaken during the period 25 March to 19 April 2022;
  - The provision of copies of the notice to the Director Local Government and the public;
  - Consideration of submissions received and inclusion of any adjustments required. No submissions received as such no adjustments proposed.

The final steps of this process are to:

- Provide final approval of the draft rules (the subject of this report);
- Certification of the rules by a legal practitioner – Page Seager has indicated that they are prepared to provide this certification;
- Provision of a notice of the establishment of the Authority in the Government Gazette.

### 4. Proposal and Implementation

- 4.1. It is proposed the outcome of the public consultation process be noted, that the draft rules of the new Southern Tasmanian Regional Waste Authority be approved and the process associated with the establishment of the Joint Authority be progressed.
- 4.2. Once established, arrangements will be made for the appointment of the inaugural Chief Executive Officer, who will convene the inaugural STRWA Local Government Forum to enable the election and appointment of the new Board.

### 5. Financial Implications

#### 5.1. Funding Source and Impact on Current Year Operating Result

- 5.1.1. As noted in previous reports, a commitment has been provided by the State Government to allocate a portion of the new waste levy to the region.

This allocation is expected to cover costs associated with the operation of the new Joint Authority, with the Council funding the initial establishment period.

## 5.2. Impact on Future Years' Financial Result

- 5.2.1. It is anticipated that the State Government allocation of the portion of the new waste levy will meet all future operational costs of the new Joint Authority.

## 6. Legal, Risk and Legislative Considerations

- 6.1. The *Local Government Act 1993* provides the ability for the establishment of a single or a Joint Authority.
- 6.2. Advice has been obtained from Page Seager Lawyers in relation to the process for the establishment of a Joint Authority, the drafting of the rules and also the ACCC approval process to undertake a joint procurement process.

## 7. Marketing and Media

- 7.1. At the appropriate time, announcement and promotion of the new Joint Authority will be undertaken with LGAT and member Councils.

## 8. Community and Stakeholder Engagement

- 8.1. As a requirement of the statutory process, the draft rules of the proposed Joint Authority were required to be publicly advertised for comment. The rules were advertised on the Hobart City's 'Your Say' community engagement platform inviting submissions, commencing 25 March 2022 and closing 17 April 2022. No submissions were received from this community engagement process.

### RECOMMENDATION:

**Moved:** Clr

**Seconded:** Clr

### THAT:

1. The Council notes that no submissions were received during the public consultation process undertaken as a component of the establishment of the Southern Tasmanian Regional Waste Authority.
2. The proposed rules of the Southern Tasmanian Regional Waste Authority, as notified in accordance with Section 31 of the Local Government Act 1993, be approved.
3. The General Manager be authorised to undertake all necessary actions to enable the establishment of the new Joint Authority in accordance with the Local Government Act 1993, including providing certification to the Director of Local Government that the rules have been made in accordance with the Act.

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## 17.4 LGAT AGM

Dion Lester, CEO of LGAT has advised that the LGAT Annual General Meeting to be held on 1 July 2022 will now be changed from a Zoom meeting to a face to face meeting. Council motions are to be submitted by 3 June 2022. There will be two presentations:  
Elected representative workplace health & safety review

Update from Director of Local Government.

It is proposed to hold the Elected Representatives weekend (postponed from February) as a single day event on 2 July 2022. LGAT will forward through further details shortly.

### FOR INFORMATION

## 17.5 POLICY NO 2016- 43 PAYMENT OF COUNCILLORS EXPENSES AND PROVISION OF FACILITIES POLICY

At the April Council Meeting, Council agreed to review Policy No 2016- 43 Payment of Councillors Expenses & Provision of Facilities Policy.

Councillor Expenses Regulation 43 enables councillors to be reimbursed for reasonable expenses in relation to telephone and internet usage, travelling, stationary and office supplies, and 'the care of any person who is dependent on the councillor and who requires the care while the councillor is carrying out his or her duties or functions as a councillor', in accordance with the council's policy under Schedule 5 of the Act.

Australian Taxation Office figures: The rate is: 72 cents per km for 2021–22

<https://www.ato.gov.au/Business/Income-and-deductions-for-business/Deductions/Deductions-for-motor-vehicle-expenses/Cents-per-kilometre-method/>

In January 2022 the allowance in Policy No 2016- 43 Payment of Councillors Expenses & Provision of Facilities Policy was increased from 0.78 cents to 0.88 cents.

### FOR DECISION

## 17.6 LEGACY 100 CENTENARY OF SERVICE 1923 - 2023

At the April Council Meeting, Council agreed to provide a donation of \$1000.00 towards the Legacy 100 Centenary of Service 1923 – 2023.

In 2023 Legacy will commemorate 100 years of voluntary service to the families of Defence Force personnel who died or have lost their health as result of their military service. Across the nation, Australians will be given the opportunity to acknowledge this proud milestone in Legacy's history.

Legacy is particularly significant in Tasmanian as one of the two founding fathers of Legacy, Sir John Gellibrand, was born in Ouse.

There will be significant commemorative projects across Australia beginning in late 2022 to 2024.

Many Australian's recognise the symbol of Legacy – its Torch and Wreath of Laurel. The Torch signifies the undying flame of service and sacrifice of those who gave their lives for Australia. The Wreath of Laurel with its points inverted is the symbol of our remembrance of them.

One significant project to commemorate the Centenary will be the national release of a new cultivar of the plant genus Grevillea. Grevillea 'LegacyFlame' has been specifically chosen to resonate with the symbology of the Torch as it has an abundance of long flowering red/orange flower spikes.

Hobart Legacy has carriage of this national project and the official launch of the Grevillea will be in Hobart in early 2023.





G. 'LegacyFlame' is easy care, water wise, small in size, beautifully coloured, bird attracting and will grow across most of Australia's plant hardiness zones. The cultivar is being developed in New South Wales by Bywong Nursery, experts in the development of Grevillea cultivars.

Propagation continues with tube stock arriving in wholesale nurseries in Victoria (Greenhills Propagation Nursery, Tynong, Victoria) and Westland Nurseries, Seven Mile Beach, Tasmania). The process of developing tube stock to propagation partners to wholesale growers around Australia is approximately 18 months (but may vary markedly between states). By Spring of 2022, all states bar Northern Territory will be receiving tube stock from propagators. We will be encouraging all Legacy Clubs across Australia (bar NT) to approach their major Councils in relation to purchasing our Grevillea.

We are currently going through the process of Plant Breeders Rights (PBR) which will ratify the name and protect the plant once it is in circulation (i.e. no other nursery is allowed to lawfully grow and distribute G. 'LegacyFlame').

In March 2021 we approached Angus Stewart, seeking his support at our proposed national launch in Hobart in March 2023. Angus is a well-known Australian horticulturist who now lives in Tasmania. He has been in the industry over 40 years and worked on Gardening Australia for many years. Furthermore, he has worked with both Bywong and Westland Nurseries. We were delighted he said yes.

In May 2021, we approached Gill Lomas, Executive Producer, Gardening Australia, asking if our Grevillea could be launched nationally from Hobart in March 2023. Ms Lomas indicated some interest and we are now following this up by approaching the Chair of the ABC, Ita Buttrose.

In preparation for the launch we are delighted that Mark Van der Staay, Director of Westland Nurseries has agreed to grow and sponsor 200 mature plants for the launch. They are the wholesale propagators for the whole of Tasmania. These plants will provide a significant, colourful and beautiful backdrop to many of our 2023 activities: at the official launch, at the Cenotaph, Legacy Park, Tasmanian Museum and Art Gallery, St David's Cathedral, Government House, etc.

The development of the Grevillea is for three reasons:

3. to give people the opportunity to thank Legacy by the purchase of the plant/s
4. to increase awareness of the work of Legacy
5. to raise money for Legacy's core business. The royalty to Legacy is 80 cents and that will be directed to the Legacy Clubs in the state where they plants are sold to help them continue their work.

Hobart Legacy is now approaching Tasmanian Councils, RSL's, Botanical Gardens, schools etc. asking if they would consider inclusion of G. 'LegacyFlame' in planting programs in 2022-2023 and 2023-2024.

For Councils, we are suggesting 250 plants for each year (i.e. total of 500 plants over 2 years). Plant spacing is approx. 2 per square metre. Wholesale cost to councils per plant is \$11.60 per 140mm pot.

When planted in mass they will make a beautiful show.

Our purpose in approaching you now relates to propagation/growing timeframes. Westland Nurseries needs to commence its propagation program over the next 6 months to guarantee that our Grevillea will be ready for early 2023. Therefore, we are seeking pledges to purchase the Grevillea now. We would love to see Tasmania ablaze with G. 'LegacyFlame'.

We are hoping that with your help this will become a reality. Of course, past our Centenary, we will continue to market our Grevillea so it can continue to assist Legacy's core work into the future

For additional information please contact Suzanne Curry, National Project Coordinator for this project on 0428 853 557, email [suzannecurrydesigns@gmail.com](mailto:suzannecurrydesigns@gmail.com).

#### RECOMMENDATION:

**Moved:** Clr

**Seconded:** Clr

**THAT** Council provide a community donation to Hobart Legacy of \$1000.00 towards the Legacy 100 Centenary of Service 1923 – 2023.

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### 17.7 REQUEST FOR RATES REMISSION

Letter received from rate payer's niece on behalf of property owner 01-0838-02982 Meadow Bank Road Meadow Bank.

The niece states in the letter that her uncle currently pays a fee in his rates which allows him access to waste transfer stations within the Central Highlands Municipality.

Derwent Valley Council has allocated the ratepayer two wheelie bins, which are collected and they invoice him for these and have continued to do so for the 2021/2022 financial year. The rate payer is in his 80's and is unable to attend the waste transfer stations. Council does not provide a door to door service to this property.

Council has remitted the solid waste garbage fee on this property for the last 5 years.

The niece has also if Council will remove the waste fee for the 2022/23 financial year, once again as her uncle will continue to use the bins supplied by the Derwent Valley Council which are being picked-up.

#### RECOMMENDATION:

**Moved:** Clr

**Seconded:** Clr

1. **THAT** Council remit the Solid Waste Garbage Fee of \$162.00 on property 01-0838-02982 for the 2021 / 2022 financial year, and
2. **THAT** Council remit the Solid Waste Garbage Fee for property 01-0838-02982 for the 2022 / 2023 financial year.

## 17.8 TELSTRA PAYPHONE INTERLAKEN TASMANIA

Council received an email from Lewis Whitehead on Tuesday, 26 April 2022 9:29 AM stating the following:

*“Dear Councillors*

*I am writing to you regarding the fact that the locality of Interlaken, Tasmania does not have access to a Telstra Payphone and experiences very poor mobile phone reception in this locality. Not everybody carries or has access to a mobile phone at all times either.*

*Telstra has a Universal Service Obligation (USO) to ensure standard telephone services (STS) and payphones are reasonably accessible to all people in Australia on an equitable basis, wherever they work or live.*

*The nearest payphones to Interlaken are located at either Oatlands or Jericho.*

*On 2 August 2021 Telstra announced all payphones will be made entirely free to use for calls and text messages within Australia by 1st of October.*

*This means more people can contact others when required and provide access to vulnerable members of our community such as the homeless, low income or victims of domestic violence etc.*

*I'm calling on Council to request Telstra to install a new Payphone somewhere accessible in Interlaken (Perhaps at the Lake Sorrell Campgrounds, along Interlaken Rd or Laycock Dr).*

*Telstra however will only accept payphone requests under the following criteria*

- (a) 5 or more individuals who would be directly affected by the operation of the payphone;*
- (b) 100 or more individuals who reside in the vicinity of the payphone site or have otherwise demonstrated an interest in the proposed payphone;*
- (c) The local government body responsible for that area that is the subject of your request; or*
- (d) An authority or institution of the State or Territory for the area that is the subject of your request.*

*This is why I need your help to propose this outcome for your community.*

*Please let me know if you have any questions regarding this proposal.*

*To contact Telstra regarding this matter please email [payphone.solutions@team.telstra.com](mailto:payphone.solutions@team.telstra.com) or phone 1800011433.”*

Telstra Smart Payphone

The latest public payphone is the Telstra Smart Payphone. The payphone equipment and enclosures are designed to be functional, robust, easy to use and suited to the environment. The Telstra Smart Payphone features include:

- 6. the capability to send SMS text messages to Australian mobiles;
- 7. a large back-lit screen that displays the number dialled, remaining credit if applicable, and user-friendly prompts;
- 8. visual and/or audible low credit or end of call warnings;
- 9. a hearing aid coupler to assist the hearing impaired; and
- 10. 4 step volume control and easy redial function.

### RECOMMENDATION:

**Moved:** Clr

**Seconded:** Clr

**THAT** Council request Telstra to install a Telstra payphone in the Interlaken area of the Central Highlands to ensure a standard telephone service (STS) is accessible to all people in the Interlaken area.

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## 17.9 LIONS CLUB OF BOTHWELL & DISTRICTS

Correspondence has been received from Mrs Lynne Gardner the Secretary of the Lions Club of Bothwell and Districts stating the following:

*"On behalf of the Bothwell Lions Club, it is with sadness that we wish to advise that we are no longer able to provide the catering service of Morning Tea and Lunch for your Council meetings held bi-monthly at the Bothwell Council Chambers, effective from 1 July 2022.*

*It has been an honour and a pleasure working with the Central Highlands Council and their Members over the past years. Should an occasion or special event arise in the future where our Club may be able to provide you with assistance, please do not hesitate to contact us.*

*Over the next months, it will be our intention to remove our catering equipment from your kitchen. However, should you be interested in hiring this equipment from us for future activities then we would welcome the discussion."*

### RECOMMENDATION:

**Moved:** Clr

**Seconded:** Clr

**THAT** Council agree for the General Manager to write to Lions Club of Bothwell and Districts thanking them for their service to Council.

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## 17.10 HIGHLANDS HEALTHY CONNECT PROJECT 2023

The General Manager received an email from Mrs Tracey Turale the Health Promotion Co-ordinator for the Tasmanian Health Services regarding future funding for the Highlands Healthy Connect Project for 2023.

The Health Promotion Co-ordinator has requested the following budget submission for funding to continue for administration support for the Highlands Healthy Connect Project for 2023.

Health Action Team Central Highlands (HATCH)

Highlands Healthy Connect Project

Administration Position

Amount Requested: \$20,000

(\$10,000 in the 22/23 financial year and \$10,000 in the 23/24 financial year)

### PROJECT DETAILS

Project Start Date: January 2023

Project Completion Date: December 2023

Project Objectives:

Continue to provide administrative support 8 hours per week for the Highlands Healthy Connect Project. The Highlands Healthy Connect project has been funded through Healthy Tasmania from January 2020 and is due to finish in December 2022.

Many of the programs and activities conducted as part of this current project will continue through Ash Cottage without funding after Healthy Tasmania funding has finished. Additional funding will be actively sourced to build on the success of the project.

Administrative support will be required to ensure these programs can continue with the addition of limited funding provided from other sources and project management by the Tasmanian Health Service Health Promotion Coordinator.

The Highlands Healthy Connect Project supports a number of objectives in the Central Highlands Council 'Being well and staying well in the heart of Tasmania' plan 2020-2025.

The Highlands Healthy Connect Project helps to build community leadership and facilitate tailored, community-specific programs that:

11. Reduce smoking;
12. Increase healthy eating especially fruit and vegetables;
13. Reduce alcohol use;
14. Increase physical activity;
15. Reduce stress;
16. Increase use of local facilities.

Over the past few years the Highlands Healthy Connect Project has been targeting healthy eating and physical activity in the Central Highlands. It also connects older people with community activities to decrease social isolation and increase general wellbeing.

The project examines ways to better publicise and increase knowledge of activities taking place in towns and villages across the Central Highlands.

The project has also implemented the Community Education of Available Health Services Project to increase community knowledge and understanding of available health services.

#### **RECOMMENDATION:**

**Moved:** Clr

**Seconded:** Clr

**THAT** Council include \$10,000 in the 22/23 budget and \$10,000 in the 23/24 budget for administration support for the Highlands Healthy Connect Project for 2023.

## 17.11 PREPARING AUSTRALIAN COMMUNITIES PROGRAM GRANT

The Department of Industry, Science, Energy and Resources have advised Council that our application for the Preparing Australian Communities - Local Stream - River Clyde Flood Mapping and Study was successful.

<b>Name of project</b>	River Clyde Flood Mapping and Study
<b>Maximum grant funding amount</b>	\$247,360
<b>Capped amounts per financial year</b>	2021/22, \$202,500, Australian Dollar
	2022/23, \$44,860, Australian Dollar
<b>Total eligible project expenditure</b>	\$247,360

A copy of the grant application is included in the attachments.

The grant covers the following:

The Central Highlands Council flood map for the township of Bothwell was developed over 50 years ago. The town and surrounding district has experienced several large flood events since that time, resulting in, major infrastructure damage, property loss, destruction of crops, loss of livestock, health conditions owing to waterborne diseases and ramifications for the social fabric of the community.

We understand that the Central Highlands Council is seeking to gain a better understanding of flood behaviour, establish the flooding extent, likely water levels, velocities and depths within the study area.

This will inform a revised floodplain management strategy to improve the community's understanding of flood risk and hazard of the River Clyde floodplain and inform emergency response planning and mitigation measures.

It is proposed that Council will work with GDH to achieve the grant outcomes, as GHD prepare the grant application on behalf of Council with input from Councillor Archer and the Deputy General Manager.

GHD have provide Council with a consultancy agreement for the River Clyde Flood Mapping and Study Project. The consultancy agreement fees, services and proposal objective are in line with the Preparing Australian Communities - Local Stream - River Clyde Flood Mapping and Study funding application that was developed by GHD on behalf of Council.

The General Manager would like Councillors to note the following:

Item 4 of Policy 2015-06 tendering and procedures, which states that three written quotations are required, one of which to be from a local business, if applicable for procurement values between \$50,001 to \$249,999.

Policy No. 2016-44 Purchasing and Payments Control Policy states the following: Council will, where it considers it beneficial or desirable, advertise each tender at a minimum in the local regional newspaper. Other advertising may be utilised as considered appropriate. To be advertised on the Council Website. Council to seek at least one tender from a local business, if applicable. for procurement values between \$100,000 to \$249,999.

Item 7 of Policy 2015-06 tendering and procedures states the following regarding exemptions:

### 7. Exemptions

The Regulations provide that Councils must publicly invite tenders for the purchase of goods and services with a value in excess of \$250,000.00 (ex GST).

The Council is committed to encouraging open and effective competition between suppliers with the objective of obtaining value for money and enhancing opportunities for local business.

However, Council may not issue a tender or use a quotation process where the goods and services sought relate to:

- An emergency if, in the opinion of the General Manager, there is insufficient time to invite tenders for the goods or services required in that emergency;
- A contract for goods or services supplied or provided by, or obtained through, an agency of a State or of the Commonwealth;
- A contract for goods or services supplied or provided by another Council, a single authority, a joint authority or the Local Government Association of Tasmania;
- A contract for goods or services in respect of which the Council is exempted under another Act from the requirement to invite a tender;
- A contract for goods or services that is entered into at public auction;
- A contract for insurance entered into through a broker;
- A contract arising when the Council is directed to acquire goods or services due to a claim made under a contract of insurance;
- A contract for goods or services if the Council resolves by absolute majority and states the reasons for the decision, that a satisfactory result would not be achieved by inviting tenders because of –
  - extenuating circumstances; or
  - remoteness of the locality; or
  - the unavailability of competitive or reliable tenderers;
- A contract of employment with a person as an employee of the Council.

Item 8 of Policy 2015-06 tendering and procedures states the following regarding reporting:

#### 8. Reporting

Council will publish in its Annual Report in relation to all tenders valued over \$250,000 (excluding GST) and all contracts for the supply or provision of goods and services valued at or above \$250,000 (excluding GST), awarded or entered in the financial year, including extensions granted:

- A description of the contract;
- The period of the contract;
- The periods of any options for extending the contract;
- The value of any tender awarded or, if a tender was not required, the value of the contract ex. GST;
- The business name of the successful contractor; and
- The business address of the successful contractor.

Where an exemption has been granted from a tender process the following details will be reported in Council's Annual Report:

- A brief description of the reason for not inviting public tenders;
- A description of the goods or services acquired;

- The value of the goods or services acquired; and
- The name of the supplier.

The General Manager will provide Council with a quarterly report of any instance where a purchase of a good or service is made where a public tender or quotation process is not used where an exemption applies from the tender process.

#### **RECOMMENDATION:**

1. **THAT** Council authorise the Deputy General Manager to sign the Preparing Australian Communities - Local Stream - River Clyde Flood Mapping and Study grant agreement on the portal; and
2. **THAT** Council authorise the General Manager to sign the GHD consultancy agreement for the River Clyde Flood Mapping and Study Project, without obtaining three written quotations in accordance with Policy 2015-06 tendering and procedures or without undertaking the public tender process in accordance with Policy No. 2016-44 Purchasing and Payments Control Policy.

### **17.12 COMMUNITY GRANT APPLICATION – MORASS BAY SHACK OWNERS**

The Morass Bay Shack Owners, Arthurs Lake have submitted an application for a community grant of \$483.45 to cover the cost of the Morass Bay defibulator pad and battery maintenance.

#### **What level of community support is there for this project?**

The Morass Bay has at least 40 shacks in the area, who all contributed to the purchase of the Defibulator which is stored outside, attached to the front of the garage at 8 Nielsen Crescent, Morass Bay and is well sign posted from the road. The Defibulator along with a support kit if required is available for public use 24 hours a day and is also on the Ambulance Tasmania Defibulator web page. It has been taken to two separate incidents in the last 12 months. This Defibulator is the closest to Woods Lake.

Does the project involve the community in the delivery of the project?

Taking the Defibulator to St Johns and have the new battery and pads fitted and checking to ensure Battery is not flat and pads are in date ready for use.

#### **How will the project benefit the community or provide a community resource?**

We are hoping it will not be needed but is available for all to use if there is an incident in the area.

#### **Do you anticipate the organisation will apply for funding in future years?**

The Pads have to be changed every 2 years and the battery every 4.

#### **How will you monitor/evaluate the success of this project?**

The Defibulator is ready to be used in the case of an incident. A copy of their application is included in the attachments.

#### **FOR DECISION**

### **17.13 POLICY NO. 2018-53 ASSET MANAGEMENT POLICY**

The previous asset management policy was approved by Council in May 2018.

This policy has been produced to set guidelines for implementing consistent asset management processes throughout the Central Highlands Council.

The policy has been developed to ensure provision is made for the long-term replacement of major assets by:



- Ensuring that Council's services and infrastructure are provided in a sustainable manner, with the appropriate levels of service to residents, visitors and the environment;
- Safeguarding Council assets including physical assets and employees by implementing appropriate asset management strategies and appropriate financial resources for those assets;
- Creating an environment where all Council employees take an integral part in the overall management of Council assets by creating and sustaining an asset management awareness throughout the organisation by training and development;
- Meeting legislative requirements for asset management;
- Ensuring resources and operational capabilities are identified and responsibility for asset management is allocated.

Attached is the policy for Council's adoption.

#### **RECOMMENDATION:**

**Moved:** Clr

**Seconded:** Clr

That Council approve Policy No. 2018-53 asset management policy.

### **17.14 POLICY NO. 2018-55 CODE OF CONDUCT FOR MEMBERS OF THE AUDIT PANEL**

The previous code of conduct for members of the audit panel policy was approved by Council in June 2020.

This code of conduct sets out the standards of behaviour expected of the Central Highland Council's Audit Panel members (members). The standards support the characteristics of good governance outlined in the Good Governance Guide for Local Government in Tasmania (reference below).

As an independent source of scrutiny in the interests of the community, the Audit Panel provides checks and balances on key Council activities and a means of highlighting issues that require strategic attention.

Councillors who are members of the Audit Panel are in a unique position and having an obligation to maintain an Audit Panel perspective in the interests of the community when they discharge their duties as Audit Panel members, ie they must display independence of mind, separate from their role as a Councillor.

In performing their role on the Central Highlands Council's Audit Panel, and in acting in the best interests of the community, all members of the Central Highlands Council Audit Panel commit to the standards within the policy.

Attached is the policy for Council's adoption.

#### **RECOMMENDATION:**

**Moved:** Clr

**Seconded:** Clr

That Council approve Policy No. 2018-55 Code of conduct for members of the audit panel.

### **17.15 POLICY NO. 2020-57 FINANCIAL HARDSHIP ASSISTANCE MODEL POLICY**

The previous financial hardship assistance model policy was approved by Council in June 2021.

The purpose of this policy is to enable Council to provide assistance to community members who are suffering financial hardship by providing an appropriate level of relief from Local Government rates.

This policy applies to ratepayers experiencing genuine and serious financial hardship and needing assistance to meet both their basic needs and their rate payment obligations to Council. It is not intended to be used to maintain financial positions for those who do not need it and are not genuinely impacted by serious financial hardship.

This policy applies only to Council rates and charges levied in accordance with Part 9 – Rates and Charges of the Local Government Act 1993. This policy does not apply to rates or fees collected on behalf of other authorities in accordance with section 88 of the Local Government Act 1993, such as fire service contributions collected pursuant to section 79B of the Fire Service Act 1973.

This policy was developed and implemented during the 2020 COVID-19 coronavirus pandemic that is spreading across the world. To respond to the disease, governments around the world are shutting down social activities and interaction to prevent transmission, which is necessarily causing significant impacts on many economic activities and transactions. As a result, many people have lost jobs, their clients or their business, destroying incomes and spending. Council is determined to assist those most critically impacted by the economic slowdown caused by the pandemic with a robust and fair hardship policy.

Despite this, serious financial hardship can occur at any time, so this policy is designed to address a range of circumstances.

Attached is the policy for Council's adoption.

#### **RECOMMENDATION:**

**Moved:** Clr

**Seconded:** Clr

That Council approve Policy No. 2020-57 financial hardship assistance model policy.

#### **17.16 POLICY NO. 2020-58 COMMERCIAL ADDENDUM TO FINANCIAL HARDSHIP ASSISTANCE MODEL POLICY**

The previous commercial addendum to financial hardship assistance model policy was approved by Council in June 2021.

The Financial Hardship Assistance Policy enables Council to assist community members who are suffering financial hardship by providing an appropriate level of relief from Local Government rates.

An Addendum to the Hardship Policy has been provided to achieve a consistent approach to rates assistance for commercial operators across the municipality.

This Addendum is intended to be supplementary to any other public benefit concessions policy or any other economic relief measure that Council may implement.

The Commercial Addendum applies to commercial/business ratepayers within the Valuer General land use code – 'Commercial' who are experiencing hardship due to the loss of operating revenue or reduced disposable income.

It is not intended to be used to maintain financial positions for those who do not need it and are not genuinely impacted by serious financial hardship.

The principles, as outlined in the Hardship Policy are:

- (1) Consistent, equitable and respectful treatment of all residents and ratepayers that is sensitive to their specific circumstances.
- (2) Maintaining Council's ability to provide essential services to our community through appropriately applied rating.
- (3) Assisting ratepayers who are suffering serious financial hardship, so that they may overcome these circumstances and return to financial stability and contributing equitably to local services.
- (4) Ensuring that those able to contribute to local services continue to do so.
- (5) Minimising the opportunity for misuse, exploitation or fraud by ensuring decisions made to provide special relief or assistance are supported by sufficient evidence.

- (6) Maintaining confidentiality and privacy of applicants and ratepayers, their applications and any information provided.

One additional principle applies to this Commercial Addendum. That is, the principle of proportionality – namely, that any agreed arrangements will take into account both individual and community wide circumstances (such as the COVID-19 pandemic) on commercial ratepayers, with specific regard to their revenue, expenses, and profitability.

Attached is the policy for Council's adoption.

#### **RECOMMENDATION:**

**Moved:** Clr

**Seconded:** Clr

That Council approve Policy No. 2020-58 commercial addendum to financial hardship assistance model policy.

### **17.17 MOTION FROM AUDIT PANEL**

The Audit Panel met on Monday 9 May 2022 and reviewed the statutory financial requirements report, financial reports, risk management register, policy review and business advisory services report.

The business advisory services report undertaken by Mr de Winter from Premium Business Group (PBG) focused on undertaking an internal compliance assessment plan review and provide best practice recommendations in accordance with the Central Highlands Council Internal Compliance Assessment Plan, these findings in the business advisory services report were noted by the Audit Panel at the May meeting.

The following are the key areas of review in the report:

- 1) Corporate | Telephone / Fuel
- 2) Operational | Community Grants
- 3) Corporate | Insurance Coverage- Users/Lessees of Council Facilities
- 4) Operational | Development & Environmental Services
- 5) Corporate | S132 Certificate and S337 Certificates
- 6) Corporate | Legislative Compliance
- 7) Operational | Human Resources recruitment
- 8) Operational and Strategic | Risk Register
- 9) Operational | Human Resources – Policies
- 10) Corporate | WHS – Safe Work Method Statements (SWMS) Review
- 11) Corporate | WHS- Incident reporting

Mr de Winter made the following conclusions and recommendations for each key area:

**1a) Corporate | Telephone (A)** (Undertake the following: randomly select 3 accounts paid and undertake a compliance assessment to ensure all costs are for legitimate Council communications, Investigate any discrepancies or unusual usage, alert management of any identified errors, discrepancies or trends).

#### **Conclusion**

Based on a review of the internet, mobile and phone account service invoices for the period January 2022 through March 2022, we note there appears to be no abnormalities to report. It is noted majority of the invoice charges are fixed in nature; usage charges are generally a very small proportion of total invoices.

#### **Recommendations (PBG)**

Internet, mobile and phone services are constantly evolving. Continue to review internet, mobile and phone services periodically for suitability (cost and usage requirements) of the organisation.

### Action taken to date

In April Council updated its telephone system to a VOIP phone system which is voice over the internet at both offices. The Deputy General Manager will continue to monitor Council's corporate telephone accounts on a monthly basis to ensure all costs are for legitimate Council business, investigate any discrepancies or unusual usage, alert the General Manager of any identified errors, discrepancies or trends.

**1b) Corporate | Fuel (B)** (Undertake the following: randomly select 3 accounts paid and undertake a compliance assessment to ensure all costs are for legitimate Council travel, Investigate any discrepancies or unusual usage, alert management of any identified errors, discrepancies or trends).

### Conclusion

Based on a review of the fuel account invoices for the period November 2021 through January 2022, we note there appears to be no abnormalities to report. Majority of fuel locations are Hamilton (with some exceptions noted below), non-Hamilton fuel locations are explain able and all products booked on fuel accounts are diesel.

### Recommendations (PBG)

No recommendations noted.

### Action taken to date

The Works and Service Manager will continue to monitor Council's corporate fuel accounts on a monthly basis to ensure all costs are for legitimate Council travel, investigate any discrepancies or unusual usage, alert the General Manager of any identified errors, discrepancies or trends.

**2) Operational | Grants** (Undertake the following: select random grants made to ensure that the payment has been authorised by a resolution of Council, Investigate any discrepancies, alert management of any identified errors, discrepancies or trends).

### Conclusion

Based on a review of the grants selected, we note there appears to be no abnormalities to report. Grants (both received and paid) have been applied for using relevant guidelines and application forms where required. Where a grant was awarded by the Central Highlands Council, it was authorised by a resolution of Council.

### Recommendations (PBG)

Church Grants, Donations and Community Grants (paid by Central Highlands Council) | Ensure recipients complete a report on usage of funds (e.g. acquittal declaration). If a recipient fails to complete an acquittal declaration, consider eligibility for future Grants and Donations.

Note, the Central Highlands Council could use the reports on Grant and Donation usage to promote the support provided by the Council as well as encourage other recipients to apply for funding (e.g., via community newsletters etc.).

### Action taken to date

Council Officers will send correspondence to all future applicants of community grants stating that grant recipients must provide an evaluation report including financial statement to Council within 60-days following the completion of the project.

**3) Corporate | Insurance Coverage- Users/Lessees of Council Facilities** (Undertake the following: undertake a compliance assessment to ensure all certificate of currency have been received. Alert management of any identified errors, discrepancies or trends).

### Conclusion

Based on a review of the general insurance policies held by the Central Highlands Council, we note there appears to be no abnormalities to report. We noted Workers Compensation premiums (as a percentage) to be high, we understand this has resulted from a number of claims made and paid over recent years. Based on the information submitted by exhibitors (users / lessees) for the Highlands Bushfest, we note there appears to be no abnormalities to report.

### Recommendations (PBG)

- 1) General Insurance | For insurable assets (physical or intangible), periodically review council asset schedule against insurance policy schedules to:
  - o Identify non-insured assets (noting why).
  - o Identify under or over insured assets with consideration to adjust insurance accordingly.
- 2) General Insurance | Consider benchmarking insurance policies held and premiums paid by Central Highlands Council against other Councils.
- 3) General Insurance | Consider obtaining insurance quotes from alternate insurance brokers periodically.
- 4) Highlands Bushfest (and other Council facilitated events) | Create a register of exhibitor (users / lessees) compliance requirements to easily identify if compliance requirements have been met. Considering the recent Hillcrest tragedy, this should be a focus area for all future Council facilitated events.

### Action taken to date

- 1) General Insurance | For insurable assets (physical or intangible), Council Officers will undertake a review of council asset schedule against insurance policy schedule to identify non-insured assets. They will also identify under or over insured assets with consideration to adjust insurance accordingly.
- 2) General Insurance | Council Officers will benchmark our insurance policies held and premiums paid against other Councils for example Southern Midlands Council.
- 3) General Insurance | The Deputy General Manager will obtain alternate insurance quotes from other insurance brokers periodically as required by the General Manager.
- 4) Highlands Bushfest (and other Council facilitated events) | Council Officers will create a register of exhibitor (users / lessees) compliance requirements to easily identify if compliance requirements have been met for the 2022 Highlands Bushfest.

At the Council meeting on Tuesday, 18 January 2022, made the following decision regarding land-borne inflatable amusement devices: *"That Council prohibit the use of jumping castles and all other land-borne inflatable devices on all land owned and/or controlled by Council."*

**4) Operational | Development & Environmental Services** (Undertake the following: select 5 matters from the planning, environmental health and building and plumbing services. Review files for the 5 matters and request hard copies if required. Identify if any key steps missed or issues present and if identified prepare a report attaching all supporting documentation).

### Conclusion

Based on a review of the Planning application process, we note there appears to be no abnormalities to report. For this process there are several well documented checklists which are supported by the Regulatory application in the Property wise system.

Based on a review of the Building and Plumbing application process, we note there appears to be no abnormalities to report. For this process there are several well documented checklists to ensure the process runs as 'smoothly' as possible. It is noted that periodic audits can be undertaken by the Justice Department to determine compliance with Acts and Regulations.

Based on a review of the Environmental Services process, we note there appears to be no abnormalities to report. For this process there are several well documented checklists which are supported by the Regulatory application in the Property wise system. It is noted that periodic audits can be undertaken by Public Health (and others) to determine compliance with Acts, Standards, Guidelines and Regulations.

### Recommendations (PBG)

- 1) Consider the impact of loss of historical hard copy records. Whilst the Regulatory application in the Property Wise system was implemented in approximately 2008, Planning, Building and Plumbing applications completed before this date are mostly in hard copy format. If appropriate, undertake a process to upload all historical hard copy applications into the Regulatory application for full redundancy in the event of loss (of hard copy records).

2) Some parts of the Building and Plumbing application processes are completed internally by Central Highlands Council staff (for example inspections). For other Councils we understand this to not be normal practice (contractors are engaged). Consider closing out all in progress internal works (as contracted) and transition to contractors ongoing. This is a risk mitigation strategy for the Council to consider.

#### **Action taken to date**

1) The General Manager will consider the impact of loss of historical hard copy records over the past 20 years. If appropriate funding is available, it is proposed to upload all historical hard copy applications into the Regulatory application for full redundancy in the event of loss (of hard copy records) for a 20 year period.

2. At the Council meeting in April 2022, Council made the following decision regarding transition to private building surveyors:

- Central Highlands Council cease to provide Building Surveying Services from 1 July 2022;
- All current permit holders, issued under Council's Building Surveyor, be notified of the change and the expiry date of their permit by letter; and
- Advertise the changes.

**5) Corporate | S132 Certificate and S337 Certificates** (Undertake the following: Identify if any keys steps missed or issues present and if identified prepare a report attaching all supporting documentation).

#### **Conclusion**

Based on a review of S132 and S337 Certificates, we note there appears to be no abnormalities to report. The signature of the General Manager (or designated responsible) on the Certificate of Liabilities implies a level of review before the documentation being signed off.

#### **Recommendations (PBG)**

No recommendations noted.

#### **Action taken to date**

The General Manager will continue to monitor to process used by Council for S132 and S337 Certificates as the General Manager signs all documents, and the Certificate of Liabilities implies a level of review before the documentation can be signed off.

**6) Corporate | Legislative Compliance** (Undertake the following: Identify 2 areas of legislative compliance and review to ensure that the Council has complied. Develop a Legislative Compliance Assessment checklist).

#### **Conclusion**

Based on a review of the Local Legislative Compliance requirements, we note there appears to be no abnormalities to report. We did not review State and Federal Government requirements as detailed documentation was not prepared by Deputy General Manager for review. Detailed requirements report (for Council staff to report progress to Audit Panel) and annual work plan for Audit Panel are in place to manage and report on progress of compliance requirements.

#### **Recommendations (PBG)**

No recommendations noted.

#### **Action taken to date**

The General Manager will continue to monitor the Legislative Compliance Assessment checklist to ensure Council meets the requirements of the Local Government Act and provide a report to the Audit Panel Committee each meeting. The General Manager will alert the Audit Panel and Council of any identified errors, discrepancies or trends

**7) Operational | Human Resources recruitment** (Undertake the following: Undertake a compliance assessment of the last two filled positions for the period to ensure compliance with Council's recruitment policy, Alert management of any identified errors, discrepancies or trends).

**Conclusion**

Based on a review of the recruitment process, we note there appears to be no abnormalities to report. It is noted the Central Highlands Council has very little staff turnover. Regardless of how infrequent the recruitment process is undertaken, the Council should be highly commended for how well the recruitment process is documented.

**Recommendations (PBG)**

No recommendations noted.

**Action taken to date**

The Deputy General Manager will continue to monitor the recruitment process to ensure Council meets the requirements of the Local Government Act and recruitment policy. The Deputy General Manager will alert the General Manager of any identified errors, discrepancies or trends.

**8) Operational and Strategic | Risk Register** (Undertake the following: Review the risk register, Review actions taken or completed, Alert management of any identified errors, discrepancies or trends).

**Conclusion**

Based on a review of the Risk Register, we note there appears to be no abnormalities to report. The Risk Management Policy and Strategy was most recently reviewed in September 2021. The Risk Register was most recently reviewed in February 2022, with the Agenda of the Ordinary Council Meeting for March 2022 to include the updated Risk Register for discussion.

**Recommendations (PBG)**

- 1) Risk Management is constantly evolving. Consider benchmarking Central Highlands Council Risk Management Policy and Strategy (Policy No. 2015-41) against other Councils (where appropriate).
- 2) Risk Management is constantly evolving. Consider benchmarking Central Highlands Council Risk Register against other Councils (where appropriate).

**Action taken to date**

- 1) The Deputy General Manager will continue to monitor the risk management policy and strategy to ensure Council meets the requirements of the Local Government Act and will benchmark the policy and strategy (Policy No. 2015-41) against other Councils.
- 2) The Deputy General Manager will continue to monitor the risk register to ensure Council meets the requirements of the Local Government Act and will benchmark the register against other Councils.

**9) Operational | Human Resources – Policies** (Undertake the following: undertake a review to check that all Council Human Resource Policies have been regularly reviewed and updated where necessary, Alert management of any identified errors, discrepancies or trends).

**Conclusion**

Based on a review of Human Resources Policies, namely Employee Recruitment & Selection Policy (Policy No. 2013-18) and Harassment and Discrimination Policy (Policy No. 2015-34), we note there appears to be no abnormalities to report. Both policies have been recently reviewed, tabled and approved in a Council Meeting before being reissued and a subsequent review date set down.

**Recommendations (PBG)**

- 1) Human Resources Management is constantly evolving. Consider benchmarking Central Highlands Council Employee Recruitment & Selection Policy (Policy No. 2013-18) against other Councils (where appropriate). and
- 2) Human Resources Management is constantly evolving. Consider benchmarking Central Highlands Council Harassment and Discrimination Policy (Policy No. 2015-34) against other Councils (where appropriate).

**Action taken to date**

1) The Deputy General Manager will continue to monitor the Employee Recruitment & Selection Policy (Policy No. 2013-18) to ensure Council meets the requirements of the Local Government Act and will benchmark the policy (Policy No. 2013-18) against other Councils.

2) The Deputy General Manager will continue to monitor the Harassment and Discrimination Policy (Policy No. 2015-34) to ensure Council meets the requirements of the Local Government Act and will benchmark the policy (Policy No. 2015-34) against other Councils.

**10) Corporate | WHS – Safe Work Method Statements (SWMS) Review** (Undertake the following: Randomly select 3 SWMSs and undertake a compliance assessment to ensure that regular reviews have been undertaken to ensure that the SWMS is still appropriate. Review recent incidents against the SWMS. Alert management of any identified errors, discrepancies or trends).

#### **Conclusion**

Based on a review of Safe Work Methods Statements (SWMS), we note there appears to be no abnormalities to report.

#### **Recommendations (PBG)**

It was noted each of the SWMS reviewed was prepared in a different format. Consider standardising SWMS template for consistency going forward.

#### **Action taken to date**

The Works and Service Manager will review the Works and Service SWMS's and standardise the SWMS template to ensure a consistent format.

**11) Corporate | WHS - Incident reporting** (Undertake the following: Review recent incidents and reports and action taken. Alert management of any trends).

#### **Conclusion**

Based on a review of WHS incident reporting, we note there appears to be no abnormalities to report. The accident investigation report template includes all key details for thorough investigation of WHS incidents. It is noted we could not see Council's response to two (2) suggestions from Work Safe following Bowden's Quarry incident. They may have been actioned, however, we have included these as a recommendation to follow up.

#### **Recommendations (PBG)**

1) Follow up on from Work Safe suggestions following Bowden's Quarry incident:

i) Implement random drug and alcohol testing regime.

ii) For incidents involving vehicles, plant or equipment that the operator/s involved are drug and alcohol tested as soon as possible after the event.

#### **Action taken to date**

Council's policy no 2013 – 16 Drug and Alcohol Policy does not include random (drugs / alcohol) testing, however the General Manager will ensure reportable incidents to WorkSafe Tasmania involving vehicles, plant or equipment that the operator/s involved are drug and alcohol tested as soon as possible after the event.

The Audit Panel also discussed the draft Budget 22/23 at the May Audit Panel Meeting and recommend that Council consider the following when setting the waste management budget for 22/23:

#### **Recommendation**

**THAT** the waste costs should be recovered through the waste rate charge.



### 17.18 COUNTRY WOMEN'S ASSOCIATION OF BOTHWELL – COMMUNITY GRANT APPLICATION

Council has received a community grant application from Mrs J Norrish the Treasurer of the Country Women's Association of Bothwell for assistance to purchase a new laptop computer and printer for the Country Women's Association of Bothwell.

Please note that our secretary has been using her own personal computer for all correspondence and printing of notices for the branch, but this has now stopped working and she has been borrowing her son's laptop to complete these tasks.

Unfortunately, the branch is not in a position to fund a new computer for the secretary, and we would appreciate if Council could consider a community grant to cover this expense.

Harvey Norman, Moonah have quoted \$2950.00 for the equipment as required.

A copy of the Country Women's Association of Bothwell community grant application is included in the attachments.

#### RECOMMENDATION:

**Moved:** Clr

**Seconded:** Clr

**THAT** Council provide a community grant donation to the Country Women's Association of Bothwell by purchasing the computer equipment on behalf of the Country Women's Association of Bothwell from Harvey Norman, Moonah as per the quote.

### 17.19 COMMUNITY GRANT APPLICATION – BRIGHTON AND SOUTHERN MIDLANDS PONY CLUB

Council has received a community grant application from Mrs Housego and a letter stating the following:

*"Dear Mayor and Councillor*

*Even though this application is made for events and unfortunate circumstances out of the Central Highlands Council area., my daughter, step daughter and mother-in-law are all active members of the club.*

*This club is a small club with some 26 active members and rely on club members, committee and parents to do fund raising to keep the club financial ie Bunnings sausage sizzle, selling chocolates and raffles all which I have been involved with.*

*Over the past few days the Clubrooms have been broken into at Mangalore with equipment being stolen which is required for two major events coming up in both May and June being the Southern Zoned Mounted Games and the State (Tasmanian) Mounted Games.*

*My daughter Kaitlyn will be competing in the Southern Zoned Mounted Games on the 22 May with the possibility of moving onto the State Mounted Games in June if successful.*

*I am not looking for a donation for my daughter who will be involved, but the assistance for the club she is associated with to hold these two events successfully with the required equipment that is need to support her and her fellow club members hopefully on both days.*

*Yours faithfully*

*Joanne Housego"*

A copy of the community grant application is included in the attachments, Mrs Housego is seeking \$150.00 in community grant funding to help the Brighton and Southern Midlands Pony Club.

**For Discussion**

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**17.20 STRONGER COMMUNITIES GRANT ROUND 7 - STEPPES COMMUNITY CARETAKER COMMITTEE**

Council received a request from the Steppes Community Caretaker Committee in December 2021 for Council to contribute towards half the cost of a wombat fence grant application for Stronger Communities Grants Round 7.

Attached for Council's information is a copy of the Letter of Agreement for the Stronger Communities Grants Round 7.

**RECOMMENDATION:**

**Moved:** Clr

**Seconded:** Clr

THAT Council allocate \$6000 from the capital works budget for the wombat fence grant at the Steppes Community Hall.

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**18.0 SUPPLEMENTARY AGENDA ITEMS**

**Moved:** Clr

**Seconded:** Clr

**THAT** Council consider the matters on the Supplementary Agenda.

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**19.0 CLOSURE**

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