

SOUTHERN
MIDLANDS
COUNCIL



MINUTES

ORDINARY COUNCIL MEETING

Wednesday, 22nd November 2017
Municipal Offices, 71 High Street, Oatlands

INDEX

1. PRAYERS	5
2. ATTENDANCE	5
3. APOLOGIES	5
4. MINUTES	5
4.1 Ordinary Council Minutes.....	5
4.3 Special Committee of Council Minutes	6
4.3.1 Special Committees of Council - Receipt of Minutes.....	6
4.3.2 Special Committees of Council - Endorsement of Recommendations	6
PERMISSION TO ADDRESS COUNCIL	7
4.4 Joint Authorities (Established Under Division 4 Of The Local Government Act 1993) ...	9
4.4.1 Joint authorities - Receipt of Minutes.....	9
4.4.2 Joint Authorities - Receipt of Reports (Annual & Quarterly)	9
5. NOTIFICATION OF COUNCIL WORKSHOPS	10
6. COUNCILLORS – QUESTION TIME	11
6.1 QUESTIONS (RECEIVED IN ADVANCE)	11
6.2 QUESTIONS WITHOUT NOTICE	11
7. DECLARATIONS OF PECUNIARY INTEREST	13
8. CONSIDERATION OF SUPPLEMENTARY ITEMS TO THE AGENDA	14
9. PUBLIC QUESTION TIME (SCHEDULED FOR 12.30 PM)	15
10. MOTIONS OF WHICH NOTICE HAS BEEN GIVEN UNDER REGULATION 16 (5) OF THE LOCAL GOVERNMENT (MEETING PROCEDURES) REGULATIONS 2015	16
11. COUNCIL ACTING AS A PLANNING AUTHORITY PURSUANT TO THE LAND USE PLANNING AND APPROVALS ACT 1993 AND COUNCIL’S STATUTORY LAND USE PLANNING SCHEME	17
11.1 DEVELOPMENT APPLICATIONS	17
11.1.1 43A Application - Planning Scheme Amendment (RZ2017/02) for Rezoning from Significant Agriculture Zone to Rural Resource Zone and Development Application (DA 2017/284) for use as Domestic Animal Breeding, Boarding and Training and development of a Greyhound Kennel Complex at 466 Brighton Road, Pontville (CT172508/2) and Lot 1 Rifle Range Road, Pontville (CT172508/1), owned by The Crown.....	17
11.2 SUBDIVISIONS	22
11.3 MUNICIPAL SEAL (PLANNING AUTHORITY)	22
11.3.1 COUNCILLOR INFORMATION:- MUNICIPAL SEAL APPLIED UNDER DELEGATED AUTHORITY TO SUBDIVISION FINAL PLANS & RELATED DOCUMENTS.....	22
11.4 PLANNING (OTHER)	23
11.4.1 Progress of Planning Scheme Reform: Update on the progress of the Tasmania Planning Scheme and preparation of Southern Midlands Local Provisions Schedule (November 2017).....	23
12. OPERATIONAL MATTERS ARISING (STRATEGIC THEME – INFRASTRUCTURE) ..	24
12.1 ROADS.....	24
12.1.1 DUST SUPPRESSANT (APPLICATION OF A ROAD SEAL) – POLICY DEVELOPMENT.....	24
12.2 BRIDGES	25
12.3 WALKWAYS, CYCLE WAYS AND TRAILS.....	25
12.4 LIGHTING.....	25
12.5 BUILDINGS.....	25
12.6 SEWERS.....	25
12.7 WATER.....	25

12.8	IRRIGATION.....	25
12.9	DRAINAGE.....	25
12.10	WASTE.....	26
12.10.1	<i>Waste Management Operations (including Proposed Changes to Waste Transfer Station Operations)</i>	26
	PUBLIC QUESTION TIME (12.34 P.M.).....	27
12.11	INFORMATION, COMMUNICATION TECHNOLOGY.....	31
12.12	OFFICER REPORTS – WORKS & TECHNICAL SERVICES (ENGINEERING).....	31
12.12.1	<i>Manager - Works & Technical Services Report</i>	31
13.	OPERATIONAL MATTERS ARISING (STRATEGIC THEME – GROWTH).....	32
13.1	RESIDENTIAL.....	32
13.2	TOURISM.....	32
13.3	SAFETY.....	32
13.4	BUSINESS.....	32
13.5	INDUSTRY.....	32
13.6	INTEGRATION.....	32
14.	OPERATIONAL MATTERS ARISING (STRATEGIC THEME –LANDSCAPES).....	33
14.1	HERITAGE.....	33
14.1.1	<i>Heritage Project Program Report</i>	33
14.2	NATURAL.....	34
14.2.1	<i>Landcare Unit – General Report</i>	34
14.2.1	<i>Southern Midlands Weeds Management Strategy - 2017</i>	35
14.3	CULTURAL.....	36
14.4	REGULATORY (OTHER THAN PLANNING AUTHORITY AGENDA ITEMS).....	36
14.5	CLIMATE CHANGE.....	36
15.	OPERATIONAL MATTERS ARISING (STRATEGIC THEME – LIFESTYLE).....	37
15.1	COMMUNITY HEALTH AND WELLBEING.....	37
15.2	YOUTH.....	37
15.3	SENIORS.....	37
15.4	CHILDREN AND FAMILIES.....	37
15.5	VOLUNTEERS.....	37
15.6	ACCESS.....	37
15.7	PUBLIC HEALTH.....	37
15.8	RECREATION.....	37
15.9	EDUCATION.....	37
15.10	ANIMALS.....	37
16.	OPERATIONAL MATTERS ARISING (STRATEGIC THEME – COMMUNITY).....	38
16.1	RETENTION.....	38
17.	OPERATIONAL MATTERS ARISING (STRATEGIC THEME – ORGANISATION).....	39
17.1	IMPROVEMENT.....	39
17.1.1	<i>Audio Recording of Council Meetings (Policy Position)</i>	39
17.2	SUSTAINABILITY.....	40
17.2.1	<i>Common Services Joint Venture Update (Standing Item – Information Only)</i>	40
17.2.2	<i>South Central Sub-Region Collaboration Strategy – Standing Item</i>	41
17.2.3	<i>Department Of Premier And Cabinet (Local Government Division) – Local Government (General) Regualtions 2015 (Review Of Proposed Amendments)</i>	42
12.12	OFFICER REPORTS – WORKS & TECHNICAL SERVICES (ENGINEERING).....	43
12.12.1	<i>Manager - Works & Technical Services Report</i>	43
17.2.4	<i>Proposed 2018 Council Meeting Schedule</i>	45
17.2.5	<i>Proposed Christmas / New Year arrangements (including office closure)</i>	46
17.2.6	<i>Tabling of Documents</i>	47
17.3	FINANCES.....	48
17.3.1	<i>Monthly Financial Statement (October 2017)</i>	48
18.	MUNICIPAL SEAL.....	59
19.	CONSIDERATION OF SUPPLEMENTARY ITEMS TO THE AGENDA.....	60

20. BUSINESS IN “CLOSED SESSION” 61

 20.1 *Closed Council Minutes - Confirmation*..... 61

 20.2 *Applications for Leave of Absence*..... 61

 20.3 *Legal Matter* 61

 20.4 *Property Matter - Kempton*..... 61

21. CLOSURE 63

OPEN COUNCIL MINUTES

MINUTES OF AN ORDINARY MEETING OF THE SOUTHERN MIDLANDS COUNCIL
HELD ON WEDNESDAY, 22ND NOVEMBER 2017 AT THE MUNICIPAL OFFICES, 71
HIGH STREET, OATLANDS COMMENCING AT 10:01 A.M

1. PRAYERS

Rev Dennis Cousens recited prayers.

2. ATTENDANCE

Mayor AE Bisdee OAM, Deputy Mayor AO Green, Clr A Bantick, Clr E Batt, Clr R Campbell, Clr D F Fish and Clr D Marshall.

Mr Tim Kirkwood (General Manager), Mr Andrew Benson (Deputy General Manager), Mr David Cundall (Manager, Development & Environment Services), Miss Jacqui Tyson (Planning Officer) and Miss Elisa Lang (Executive Assistant).

3. APOLOGIES

Nil.

4. MINUTES

4.1 Ordinary Council Minutes

DECISION

Moved by Clr E Batt, seconded by Clr R Campbell

THAT The Minutes (Open Council Minutes) of the previous meeting of Council held on the 25th October 2017, as circulated, be confirmed.

CARRIED

Councillor	Vote FOR	Vote AGAINST
Mayor A E Bisdee OAM	√	
Dep. Mayor A O Green	√	
Clr A Bantick	√	
Clr E Batt	√	
Clr R Campbell	√	
Clr DF Fish	√	
Clr D Marshall	√	

4.3 Special Committee of Council Minutes

4.3.1 SPECIAL COMMITTEES OF COUNCIL - RECEIPT OF MINUTES

The Minutes of the following Special Committees of Council, as circulated, are submitted for receipt:

- Southern Midlands Arts Advisory Committee - 6th November 2017

DECISION

Moved by Clr R Campbell, seconded by Clr E Batt

THAT the minutes of the above Special Committee of Council be received.

CARRIED

Councillor	Vote FOR	Vote AGAINST
Mayor A E Bisdee OAM	√	
Dep. Mayor A O Green	√	
Clr A Bantick	√	
Clr E Batt	√	
Clr R Campbell	√	
Clr DF Fish	√	
Clr D Marshall	√	

4.3.2 SPECIAL COMMITTEES OF COUNCIL - ENDORSEMENT OF RECOMMENDATIONS

The recommendations contained within the minutes of the following Special Committees of Council are submitted for endorsement.

- Southern Midlands Arts Advisory Committee - 6th November 2017

DECISION

Moved by Clr R Campbell, seconded by Clr E Batt

THAT the recommendations contained within the minutes of the above Special Committee of Council be endorsed, noting that the Committee will review the 'Light Horseman' concept (acknowledging the issue raised) and if necessary report back to Council.

CARRIED

Councillor	Vote FOR	Vote AGAINST
Mayor A E Bisdee OAM	√	
Dep. Mayor A O Green	√	
Clr A Bantick	√	
Clr E Batt	√	
Clr R Campbell	√	
Clr DF Fish	√	
Clr D Marshall	√	

Permission to Address Council

Permission was granted for the following person(s) to address Council:

- Katrena Stephenson – CEO of Local Government Association of Tasmania (LGAT)

DECISION

Moved by Deputy Mayor A Green, seconded by Clr D Fish

THAT the meeting be suspended at 10.17 a.m. to receive a briefing from LGAT CEO, Katrena Stephenson.

CARRIED

Councillor	Vote FOR	Vote AGAINST
Mayor A E Bisdee OAM	√	
Dep. Mayor A O Green	√	
Clr A Bantick	√	
Clr E Batt	√	
Clr R Campbell	√	
Clr DF Fish	√	
Clr D Marshall	√	

Katrena Stephenson (LGAT CEO) addressed Council and provided comment in relation to the following items:-

- LGAT Strategic Plan for the period 2017-2020 has been finalised;
- TasWater campaign;
- Review of the Code of Conduct provisions;
- Release of the Auditor General's Report relating to use of Credit Cards;
- Auditor General's Annual Report on Local Government to Parliament to be released next week;
- A review of Elected Members Allowances has been scheduled;
- 2018 LGAT Conference theme and date has been set;
- Professional Development weekend for elected members in February 2018;
- Online based professional development programs (Local Government Division);
- New LGAT Communications Director – Kate Hiscock.

The address was followed by general discussion and questions relating to motions of no confidence (and process); Council meeting commencement times – is there any standard commencement time (what are the majority of Councils doing)?; how can we encourage the younger generation / women to run for local government?; the intention of LGAT to hold a number of workshops for any interested candidates prior to the next council elections in 2018; the LGAT view regarding amalgamations.

The Mayor thanked the LGAT CEO for her attendance at the meeting and for providing an update to Council on various local government matters.

The meeting was adjourned for morning tea at 10.55 a.m.

The LGAT CEO (Katrena Stephenson) left the meeting at 11.11 a.m.

DECISION

Moved by Clr D Fish, seconded by Clr E Batt

THAT the meeting reconvene at 11.12 a.m.

CARRIED

Councillor	Vote FOR	Vote AGAINST
Mayor A E Bisdee OAM	√	
Dep. Mayor A O Green	√	
Clr A Bantick	√	
Clr E Batt	√	
Clr R Campbell	√	
Clr DF Fish	√	
Clr D Marshall	√	

4.4 Joint Authorities (Established Under Division 4 Of The Local Government Act 1993)

4.4.1 JOINT AUTHORITIES - RECEIPT OF MINUTES

DECISION NOT REQUIRED

4.4.2 JOINT AUTHORITIES - RECEIPT OF REPORTS (ANNUAL & QUARTERLY)

DECISION NOT REQUIRED

5. NOTIFICATION OF COUNCIL WORKSHOPS

In accordance with the requirements of the *Local Government (Meeting Procedures) Regulations 2015*, the Agenda is to include details of any Council workshop held since the last meeting.

No workshops have been held since the last meeting.

DECISION

Moved by Clr D Fish, seconded by Clr E Batt

THAT the information be received.

CARRIED

Councillor	Vote FOR	Vote AGAINST
Mayor A E Bisdee OAM	√	
Dep. Mayor A O Green	√	
Clr A Bantick	√	
Clr E Batt	√	
Clr R Campbell	√	
Clr DF Fish	√	
Clr D Marshall	√	

6. COUNCILLORS – QUESTION TIME

6.1 QUESTIONS (RECEIVED IN ADVANCE)

No questions on notice were received from Councillors prior to the meeting.

6.2 QUESTIONS WITHOUT NOTICE

An opportunity is provided for Councillors to ask questions relating to Council business, previous Agenda items or issues of a general nature.

1. Clr Campbell – Question regarding the Building Better Regions Project with Hobart City Mission and who are the Southern Midlands Council representatives for this project?

Deputy General Manager, Andrew Benson advised that detailed information was provided in the October 2017 Council agenda regarding this project. Andrew Benson and Michelle Webster are the Council representatives. The project is in very early stages and Council are providing in-kind staff time, connections and support via a reference group as part of the Hobart City Mission project. Hobart City Mission also provide chaplaincy services to Campania and Oatlands District High Schools.

2. Clr Campbell – a number of residents in the Mangalore/Bagdad area are concerned about water pressure and if there is enough water/pressure for firefighting purposes etc.

The General Manager advised that the Deputy Mayor alerted him to this issue yesterday. The matter has been referred to TasWater for further investigation/response.

3. Clr Campbell – question regarding the 'yellow i' and what happened with this?

The General Manager advised that Council now cease to operate the Visitor Centre and the licence / accreditation for the 'yellow i' visitor information has been withdrawn.

4. Clr Campbell – at a workshop held at Kempton regarding Mayor Bisdees conduct, the Mayor advised he would include an apology in the Southern Midlands Council newsletter. When is the Mayor intending to do this?

The Mayor advised that he will consider this for the next edition.

5. Clr Bantick – there has been a couple of reports in the Bagdad area of an aggressive dog attacking an individual and another animal on the walking/bike track. This has only been reported to Council verbally. Other residents are also having issues at the same property and unable to walk past the property as they fear for their safety. Clr Bantick asked if he can report the dog to Council direct.

The General Manager advised that Clr Bantick can report any animal control issues to Council direct and that he will confirm property information details with Clr Bantick and pursue the matter further.

6. Cllr Batt – question regarding dumping of excess road based materials near the quarry at Kempton by a roadworks contractor.

The General Manager advised that an external contractor disposed of surplus material in Council quarry. The Works Department have ensured that it is adequately covered and are contacting the company to provide compensation to the landowner affected.

7. Cllr Marshall – received an email from Kim Peart regarding 1821 Celebration of naming of Oatlands and other towns in Tasmania. Would Council provide a letter of support and refer to the Heritage Highway Tourism Association?

No further action required.

8. Mayor – received a representation regarding the Kempton grandstand and raised the possibility of installing a centre rail (lengthways across the middle of the grandstand).

The General Manager will assess and provide further details.

7. DECLARATIONS OF PECUNIARY INTEREST

Nil.

8. CONSIDERATION OF SUPPLEMENTARY ITEMS TO THE AGENDA

Nil.

9. PUBLIC QUESTION TIME (SCHEDULED FOR 12.30 PM)

Public Question Time was held later in the meeting.

**10. MOTIONS OF WHICH NOTICE HAS BEEN GIVEN UNDER
REGULATION 16 (5) OF THE LOCAL GOVERNMENT
(MEETING PROCEDURES) REGULATIONS 2015**

Nil.

11. COUNCIL ACTING AS A PLANNING AUTHORITY PURSUANT TO THE LAND USE PLANNING AND APPROVALS ACT 1993 AND COUNCIL'S STATUTORY LAND USE PLANNING SCHEME

Session of Council sitting as a Planning Authority pursuant to the Land Use Planning and Approvals Act 1993 and Council's statutory land use planning schemes.

11.1 DEVELOPMENT APPLICATIONS

11.1.1 43A APPLICATION - PLANNING SCHEME AMENDMENT (RZ2017/02) FOR REZONING FROM SIGNIFICANT AGRICULTURE ZONE TO RURAL RESOURCE ZONE AND DEVELOPMENT APPLICATION (DA 2017/284) FOR USE AS DOMESTIC ANIMAL BREEDING, BOARDING AND TRAINING AND DEVELOPMENT OF A GREYHOUND KENNEL COMPLEX AT 466 BRIGHTON ROAD, PONTVILLE (CT172508/2) AND LOT 1 RIFLE RANGE ROAD, PONTVILLE (CT172508/1), OWNED BY THE CROWN

DECISION

Moved by Deputy Mayor A Green, seconded by Cllr A Bantick

THAT, Council:

- 1. Pursuant to former Section 33(3) and Section 34(1)(b) of the *Land Use Planning & Approvals Act 1993*, initiates Planning Scheme Amendment RZ2017/02 comprising of rezoning the land at 466 Brighton Road, Pontville (CT172508/2) and Lot 1 Rifle Range Road, Pontville (CT172508/1) from Significant Agriculture Zone to Rural Resource Zone.**
- 2. Pursuant to former Section 35(1) (b) of the *Land Use Planning & Approvals Act 1993*, certifies the draft amendment.**
- 3. Pursuant to Section 43A Council of the *Land Use Planning & Approvals Act 1993* APPROVE the Development Application (DA 2017/103) for use as Domestic Animal Breeding, Boarding and Training and development of a Greyhound Kennel Complex at Lot 1 Rifle Range Road, Pontville (CT172508/1), owned by the Crown and that a permit be issued with the following conditions:**

CONDITIONS

General

- 1) The use or development must be carried out substantially in accordance with the application for planning approval, the endorsed drawings and with the conditions of this permit and must not be altered or extended without the further written approval of Council.**
- 2) This permit shall not take effect and must not be acted on until 15 days after the date of receipt of this letter or the date of the last letter to any representor, which ever is later, in accordance with section 53 of the land Use Planning And Approvals Act 1993.**

Approved Use

- 3) The Managers dwelling is approved as ancillary to the Domestic Animal Breeding, Boarding and Training use only. It must not be used for any other purpose or be extended or intensified without prior Council approval.

External finishes

- 4) All external metal building surfaces must be clad in non-reflective pre-coated metal sheeting or painted to the satisfaction of the Council's Manager of Development and Environmental Services.
- 5) Before any work commences a schedule specifying the finish and colours of all external surfaces and samples must be submitted to and approved by the Council's Planning Officer. The schedule must provide for finished colours that compliment the surrounding rural character. The schedule shall form part of this permit when approved.

Landscaping

- 6) The landscaping works must be completed in accordance with the endorsed plans and to the satisfaction of Council's Development Assessment Committee within six (6) months of the first use of the development. All landscaping must continue to be maintained to the satisfaction of Council.

Parking & Access

- 7) At least twenty six (26) parking spaces must be provided on the land at all times for the use of the occupiers in accordance with Standards Australia (2004): Australian Standard AS 2890.1 - 2004 – Parking Facilities Part 1: Off Street Car Parking; Standards Australia, Sydney.
- 8) At least one (1) of the required parking space(s) must be provided for the use of people with disabilities as close as practicable to (a) suitable entrance(s) to the building. The parking space(s) must be signed and marked out to indicate that the space(s) is only for use by persons with disabilities and must be designed in accordance with Standards Australia (2004): Australian Standard AS 2890.1 - 2004 – Parking Facilities Part 1: Off Street Car Parking; Standards Australia, Sydney.
- 9) Car parking spaces, other than those designed and marked out for use by the disabled, must be a minimum of 2.60 metres wide and 5.50 metres long, unless otherwise approved by the Council's Planning Officer.
- 10) The areas set-aside for parking and associated access and turning must have:
- a. A driveway access with a minimum 3 metres internal width and an average maximum longitudinal grade of 1 in 5 (20%) or, if the topography makes this impractical, an absolute maximum longitudinal grade of 1 in 4 (25%).
 - b. Space on site to allow that vehicles enter and leave the parking space in a single manoeuvre and enter and leave the site in a forward direction.
 - c. An all weather pavement constructed and surfaced to the satisfaction of the Council's Manager of Development & Environmental Services.
 - d. Line-marking or some other means to show the parking spaces to the satisfaction of Council.

- 11) All areas set-aside for parking and associated turning, loading and unloading areas and access must be completed before the use commences or the building is occupied and must continue to be maintained to the satisfaction of the Council's Development Assessment Committee.

Services

- 12) The developer must pay the cost of any alterations and/or reinstatement to existing services, Council infrastructure or private property incurred as a result of the development. Any work required is to be specified or undertaken by the authority concerned.

Stormwater

- 13) Drainage from the proposed development must drain to a legal discharge point to the satisfaction of Councils Manager Development & Environmental Services.
- 14) The driveways must be drained to avoid surface runoff over the adjoining road in accordance with the requirements of the Manager Works & Technical Services.

Protection of Water Quality

- 15) Before any work commences a soil and water management plan (SWMP) prepared in accordance with the guidelines Soil and Water Management on Building and Construction Sites, by the Derwent Estuary Programme and NRM South, must be approved by Council's Manager of Development and Environmental Services before development of the land commences (refer to advice below). The SWMP shall form part of this permit when approved.
- 16) Before any work commences install temporary run-off, erosion and sediment controls in accordance with the recommendations of the approved SWMP and maintain these controls at full operational capacity until the land is effectively rehabilitated and stabilised after completion of the development in accordance with the guidelines Soil and Water Management on Building and Construction Sites, by the Derwent Estuary Programme and NRM South and to the satisfaction of Council's Manager of Development and Environmental Services.
- 17) Wastewater from the development must discharge to an on-site waste disposal system in accordance with a Plumbing Permit issued by the Permit Authority.

Noise

- 18) Noise emissions from the use or development must not exceed a time average acoustic environmental quality objective weighted sound pressure level (LAeq,T) of 5 dB(A) above the background level, adjusted in accordance with Standards Australia: AS 1055, Acoustics – Description and measurement of environmental noise, Standards Association of Australia, Sydney, 1997 when measured at the boundary with another property. All methods of measurement must be in accordance with relevant Australian Standards and DPIWE (2003): Draft Noise Measurement Procedures Manual, *Department of Primary Industries, Parks, Water and Environment*.

Construction Amenity

- 19) The development must only be carried out between the following hours unless otherwise approved by the Council's Manager of Development and Environmental Services:

Monday to Friday	7:00 a.m. to 6:00 p.m.
Saturday	8:00 a.m. to 6:00 p.m.
Sunday and State-wide public holidays	10:00 a.m. to 6:00 p.m.

20) All works associated with the development of the land shall be carried out in such a manner so as not to unreasonably cause injury to, or prejudice or affect the amenity, function and safety of any adjoining or adjacent land, and of any person therein or in the vicinity thereof, by reason of:

- a. Emission of noise, artificial light, vibration, odour, fumes, smoke, vapour, steam, ash, dust, waste water, waste products, grit or otherwise.**
- b. The transportation of materials, goods and commodities to and from the land.**
- c. Obstruction of any public footway or highway.**
- d. Appearance of any building, works or materials.**
- e. Any accumulation of vegetation, building debris or other unwanted material must be disposed of by removal from the site in an approved manner. No burning of such materials on site will be permitted unless approved in writing by the Council's Manager of Development and Environmental Services.**

21) Public roadways or footpaths must not be used for the storage of any construction materials or wastes, for the loading/unloading of any vehicle or equipment; or for the carrying out of any work, process or tasks associated with the project during the construction period.

22) The developer must make good and/or clean any footpath, road surface or other element damaged or soiled by the development to the satisfaction of the Council's Manger of Works and Technical Services.

The following advice applies to this permit:

- A. This Planning Permit does not imply that any other approval required under any other legislation has been granted.**
- B. This Planning Permit does not grant approval for any signs. Separate approval must be sought prior to placing any signs on the land.**
- C. This Planning Permit is in addition to the requirements of the Building Act 2016. Approval in accordance with the Building Act 2016 is required to be obtained prior to construction.**
- D. Any containers located on site for construction purposes are to be removed at the completion of the project unless the necessary planning and building permit have been obtained by the developer/owner. Materials or goods stored in the open on the site shall be screened from view from people on adjoining properties, roads and reserves.**
- E. The issue of this permit does not ensure compliance with the provisions of the Commonwealth Disability Discrimination Act 1992 in relation to access to or use of premises that the public can enter or use. Building access issues may also arise under other Disability Discrimination Act 1992 provisions relating to employment, access to services and accommodation provisions. The operator may be liable to complaints in relation to any non-compliance with the Disability Discrimination Act 1992.**

CARRIED

Councillor	Vote FOR	Vote AGAINST
Mayor A E Bisdee OAM	√	
Dep. Mayor A O Green	√	
Clr A Bantick	√	
Clr E Batt	√	
Clr R Campbell	√	
Clr DF Fish	√	
Clr D Marshall	√	

The Planning Office (Jacqui Tyson) left the meeting at 11.43 a.m.

11.2 SUBDIVISIONS

Nil.

11.3 MUNICIPAL SEAL (Planning Authority)

11.3.1 COUNCILLOR INFORMATION:- MUNICIPAL SEAL APPLIED UNDER DELEGATED AUTHORITY TO SUBDIVISION FINAL PLANS & RELATED DOCUMENTS

Nil.

11.4 PLANNING (OTHER)

11.4.1 PROGRESS OF PLANNING SCHEME REFORM: UPDATE ON THE PROGRESS OF THE TASMANIA PLANNING SCHEME AND PREPARATION OF SOUTHERN MIDLANDS LOCAL PROVISIONS SCHEDULE (NOVEMBER 2017)

DECISION

Moved by Cllr D Marshall, seconded by Cllr E Batt

THAT

- A. The information be received; and**
- B. The Table – *Progress of Southern Midlands Local Provisions Schedule Planning Scheme Reform (Amended November 2017)* attached with this report be endorsed in principle by Council (noting formal endorsement of the draft LPS is subject to separate agenda reports).**

CARRIED

Councillor	Vote FOR	Vote AGAINST
Mayor A E Bisdee OAM	√	
Dep. Mayor A O Green	√	
Cllr A Bantick	√	
Cllr E Batt	√	
Cllr R Campbell	√	
Cllr DF Fish	√	
Cllr D Marshall	√	

12. OPERATIONAL MATTERS ARISING (STRATEGIC THEME – INFRASTRUCTURE)

12.1 Roads

Strategic Plan Reference – Page 14

1.1.1 Maintenance and improvement of the standard and safety of roads in the municipality.

12.1.1 DUST SUPPRESSANT (APPLICATION OF A ROAD SEAL) – POLICY DEVELOPMENT

DECISION

Moved by Cllr R Campbell, seconded by Cllr D Marshall

THAT, subject to the following amendments to the draft criteria, Council endorse the criteria for inclusion in a formal Policy:

Dot Point 1 – The House / Building must be within approximately 30 metres of the roadway;

Dot Point 2 – to be deleted

Dot Point 3 – The house / building roof is the only supply of domestic water for the dwelling (drinking water);

Dot Point 4 - amend to 30 vehicle movements per day;

Include two additional Dot Points:

- **Application of a public interest test; and**
- **Assessment to include consideration of the number of properties that will benefit.**

CARRIED

Councillor	Vote FOR	Vote AGAINST
Mayor A E Bisdee OAM	√	
Dep. Mayor A O Green	√	
Cllr A Bantick	√	
Cllr E Batt	√	
Cllr R Campbell	√	
Cllr DF Fish	√	
Cllr D Marshall	√	

12.2 Bridges

Nil.

12.3 Walkways, Cycle ways and Trails

Nil.

12.4 Lighting

Nil.

12.5 Buildings

Nil.

12.6 Sewers

Nil.

12.7 Water

Nil.

12.8 Irrigation

Nil.

12.9 Drainage

Nil.

12.10 Waste

Strategic Plan Reference – Page 17

1.10.1 Maintenance and improvement of the provision of waste management services to the Community.

12.10.1 WASTE MANAGEMENT OPERATIONS (INCLUDING PROPOSED CHANGES TO WASTE TRANSFER STATION OPERATIONS)

DECISION

Moved by Cllr E Batt, seconded by Deputy Mayor A Green

THAT

- a) The information be received;
- b) Council note (and endorse) Thorp Waste being granted a six-month extension to the current Roadside Collection Service Contract; and
- c) the proposed changes to Opening Hours be endorsed, noting the change from 1.00 p.m. to 5.00 p.m. on a Sunday at Dysart (as opposed to 12.00 noon to 4.00 p.m.); and
- d) that adequate notification be provided to users prior to the introduction of changed opening hours (consider 1st February 2018 commencement).

CARRIED

Councillor	Vote FOR	Vote AGAINST
Mayor A E Bisdee OAM	√	
Dep. Mayor A O Green	√	
Cllr A Bantick	√	
Cllr E Batt	√	
Cllr R Campbell	√	
Cllr DF Fish	√	
Cllr D Marshall	√	

Prior to Public Question Time Cllr Edwin Batt presented artwork to Mayor Bisdee OAM from Council's Artist in Residence, Henrietta Manning. This artwork was purchased by Council and will be included in Council's Assets Register for display at both Oatlands and Kempton Municipal Offices.

PUBLIC QUESTION TIME (12.34 P.M.)

Eight (8) members of the public were in attendance during Public Question Time.

Councillors were advised that, at the time of issuing the Agenda, no Questions on Notice had been received from members of the Public.

Mayor A E Bisdee OAM then invited questions from members of the public in attendance.

Robert Chapman - Oatlands

Mr Chapman advised he operates the Heritage Post Office B&B in Oatlands and asked whether there is a timeframe for the visitor information centre to open? Mr Chapman believes not having a tourist information centre is a real issue at the beginning of the tourist season. Mr Chapman also asked where specific brochures on Oatlands will be displayed?

The General Manager advised that Council have sent correspondence to organisations/businesses in High Street seeking feedback as to whether they wish to display Oatlands related visitor information. A number of businesses have responded that they will display Council brochures. Further to this, the Kentish TKO Bakery have indicated they wish to establish a 'white I' visitor information style service in Oatlands. The Oatlands Newsagency have also indicated that they wish to provide visitor/tourist information within Oatlands.

Mr Chapman believed the 'white i' sign would be good to be displayed outside a building.

The Deputy Mayor advised that the Kentish TKO Bakery have ordered a sign and are currently sourcing appropriate brochure stands.

Mr Chapman also advised Council that he believes the sign in the door of the Visitor Centre, which includes a copy of the Media Release advising why the centre is closed, conveys a negative message as it refers to the losses incurred by the Mill site. He requested that Council remove this part of the sign to keep the profile of Oatlands positive rather than negative.

The General Manager advised that this would be removed from the sign as soon as possible.

Question regarding the Australia Post building in Oatlands and that it is not fitting with the Oatlands streetscape with the entrance covered with leaves/bird droppings. Is there any way Council can ask them to clean it up?

The Mayor advised that this is a privately owned building.

Rowena McDougall – President, Oatlands Community Association

Question regarding negotiations for a 12 month lease between the Oatlands Community Association and the Southern Midlands Council. When will discussions commence? It was also questioned when the repairs to the roof are likely to occur?

Deputy General Manager, Andrew Benson advised that he will liaise with Ms McDougall direct to discuss the lease agreements and understands that the roof is being looked at tomorrow.

Rowena McDougall – Baden

Question regarding the Oatlands Aquatic Centre Development Application and why a copy of the DA cannot be posted on Council's website and be made more publicly available. Ms McDougall advised that there cannot be an issue of copyright as each applicant is required to sign a declaration when submitting an application indemnifying the Southern Midlands Council for any claim or action taken regarding copyright.

Ms McDougall requested that Council make the development application documents publicly available on its website as it provides access to inspect the application for the most reasonable hours during the representation period so that interested members of the public can obtain necessary information in order to make representation by the 1st December 2017. If Council cannot display this DA on its website, why do Council not wish for the public to know full details of this development?

Manager, Development and Environment Services, David Cundall advised that copies of development applications may be provided in pdf format if requested. Hard copies of DA's are not usually provided due to the resources/costs involved but relevant plans and documents are on display in both Council offices in Oatlands and Kempton. Council do not normally put DA's on Councils website.

The General Manager advised that he will look at the extent of the documentation that forms part of the DA and will ensure these documents are made available online (through Councils website) due to the level of public interest in the application and deadline for representations.

Terry Loftus – Southern Midlands Regional News

Question regarding Southern Midlands Council Newsletter that is published quarterly and why it is only sent to ratepayers; isn't that discriminatory? Mr Loftus also suggested that it could be sent as 'unaddressed mail' to residents so that everyone gets the newsletter and it then wouldn't be discriminatory.

The General Manager advised that this newsletter is sent to ratepayers (property owners) each quarter with their rates notice instalment. The newsletter is also published on Council's website. The General Manager advised if residents wish to notify Council they can be included on a future mailing list if they do not receive a copy.

Sue Burbury - Oatlands

Question regarding disabled/limited mobility parking spots in Oatlands and believes more spots should be allocated for this purpose; specifically near the Hospital, IGA Supermarket, Chemist and Public Toilets.

The General Manager advised that he has had discussions with relevant officers in the past regarding this matter and will again look into this issue.

Jayne Patterson – Oatlands

Question regarding the Oatlands Aquatic Centre development application and reference to the Traffic Impact Assessment, this is not available. How can people assess the Traffic Impact Assessment if access to this report is not provided?

The General Manager advised that a copy of this report would be provided and that it would also be uploaded to Council's website.

Question regarding an archaeological dig carried out by Mr Williams at the rear of the depot site sometime in 2013 (January) and no reference being made to it in the DA and requesting a copy of the report if there was one?

The General Manager advised that he would liaise with Mr Williams and enquire whether a report on this 'dig' is in existence.

Glenda Pengelly - Tunbridge

Question regarding serious issues with Telstra coverage for the past 6 weeks with either no service or limited service. She has critically ill members in her family without access to 000.

The Mayor advised that Telstra are currently upgrading towers which affects services during this time. Council will also alert its Telstra group representative (Area Manager Michael Patterson) of the issue.

The Deputy Mayor also advised that Brian Mitchell MP has taken an interest in matters of mobile coverage in rural areas and urged Mrs Pengelly to contact his office.

Question regarding the Oatlands Paramedics and has Council made any concerted effort with the Health Department to ensure qualified paramedics are in Oatlands 24/7. The last 3 calls to her residence have only 1 paramedic arriving without a volunteer ambulance officer to assist. Mrs Pengelly has also lodged a complaint with the Tasmanian Ambulance Service and wanted to make Council aware of what is happening.

The Mayor advised that the Tasmanian Ambulance Service is under the control of the Department of Health and Human Services and not Council but that Council could certainly make a representation to them on her behalf.

Question regarding the lane when departing Tunbridge onto the Midlands Highway (heading south towards Oatlands) and that an acceleration lane is required.

The General Manager advised that he has brought this issue up with the Department of State Growth who have advised that due to the close proximity of the cemetery, there is not sufficient area to construct an acceleration lane.

Question regarding fire hazard area near the northern entrance to Tunbridge. Leigh Gallagher at Northern Midlands Council is awaiting a call from Southern Midlands Council to maintain the section from the Tunbridge bridge up to the Midland Highway. Northern Midlands Council will pay Southern Midlands Council to carry out maintenance on this section.

It was advised that this matter will be followed up.

Question regarding the Tunbridge Town Hall food licence. They are currently waiting for their food licence and need to display it.

It was advised that this matter will be followed up.

Question regarding the Tunbridge Town Hall and Tunbridge Community Club who both strongly advertise these Halls/Clubs as belonging to community members of Tunbridge. The new President of the Tunbridge Community Club is not allowing for social activities to continue for certain groups that that used to regularly occur.

The Mayor advised that this is a matter for members of the Tunbridge Community Club. Council is not responsible and has no control relating to the Tunbridge Community Club.

12.11 Information, Communication Technology

Nil.

12.12 Officer Reports – Works & Technical Services (Engineering)

12.12.1 MANAGER - WORKS & TECHNICAL SERVICES REPORT

DECISION

Moved by Clr E Batt, seconded by Clr D Fish

THAT the Manager – Works & Technical Service Report be deferred pending the Manager’s arrival at the meeting.

CARRIED

Councillor	Vote FOR	Vote AGAINST
Mayor A E Bisdee OAM	√	
Dep. Mayor A O Green	√	
Clr A Bantick	√	
Clr E Batt	√	
Clr R Campbell	√	
Clr DF Fish	√	
Clr D Marshall	√	

13. OPERATIONAL MATTERS ARISING (STRATEGIC THEME – GROWTH)

13.1 Residential

Nil.

13.2 Tourism

Nil.

13.3 Safety

Nil.

13.4 Business

Nil.

13.5 Industry

Nil.

13.6 Integration

Nil.

14. OPERATIONAL MATTERS ARISING (STRATEGIC THEME – LANDSCAPES)

14.1 Heritage

14.1.1 HERITAGE PROJECT PROGRAM REPORT

During the past month, Southern Midlands Council Heritage Projects have included:

- Completion of SMC Tasmanian Decorated Interiors collection migration to National Library of Australia Trove website.
- Works progressing on the Oatlands Commissariat and 79 High Street, with roof shingling complete, flooring works nearing completion, window restoration and joinery works underway.
- Finalisation of Gaoler's Residence interpretation.
- Development of information for Oatlands card access system including identifying potential card vendors in Oatlands.
- Selection of potential sites for 'Beacon' information app sites within the Southern Midlands.
- Assisting with hosting Oatlands Gaol Artist in Residence Thomas Ryan (photographer).

HBS

- Positions advertised for two new tradespeople, two apprentices and a marketing/operations manager (part-time). Applications close on the 20th November 2017.
- Project managing substantial heritage works on a large Derwent Valley property.

HESC

- The New Norfolk Heritage re-Generation project has been stalled due to lack of prospective participants.

DECISION

Moved by Clr R Campbell, seconded by Clr Batt

THAT the information be received.

CARRIED

Councillor	Vote FOR	Vote AGAINST
Mayor A E Bisdee OAM	√	
Dep. Mayor A O Green	√	
Clr A Bantick	√	
Clr E Batt	√	
Clr R Campbell	√	
Clr DF Fish	√	
Clr D Marshall	√	

14.2 Natural

14.2.1 LANDCARE UNIT – GENERAL REPORT

DECISION

Moved by Cllr R Campbell, seconded by Deputy Mayor A Green

THAT the Landcare Unit Report be received and the information noted.

CARRIED

Councillor	Vote FOR	Vote AGAINST
Mayor A E Bisdee OAM	√	
Dep. Mayor A O Green	√	
Cllr A Bantick	√	
Cllr E Batt	√	
Cllr R Campbell	√	
Cllr DF Fish	√	
Cllr D Marshall	√	

14.2.1 SOUTHERN MIDLANDS WEEDS MANAGEMENT STRATEGY - 2017

DECISION

Moved by Cllr E Batt, seconded by Deputy Mayor A Green

THAT:

- a) In reference to section 5.1 'Coordination and Cooperation' of the Management Strategy, an additional action be included under Objective 1 to include a reference to 'farm gate interaction' and how this will be undertaken; and
- b) Subject to the above, the Southern Midlands Weeds Management Strategy – October 2017 be endorsed.

CARRIED

Councillor	Vote FOR	Vote AGAINST
Mayor A E Bisdee OAM	√	
Dep. Mayor A O Green	√	
Cllr A Bantick	√	
Cllr E Batt	√	
Cllr R Campbell	√	
Cllr DF Fish	√	
Cllr D Marshall	√	

*The meeting was suspended for lunch at 1.40 p.m.
The meeting resumed at 1.54 p.m.*

14.3 Cultural

Nil.

14.4 Regulatory (Other than Planning Authority Agenda Items)

Nil.

14.5 Climate Change

Nil.

15. OPERATIONAL MATTERS ARISING (STRATEGIC THEME – LIFESTYLE)

15.1 Community Health and Wellbeing

Nil.

15.2 Youth

Nil.

15.3 Seniors

Nil.

15.4 Children and Families

Nil.

15.5 Volunteers

Nil.

15.6 Access

Nil.

15.7 Public Health

Nil.

15.8 Recreation

Nil.

15.9 Education

Nil.

15.10 Animals

Nil.

**16. OPERATIONAL MATTERS ARISING (STRATEGIC THEME –
COMMUNITY)**

16.1 Retention

Nil.

17. OPERATIONAL MATTERS ARISING (STRATEGIC THEME – ORGANISATION)

17.1 Improvement

17.1.1 AUDIO RECORDING OF COUNCIL MEETINGS (POLICY POSITION)

DECISION

Moved by Clr R Campbell, seconded by Clr E Batt

THAT the draft Policy entitled ‘Audio Recording of Meetings of Council’ be adopted.

CARRIED

Councillor	Vote FOR	Vote AGAINST
Mayor A E Bisdee OAM	√	
Dep. Mayor A O Green	√	
Clr A Bantick	√	
Clr E Batt	√	
Clr R Campbell	√	
Clr DF Fish		√
Clr D Marshall		√

17.2 Sustainability

17.2.1 COMMON SERVICES JOINT VENTURE UPDATE (STANDING ITEM – INFORMATION ONLY)

DECISION

Moved by Cllr D Fish, seconded by Deputy Mayor A Green

THAT info be received and the October 2017 report be included in the December 2017 Agenda.

CARRIED

Councillor	Vote FOR	Vote AGAINST
Mayor A E Bisdee OAM	√	
Dep. Mayor A O Green	√	
Cllr A Bantick	√	
Cllr E Batt	√	
Cllr R Campbell	√	
Cllr DF Fish	√	
Cllr D Marshall	√	

**17.2.2 SOUTH CENTRAL SUB-REGION COLLABORATION STRATEGY –
STANDING ITEM**

DECISION

Moved by Deputy Mayor A Green, seconded by Cllr E Batt

THAT the information be received.

CARRIED

Councillor	Vote FOR	Vote AGAINST
Mayor A E Bisdee OAM	√	
Dep. Mayor A O Green	√	
Cllr A Bantick	√	
Cllr E Batt	√	
Cllr R Campbell	√	
Cllr DF Fish	√	
Cllr D Marshall	√	

17.2.3 DEPARTMENT OF PREMIER AND CABINET (LOCAL GOVERNMENT DIVISION) – LOCAL GOVERNMENT (GENERAL) REGULATIONS 2015 (REVIEW OF PROPOSED AMENDMENTS)

DECISION

Moved by Cllr E Batt, seconded by Cllr D Marshall

THAT Council provide the following comments in relation to the proposed amendments:

- a) Electoral Advertising Expenditure – the monetary limit should be set as a percentage of the allowances paid to Councillors for the respective municipal areas (i.e. not a standard amount for all Councils). This is considered more equitable and would encourage more candidates); and**
- b) Gifts Register – the minimum threshold for disclosure should be set at \$100.**

CARRIED

Councillor	Vote FOR	Vote AGAINST
Mayor A E Bisdee OAM	√	
Dep. Mayor A O Green	√	
Cllr A Bantick	√	
Cllr E Batt	√	
Cllr R Campbell	√	
Cllr DF Fish	√	
Cllr D Marshall	√	

Jack Lyall (Manager, Works & Technical Services) entered the meeting at 1.57 p.m.

12.12 Officer Reports – Works & Technical Services (Engineering)

12.12.1 MANAGER - WORKS & TECHNICAL SERVICES REPORT

Author: MANAGER WORKS & TECHNICAL SERVICES (JACK LYALL)

Date: 15 NOVEMBER 2017

Attachment:

Huntingdon Tier Road Traffic Counter Report

Note: Due to the officer being unavailable at the time of issuing the agenda, a verbal report was provided at the meeting.

The Manager advised that he had been involved in a Police briefing at Campania District School for young offenders who were associated with recent theft / vandalism in the Campania area. The young offender has apologised to Council in writing.

Stephen Walker Sculpture – Flour Mill Park, Campania - Advice that the sculptured magpie from the Statue is missing/stolen. It was suggested that some trees around the sculpture may need trimming and/or removed.

TasRail - works will commence on the 15th December 2017 in Parattah to conduct stormwater/drainage work. Traffic will be diverted during this time.

Yarlington Road – works have commenced for water upgrades.

Huntingdon Tier Road – road counter report included in agenda.

Road Traffic Counter

Attached is a report on the most recent activities of the Road Traffic Counter located on Huntingdon Tier Road (Green Valley Road intersection and Clifton Vale Road intersection). A list of previous roads and weekly totals that the traffic counter has been located on is included as part of the attached report on page 78.

The Traffic Counter is currently on Rhyndaston Road.

QUESTIONS WITHOUT NOTICE TO MANAGER, WORKS & TECHNICAL SERVICES

Clr Campbell – gravel/sharp stones on Inglewood Road, Henrietta Street and various other roads in the area. Does Council have enough material on these roads to grade properly so people aren't getting flat tyres, broken windscreens etc. Can excess gravel be swept off in bad sections?.

Clr Campbell – noted that the Dean family are unhappy with work done on their driveway at Whitefoord by Council.

Clr Campbell – request for traffic counter on Blackgate Road.

Deputy Mayor – Woodsdale Road, issues with hotmix repairs. It was advised that this has been repaired since the photo was taken. Speed limit on Woodsdale Road should be reduced.

Clr Fish – vicinity of ANZ bank, Oatlands – lawn section requires attention.

DECISION

Moved by Cllr R Campbell, seconded by Cllr D Fish

THAT the Works & Technical Services Report be received and the information noted.

CARRIED

Councillor	Vote FOR	Vote AGAINST
Mayor A E Bisdee OAM	√	
Dep. Mayor A O Green	√	
Cllr A Bantick	√	
Cllr E Batt	√	
Cllr R Campbell	√	
Cllr DF Fish	√	
Cllr D Marshall	√	

17.2.4 PROPOSED 2018 COUNCIL MEETING SCHEDULE

DECISION

Moved by Clr E Batt, seconded by Clr R Campbell

THAT Council endorse the 2018 meeting schedule (as below), noting that Levendale will be included as a venue in 2019.

Wednesday, 24th January 2018	Colebrook Hall	10.00 a.m. <i>Public Question Time – 12.30 p.m.</i>
Tuesday, 27th February 2018	Tunbridge Hall	10.00 a.m. <i>Public Question Time – 12.30 p.m.</i>
Wednesday, 28th March 2018	Tunnack Hall	10.00 a.m. <i>Public Question Time – 12.30 p.m.</i>
Wednesday, 25th April 2018	Bagdad Community Club	10.00 a.m. <i>Public Question Time – 12.30 p.m.</i>
Wednesday, 23rd May 2018	Oatlands	10.00 a.m. <i>Public Question Time – 12.30 p.m.</i>
Wednesday, 27th June 2018	Kempton	10.00 a.m. <i>Public Question Time – 12.30 p.m.</i>
Wednesday, 25th July 2018	Oatlands	10.00 a.m. <i>Public Question Time – 12.30 p.m.</i>
Wednesday, 22nd August 2018	Kempton	10.00 a.m. <i>Public Question Time – 12.30 p.m.</i>
Wednesday, 26th September 2018	Oatlands	10.00 a.m. <i>Public Question Time – 12.30 p.m.</i>
Wednesday, 24th October 2018	Kempton	10.00 a.m. <i>Public Question Time – 12.30 p.m.</i>
Wednesday, 28th November 2018	Oatlands	10.00 a.m. <i>Public Question Time – 12.30 p.m.</i>
Wednesday, 12th December 2018	Kempton	2.00 p.m. <i>Public Question Time – 3.30 p.m.</i>
Wednesday, 12th December 2018 AGM	Kempton	5.00 p.m.

CARRIED

Councillor	Vote FOR	Vote AGAINST
Mayor A E Bisdee OAM	√	
Dep. Mayor A O Green	√	
Clr A Bantick	√	
Clr E Batt	√	
Clr R Campbell	√	
Clr DF Fish	√	
Clr D Marshall	√	

17.2.5 PROPOSED CHRISTMAS / NEW YEAR ARRANGEMENTS (INCLUDING OFFICE CLOSURE)

DECISION

Moved by Cllr R Campbell, seconded by Cllr D Fish

THAT the information be received and Council endorse the proposed Office closure arrangements over the 2017/18 Christmas and New Year period

CARRIED

Councillor	Vote FOR	Vote AGAINST
Mayor A E Bisdee OAM	√	
Dep. Mayor A O Green	√	
Cllr A Bantick	√	
Cllr E Batt	√	
Cllr R Campbell	√	
Cllr DF Fish	√	
Cllr D Marshall	√	

17.2.6 TABLING OF DOCUMENTS

Nil.

17.3 FINANCES

17.3.1 MONTHLY FINANCIAL STATEMENT (OCTOBER 2017)

DECISION

Moved by Cllr E Batt, seconded by Cllr D Marshall

THAT the Financial Report be received and the information noted

CARRIED

Councillor	Vote FOR	Vote AGAINST
Mayor A E Bisdee OAM	√	
Dep. Mayor A O Green	√	
Cllr A Bantick	√	
Cllr E Batt	√	
Cllr R Campbell	√	
Cllr DF Fish	√	
Cllr D Marshall	√	

STATEMENT OF COMPREHENSIVE INCOME				
FOR THE PERIOD				
1st JULY 2017 to 31st OCTOBER 2017				
	Annual Budget	Year to Date as at 31st OCTOBER	%	Comments
Income				
General rates	\$ 5,174,991	\$ 5,131,548	99.2%	Budget includes Interest & Penalties to be imposed to end of June 2017
User Fees (refer Note 1)	\$ 968,447	\$ 351,928	36.3%	
Interest	\$ 157,000	\$ 69,666	44.4%	
Government Subsidies	\$ 24,000	\$ 1,500	6.3%	Heavy Vehicle Licence Fees & Road Rescue MAIB reimbursements
Contract Income	\$ 0	\$ 0	0.0%	
Other (refer Note 2)	\$ 162,000	\$ 38,322	23.7%	
Sub-Total	\$ 6,486,437	\$ 5,592,965	86.2%	
Grants - Operating	\$ 3,266,489	\$ 421,084	12.9%	\$11,000 Tourism \$410,084 FAGS
Total Income	\$ 9,752,926	\$ 6,014,049	61.7%	
Expenses				
Employee benefits	\$ (3,950,529)	\$ (1,319,315)	33.4%	Less Roads - Resheeting Capitalised
Materials and contracts	\$ (3,227,729)	\$ (1,135,548)	35.2%	Less Roads - Resheeting Capitalised, Includes Land Tax
Depreciation and amortisation	\$ (2,719,500)	\$ (897,435)	33.0%	Percentage Calculation (based on year-to-date)
Finance costs	\$ (48,925)	\$ (4,694)	9.6%	
Contributions	\$ (209,622)	\$ (52,406)	25.0%	Fire Service Levies
Other	\$ (161,100)	\$ (167,296)	103.8%	Incls Rate Discounts \$26,200 (annual cost)
Total expenses	\$ (10,317,405)	\$ (3,576,693)	34.7%	
Surplus (deficit) from operations	\$ (564,479)	\$ 2,437,356	-431.8%	
Grants - Capital (refer Note 3)	\$ 3,177,843	\$ 61,635	1.9%	
Sale Proceeds (Plant & Machinery)	\$ 484,000	\$ 89,481	0.0%	
Net gain / (loss on disposal of non-current assets)	\$ 0	\$ 0	0.0%	
Surplus / (Deficit)	\$ 3,097,364	\$ 2,588,472	83.6%	

NOTES				
1. Income - User Fees (Budget \$968,447) includes:				
- All other Programs	\$ 371,311	\$ 175,960	47.4%	Actual Income Received (i.e. excluding Debtors)
- Private Works	\$ 267,136	\$ 95,022	35.6%	
- Callington Mill	\$ 330,000	\$ 82,446	25.0%	
	\$ 968,447	\$ 353,428		
2. Income - Other (Budget \$162,000) includes:				
- Tas Water Distributions	\$ 152,000	\$ 27,080	17.82%	
- HBS Dividend	\$ 10,000	\$ -	0.0%	
- Other	\$ -	\$ 11,243	0.0%	
	\$ 162,000	\$ 38,322	23.7%	
3. Grant - Capital (Budget \$877,860) includes:				
- Black Spot Funding	\$ -	\$ -	0.0%	
- Swimming Pool	\$ 2,300,000	\$ -	0.0%	
- Heritage Grant (TCF - Access System)	\$ -	\$ 43,135	0.0%	
- Community Infrastructure Fund	\$ -	\$ 18,500	0.0%	
- Roads To Recovery Grant	\$ 877,843	\$ -	0.0%	To be claimed in Jan 2018
	\$ 3,177,843	\$ 61,635	1.9%	

CAPITAL EXPENDITURE PROGRAM 2017-18
AS AT 31 OCTOBER 2017

			BUDGET	EXPENDITURE	VARIANCE	COMMENTS
ROAD ASSETS						
Resheeting Program	Various	Roads Resheeting	\$ 700,000	\$ 197,831	\$ 440,623	
	C1020057	Glen Morey Road		\$ 61,546		RTR
Reseal Program		Roads Resealing (as per agreed program)	\$ 600,000	\$ -	\$ 600,000	
		Elderslie Road				RTR
		East Bagdad Road				RTR
	C1010073	Woodsdale Road	\$ 135,000	\$ -	\$ 135,000	RTR
		2 x 50 mtr sections - Runnymede end				
		1 x 100 mtr section - vicinity of Runnymede Fire Station				
		1 x 200 mtr section - vicinity of 'Questlands'				
		1 x 200 mtr section - vicinity of Woodsdale Cemetery				
		1 x 200 mtr section - vicinity of Back Woodsdale Road				
		Stonor Road (200 metres - approx. 5 kms in from Highway)	\$ 36,000	\$ -	\$ 36,000	RTR
Reconstruct & Seal	C1020033	Yarlington Road (Smarts Hill - 150 metres)	\$ 22,500	\$ -	\$ 22,500	Budget c/fwd
Construct & Seal (Unsealed Roads)		Blackbrush Road - new seal (400 metres each end)	\$ 144,000	\$ -	\$ 144,000	
Incls. widening component	C1010071	Eldon Road (extend seal from Tunnack end for 1.0 km)	\$ 180,000	\$ -	\$ 180,000	RTR
	C1020059	Native Corners Road - new seal (500 metres)	\$ 90,000	\$ -	\$ 90,000	RTR
	C1020035	Estate Road Widening	\$ -	\$ 182	\$ (182)	
Minor Seals (New)		Various Locations (subject to valuation - Policy)	\$ 20,000		\$ 20,000	
		Church Road (Brighton Council end)	\$ 10,000	\$ -	\$ 10,000	Budget c/fwd
	C1020032	Hasting Street Junction	\$ 15,000	\$ 959	\$ 14,041	Budget c/fwd - WIP 30/6/17
Unsealed - Road Widening		Clifton Vale - (Cliff Section)	\$ 40,000	\$ -	\$ 40,000	
		Chauncy Vale Road, Bagdad	\$ 20,000	\$ -	\$ 20,000	Budget c/fwd
	C1020058	Grices Road (Section Widening)	\$ 36,000	\$ -	\$ 36,000	RTR
Junction / Road Realignment / Other	C1010037	Campania - Reeve St / Clime Street (includes Footpath)	\$ 48,827	\$ 104	\$ 48,723	Budget c/fwd WIP 30/6/17
	C1020028	Eldon Road - Guard Rail	\$ 20,000	\$ 15,896	\$ 4,104	
		East Bagdad Road - Subsidence Areas	\$ 20,000	\$ -	\$ 20,000	
	C1020055	Yarlington Road - Realignment	\$ 240,000	\$ 190,046	\$ 49,954	RTR WIP 30/6/17 \$185,828
	C1020047	Lovely Banks Road (junction with Colebrook)	\$ 210,000	\$ 208,214	\$ 1,786	WIP 30/6/17 \$196,787 - Budget includes \$40K c/fwd
		Reeve St - Hall Street to Rec Ground (K&G) - 70 metres	\$ 17,882	\$ -	\$ 17,882	Budget includes \$8,800 c/fwd
		Campania - Reeve St / Hall Street (K&G)	\$ 5,000	\$ -	\$ 5,000	Budget c/fwd
	C1010028	Woodsdale Road - Landslip Area (vicinity Scott's Quarry)	\$ 15,000	\$ -	\$ 15,000	Budget c/fwd
	C1010039	Woodsdale Road - Landslip Area(s) - Engineering Assessment	\$ 9,700	\$ -	\$ 9,700	
			\$ 2,634,909	\$ 674,778	\$ 1,960,131	

BRIDGE ASSETS	C1030006	Fields Road Bridge (B1851)	\$ -	\$ 1,469	\$ (1,469)	WIP 30/6/17
	C1030021	Wattle Hill Road Bridge (B1402)	\$ -	\$ 2,692	\$ (2,692)	
	C1030028	Rotherwood Road Bridge (B1137)	\$ -	\$ 505	\$ (505)	
	C1030044	Grahams Creek Road (Grahams Creek B2510)	\$ -	\$ 56,883	\$ (56,883)	RTR - WIP 30/6/17
	C1030046	Kheme Road (Biralee Creek BT468.0)	\$ -	\$ 101	\$ (101)	Capitalised 16/17
	C1030049	Inglewood Road (B 4289)	\$ -	\$ 32	\$ (32)	Capitalised 16/17
	C1030054	Bellevale Road (B2723)	\$ -	\$ 303,519	\$ (303,519)	RTR - WIP 30/6/17
	C1030055	Link Road (Craigbourne Creek B3820)	\$ -	\$ 156,436	\$ (156,436)	RTR - WIP 30/6/17
	C1030056	Noyes Road (Limekiln Creek T268.00051)	\$ -	\$ 42,898	\$ (42,898)	WIP 30/6/17
	C1030057	Reynolds Road (Burns Creek B5301)	\$ -	\$ 70,028	\$ (70,028)	WIP 30/6/17
			\$ -	\$ 634,563	\$ (634,563)	
WALKWAYS	C1040011	Footpaths - General (Program to be confirmed)	\$ 30,000	\$ 1,043	\$ 28,957	Street Furniture
		Bagdad Township				
		- Swan Street (Blackport Rd to Green Valley Rd)	\$ 109,557	\$ 2,687	\$ 106,870	WIP 30/6/17 \$2,687 - Budget c/fwd
		- Midland Highway (Bus Shelter)	\$ 5,000	\$ -	\$ 5,000	Budget c/fwd
		Campania Township				
		- Review Management Plan (Site Plan) / Walking Tracks (Bush	\$ 5,000	\$ -	\$ 5,000	Budget c/fwd
		Colebrook Township				
		- K&G Renewal (Richmond St -southern end)	\$ 30,000	\$ -	\$ 30,000	Budget c/fwd
		- Streetscape Plan Development & Implementation (Part)	\$ 60,000	\$ 13,770	\$ 46,230	WIP 30/6/17
		Kempton Township				
		- Streetscape Plan (Review & Implementation (Part)	\$ 40,000	\$ 1,724	\$ 38,276	
					\$ -	
		Parratah Township				
		- Tunnack Main Road Kerb & Gutter	\$ 14,478	\$ -	\$ 14,478	
					\$ -	
	Tunbridge Township					
	- Main Road Kerb & Gutter	\$ 22,000		\$ 22,000	Budget C/fwd \$7k	
C1040024	- Streetscape Project (Part Implementation) - 2 yr program	\$ 67,954	\$ 1,082	\$ 66,872	Subject to \$50K Grant Application (Infrastructure Fund)	
			\$ 383,989	\$ 20,306	\$ 363,683	

DRAINAGE	Bagdad						
	- Midland Hwy/Swan St Drainage (McShane property)	\$	22,500	\$	-	\$ 22,500	Budget c/fwd
	Campania					\$ -	
	- Estate Road (School Farm - Easement)	\$	10,000	\$	-	\$ 10,000	Budget c/fwd
	- Reeve Street Open Drain (north of Telephone Box)	\$	35,000	\$	4,124	\$ 30,876	WIP 30/6/17 \$3,750 - Budget c/fwd
	Oatlands						
	- Barrack Street (towards Mason Street)	\$	10,000	\$	-	\$ 10,000	Budget c/fwd
	- High St/Wellington Street Junction	\$	5,000	\$	-	\$ 5,000	Budget c/fwd
	- Queen Anne Street		7500			\$ 7,500	
			\$	90,000	\$	4,124	\$ 85,876
WASTE	Oatlands WTS - General Improvements	\$	25,000	\$	-	\$ 25,000	Budget includes \$5K c/fwd
	Dysart WTS - General Improvements	\$	20,000	\$	-	\$ 20,000	
	Wheelie Bins and Crates	\$	7,500	\$	-	\$ 7,500	
			\$	52,500	\$	-	\$ 52,500
PUBLIC TOILETS	Lake Dulverton (New facilities - design & approvals)	\$	83,915	\$	35,183	\$ 48,732	Budget includes \$12K c/fwd
	Colebrook Hiistory Room Toilets (Conversion Family Change Roo	\$	12,000	\$	-	\$ 12,000	
			\$	95,915	\$	35,183	\$ 60,732
SIGNAGE	Oatlands Signage (Info Bays) - Town Maps etc. - 2 Small & 2 Larg	\$	9,282	\$	-	\$ 9,282	Budget c/fwd
			\$	9,282	\$	-	\$ 9,282
TOURISM	Building (Wool Press Cover)	\$	9,170	\$	407	\$ 8,763	Budget c/fwd
	Lake Dulverton (Aquatic Club Fit-Out) - Shower / Toilet Facility	\$	18,000	\$	-	\$ 18,000	Budget c/fwd
	Lake Dulverton (Aquatic Club Fit-Out) - Roof Replacement	\$	30,000	\$	-	\$ 30,000	Budget c/fwd
	Beacon Tourism Sub-Regional Project	\$	18,000	\$	-	\$ 18,000	
	Lake Dulverton - Cows	\$	12,000	\$	-	\$ 12,000	
			\$	87,170	\$	407	\$ 86,763

HERITAGE						
		Callington Mill (Asset Renewals)	\$ 15,000	\$ 1,200	\$ 13,800	
2016-17		Callington Mill (Mill Tower - Fire Detection System & Exit Lighting)	\$ 6,500	\$ -	\$ 6,500	Budget c/fwd
	G3010010	Commissariat (79 High Street)	\$ 464,250	\$ 271,711	\$ 192,539	WIP 30/6/17 \$196,481 - Budget c/fwd \$384,250
Wood Stove (Women's Kitchen)		Oatlands Court House (Stabilisation & Gaol Cell)	\$ 5,000	\$ -	\$ 5,000	Budget c/fwd
	C3010002	Oatlands Gaol - Minor Capital Works	\$ 5,351	\$ -	\$ 5,351	Budget c/fwd
		Heritage Building (Key Card System)	\$ 47,000	\$ -	\$ 47,000	
		Kempton Watch House (Fitout)	\$ 7,500	\$ -	\$ 7,500	Budget c/fwd
		Parattah Railway Station - Guttering & Fascia	\$ 9,600	\$ -	\$ 9,600	Budget includes \$2.6K c/fwd
			\$ 560,201	\$ 272,911	\$ 287,290	
NATURAL						
		Chauncy Vale - Day Dawn Cottage (Toilet Upgrade)	\$ 5,000	\$ 13,716	\$ (8,716)	Budget c/fwd
		Dulverton Walkway Safety Upgrade	\$ -	\$ 216	\$ (216)	Grant c/fwd
		Chauncy Vale - Interps Hut Repairs	\$ -	\$ 1,026	\$ (1,026)	
			\$ 5,000	\$ 14,958	\$ (9,958)	
REGULATORY						
		Kempton Council Chambers - Building & Office Improvements	\$ 23,704	\$ 3,436	\$ 20,268	WIP 30/06/17 \$577 - Budget includes \$23,704 c/fwd
		Kempton Council Chambers - External repainting (Windows etc.)	\$ 7,500	\$ -	\$ 7,500	Budget c/fwd
		Kempton Council Chambers - Office Furniture & Equipment	\$ 3,000	\$ -	\$ 3,000	
			\$ 34,204	\$ 3,436	\$ 30,768	
ACCESS						
		All Buildings (Priority Approach - Year 2 of 5)	\$ 50,000	\$ -	\$ 50,000	
			\$ 50,000	\$ -	\$ 50,000	
RECREATION						
	C4070005	Recreation Committee	\$ 30,000	\$ -	\$ 30,000	
		Blue Place - external repainting	\$ 20,000	\$ -	\$ 20,000	
		Colebrook Hall - Heating	\$ 3,000	\$ 12,989	\$ (9,989)	WIP 30/06/17 \$560 - Budget includes \$3k c/fwd
		Kempton Hall - external repainting	\$ 40,000	\$ -	\$ 40,000	Budget includes \$20k c/fwd
		- Alexander Circle & Lyndon Road (Stage 2)	\$ 8,000	\$ -	\$ 8,000	
		Playground Equipment	\$ -	\$ -	\$ -	
		Rec Ground - Campania (Stormwater - eastern side)	\$ 3,000	\$ -	\$ 3,000	
		Oatlands Aquatic Centre (New Pool)	\$ 3,130,000	\$ 146,014	\$ 2,983,986	WIP 30/017
	C4070033	Oatlands Aquatic Club Building	\$ 18,000	\$ 29,068	\$ (11,068)	WIP 30/6/17 \$19,693 - Budget includes \$18K c/fwd
		Rec Ground - Mt Pleasant (Upgrade Toilets)	\$ 13,000	\$ -	\$ 13,000	Budget c/fwd
		Rec Ground - Mangalore	\$ -	\$ 150	\$ (150)	WIP 30/017
	C4070001	Rec Ground - Parattah (Facility Development)	\$ 14,000	\$ 407	\$ 13,593	Budget c/fwd
	G4070015	Stables & Carriage Shed	\$ -	\$ 724	\$ (724)	
		Tunbridge Park - Perimeter Fence (Safety)	\$ 7,500	\$ -	\$ 7,500	
			\$ 3,286,500	\$ 189,351	\$ 3,097,149	

CAPACITY						
	C5020001	Levendale Community Centre	\$ 8,000	\$ -	\$ 8,000	Budget c/fwd
		Memorial Avenue Development (Island)	\$ 47,000		\$ 47,000	
		Memorial Avenue Development (Survey; Fencing & Aquisition)	\$ 15,100		\$ 15,100	
			\$ 70,100	\$ -	\$ 70,100	
SAFETY						
		Road Accident Rescue Unit	\$ 3,000	\$ -	\$ 3,000	
			\$ 3,000	\$ -	\$ 3,000	
SUSTAINABILITY						
		Council Chambers - Building Improvements	\$ 15,500	\$ 4,123	\$ 11,377	Budget includes \$7,500 c/fwd
		Photo Reframing	\$ 3,000	\$ -	\$ 3,000	Budget c/fwd
		Council Chambers - Damp Issues & Stonemasonry	\$ 15,000	\$ -	\$ 15,000	Budget c/fwd
		Council Chambers - Server Room (Fireproofing)	\$ 10,000	\$ -	\$ 10,000	Budget c/fwd
	C6020009	Computer System (Hardware / Software)	\$ 67,338	\$ 20,799	\$ 46,539	
		Telephone / Comms System	\$ 35,000	\$ -	\$ 35,000	
C4070011	C9990002	Town Hall (General - Incl. Office Equip/Furniture)	\$ 8,000	\$ 2,742	\$ 5,258	
			\$ 153,838	\$ 27,664	\$ 126,174	
WORKS						
		Kempton Depot - External Painting	\$ 10,000	\$ -	\$ 10,000	Budget c/fwd
		Depot Relocation (Site / Concept Plans etc.)	\$ 300,000	\$ 14,490	\$ 285,510	
					\$ -	
		Minor Plant Purchases	\$ 9,500	\$ 258	\$ 9,242	
		Radio System	\$ 2,000	\$ -	\$ 2,000	
		Plant Replacement Program				
		Refer separate Schedule (Gross)	\$ 552,500	\$ -	\$ 552,500	
		Light Vehicles (Gross)	\$ 192,000	\$ 45,208	\$ 146,792	
		(Trade Allowance - \$180K)				
		Slasher Extra H/Duty (7ft Cut)	\$ 10,500		\$ 10,500	
			\$ 1,076,500	\$ 59,955	\$ 1,016,545	
		GRAND TOTALS	\$ 8,573,108	\$ 1,937,635	\$ 6,635,473	

**SOUTHERN MIDLANDS COUNCIL : CURRENT EXPENDITURE 2017/18
SUMMARY SHEET**

PROGRAM	TOTAL	REVISED BUDGET (GRANTS & OTHER REIMBURSEMENTS)	ACTUAL AS AT 31st OCTOBER 2017 33%	VARIANCE (+/-)	% BASED ON REVISED BUDGET 100%
INFRASTRUCTURE					
Roads	3,077,714	3,077,714	1,012,920	2,064,794	32.91%
Bridges	350,040	350,040	104,680	245,359	29.91%
Walkways	212,309	212,309	39,865	172,443	18.78%
Lighting	85,680	85,680	20,646	65,034	24.10%
Irrigation	0	0	0	0	0.00%
Drainage	85,132	85,132	17,866	67,266	20.99%
Waste	748,167	748,167	214,556	533,611	28.68%
Public Toilets	58,994	58,994	13,685	45,309	23.20%
Communications	0	0	0	0	0.00%
Signage	6,675	6,675	2,263	4,412	33.90%
INFRASTRUCTURE TOTAL:	4,624,711	4,624,711	1,426,481	3,198,229	30.84%
GROWTH					
Residential	0	0	0	0	0.00%
Tourism	241,582	241,582	6,180	235,402	2.56%
Business	997,261	247,261	88,439	158,822	35.77%
Mill Operations	493,706	493,706	365,125	128,581	73.96%
Agriculture	0	0	0	0	0.00%
Integration	7,500	7,500	0	7,500	0.00%
GROWTH TOTAL:	1,740,049	990,049	459,743	530,305	46.44%
LANDSCAPES					
Heritage	289,968	289,968	97,329	192,639	33.57%
Natural	164,875	164,875	59,934	104,942	36.35%
Cultural	9,600	9,600	0	9,600	0.00%
Regulatory	768,365	768,365	239,393	528,972	31.16%
Climate Change	11,181	11,181	578	10,603	5.17%
LANDSCAPES TOTAL:	1,243,989	1,243,989	397,233	846,756	31.93%
LIFESTYLE					
Youth	226,638	226,638	78,562	148,076	34.66%
Aged	2,500	2,500	136	2,364	5.45%
Childcare	7,500	7,500	5,000	2,500	66.67%
Volunteers	40,000	40,000	22,365	17,635	55.91%
Access	0	0	0	0	0.00%
Public Health	10,093	10,093	5,517	4,576	54.66%
Recreation	490,033	490,033	94,222	395,811	19.23%
Animals	103,767	103,767	39,253	64,514	37.83%
Education	0	0	0	0	0.00%
LIFESTYLE TOTAL:	880,531	880,531	245,056	635,474	27.83%
COMMUNITY					
Retention	0	0	0	0	0.00%
Capacity	27,925	27,925	6,619	21,305	23.70%
Safety	56,650	56,650	11,362	45,288	20.06%
Consultation	7,300	7,300	2,167	5,132	29.69%
Communication	12,125	12,125	1,623	10,502	13.39%
COMMUNITY TOTAL:	103,998	103,998	21,772	82,227	20.93%
ORGANISATION					
Improvement	7,590	7,590	0	7,590	0.00%
Sustainability	2,203,826	2,203,826	842,738	1,361,088	38.24%
Finances	277,707	277,707	96,549	181,158	34.77%
ORGANISATION TOTAL:	2,489,123	2,489,123	939,288	1,549,835	37.74%
TOTALS	11,082,400	10,332,400	3,489,573	6,842,827	33.77%

	INFLOWS (OUTFLOWS) (July 2017)	INFLOWS (OUTFLOWS) (August 2017)	INFLOWS (OUTFLOWS) (September 2017)	INFLOWS (OUTFLOWS) (October 2017)	INFLOWS (OUTFLOWS) (Year to Date)
Cash flows from operating activities					
Payments					
Employee costs	- 261,471.56	- 263,280.28	- 257,356.08	- 544,634.16	- 1,326,742.08
Materials and contracts	- 619,314.92	- 215,561.82	- 343,225.01	- 263,264.43	- 1,441,366.18
Interest	- 4,693.83	-	-	-	- 4,693.83
Other	- 19,434.44	- 58,081.58	- 43,517.34	- 110,418.36	- 231,451.72
	- 904,914.75	- 536,923.68	- 644,098.43	- 918,316.95	- 3,004,253.81
Receipts					
Rates	92,911.15	813,684.96	1,586,157.29	174,981.88	2,667,735.28
User charges	235,490.50	96,854.23	115,773.17	71,598.56	519,716.46
Interest received	18,986.07	16,609.32	16,094.00	17,976.72	69,666.11
Subsidies	-	-	-	-	-
Other revenue grants	-	410,084.25	-	-	410,084.25
GST Refunds from ATO	-	-	-	-	-
Other	11,533.48	19,250.73	1,427.15	- 11,957.12	20,254.24
	358,921.20	1,356,483.49	1,719,451.61	252,600.04	3,687,456.34
Net cash from operating activities	- 545,993.55	819,559.81	1,075,353.18	- 665,716.91	683,202.53
Cash flows from investing activities					
Payments for property, plant & equipment	- 42,952.75	- 265,587.42	- 111,945.72	- 528,171.31	- 948,657.20
Proceeds from sale of property, plant & equipment	-	89,389.93	90.91	-	89,480.84
Proceeds from Capital grants	61,635.00	11,000.00	-	-	72,635.00
Proceeds from Investments	-	-	-	-	-
Payment for Investments	-	-	-	-	-
Net cash used in investing activities	18,682.25	- 165,197.49	- 111,854.81	- 528,171.31	- 786,541.36
Cash flows from financing activities					
Repayment of borrowings	- 6,514.75	-	-	-	- 6,514.75
Proceeds from borrowings	-	-	-	-	-
Net cash from (used in) financing activities	- 6,514.75	-	-	-	- 6,514.75
Net increase/(decrease) in cash held	- 533,826.05	654,362.32	963,498.37	- 1,193,888.22	- 109,853.58
Cash at beginning of reporting year	11,637,204.77	11,103,378.72	11,757,741.04	12,721,239.41	11,637,204.77
Cash at end of reporting	11,103,378.72	11,757,741.04	12,721,239.41	11,527,351.19	11,527,351.19

SOUTHERN MIDLANDS COUNCIL				
SUMMARY OF RATES AND CHARGES LEVIED, REMITTED AND COLLECTED				
	This Financial Year		Last Financial Year	
	13th November 2017		13th November 2016	
Arrears brought forward as at July 1		\$ 379,430.89		\$ 415,003.63
ADD current rates and charges levied		\$ 5,108,174.45		\$ 4,820,099.02
ADD current interest and penalty		\$ 26,534.37		\$ 24,941.08
TOTAL rates and charges demanded	100.00%	\$ 5,514,139.71	100.00%	\$ 5,260,043.73
LESS rates and charges collected	45.37%	\$ 2,501,725.28	44.00%	\$ 2,314,173.80
LESS pensioner remissions	4.12%	\$ 227,233.64	4.12%	\$ 216,761.54
LESS other remissions and refunds	0.11%	\$ 5,916.11	0.25%	\$ 13,202.07
LESS discounts	0.48%	\$ 26,244.14	0.45%	\$ 23,689.28
TOTAL rates and charges collected and remitted	50.07%	\$ 2,761,119.17	48.82%	\$ 2,567,826.69
UNPAID RATES AND CHARGES	49.93%	\$ 2,753,020.54	51.18%	\$ 2,692,217.04

18. MUNICIPAL SEAL

Nil.

19. CONSIDERATION OF SUPPLEMENTARY ITEMS TO THE AGENDA

Nil.

DECISION

Moved by Clr R Campbell, seconded by Clr D Fish

THAT the Meeting be closed to the public to consider Regulation 15 matters, and that members of the public be required to leave the meeting.

CARRIED

Councillor	Vote FOR	Vote AGAINST
Mayor A E Bisdee OAM	√	
Dep. Mayor A O Green	√	
Clr A Bantick	√	
Clr E Batt	√	
Clr R Campbell	√	
Clr DF Fish	√	
Clr D Marshall	√	

CLOSED COUNCIL MINUTES

20. BUSINESS IN “CLOSED SESSION”

20.1 CLOSED COUNCIL MINUTES - CONFIRMATION

In accordance with the Local Government (Meeting Procedures) 2015, the details of the decision in respect to this item are to be kept confidential and are not to be communicated, reproduced or published unless authorised by Council.

Item considered in Closed Session in accordance with Regulation 15 (2) of the Local Government (Meeting Procedures) Regulations 2015.

20.2 APPLICATIONS FOR LEAVE OF ABSENCE

In accordance with the Local Government (Meeting Procedures) 2015, the details of the decision in respect to this item are to be kept confidential and are not to be communicated, reproduced or published unless authorised by Council.

Item considered in Closed Session in accordance with Regulation 15 (2) (h) of the Local Government (Meeting Procedures) Regulations 2015.

20.3 LEGAL MATTER

In accordance with the Local Government (Meeting Procedures) 2015, the details of the decision in respect to this item are to be kept confidential and are not to be communicated, reproduced or published unless authorised by Council.

Item considered in Closed Session in accordance with Regulation 15 (2) (i) of the Local Government (Meeting Procedures) Regulations 2015.

20.4 PROPERTY MATTER - KEMPTON

In accordance with the Local Government (Meeting Procedures) 2015, the details of the decision in respect to this item are to be kept confidential and are not to be communicated, reproduced or published unless authorised by Council.

Item considered in Closed Session in accordance with Regulation 15 (2) (f) of the Local Government (Meeting Procedures) Regulations 2015.

DECISION

Moved by Cllr R Campbell, seconded by Cllr D Marshal

THAT Council move out of “Closed Session”

CARRIED

Councillor	Vote FOR	Vote AGAINST
Mayor A E Bisdee OAM	√	
Cllr A Bantick	√	
Cllr E Batt	√	
Cllr R Campbell	√	
Cllr DF Fish	√	
Cllr D Marshall	√	

OPEN COUNCIL MINUTES

21. CLOSURE

The meeting closed at 3.22 p.m.

**LAKE DULVERTON & CALLINGTON PARK MANAGEMENT COMMITTEE
MINUTES**

**Monday 27th November 2017
Council Chambers, Oatlands 6.30 p.m.**

TABLE OF CONTENTS

1. ATTENDANCE.....	1
2. APOLOGIES.....	1
3. CONFIRMATION OF MINUTES.....	1
4. BUSINESS ARISING FROM PREVIOUS MEETING.....	2
4.1 TOILET BLOCK ON LAKE FORESHORE	2
4.2 MACROCARPA TREE AREA BESIDE MAHERS POINT.....	2
4.3 AQUATIC CLUB BUILDING	3
4.4 COW SCULPTURES ON THE LAKE PROPOSAL	3
4.5 OATLANDS ROTARY	3
4.6 DOG TIDY – DOG WASTE BAGS.....	4
5.0 TREASURER’S REPORT.....	4
6.0 OTHER MATTERS	6
7.0 NEXT MEETING	6

LAKE DULVERTON & CALLINGTON PARK MANAGEMENT COMMITTEE

MINUTES

Monday 27th November 2017

**6.30 p.m. Council Chambers
Oatlands**

MEMBERS:

Chairman: Councillor Don Fish (Proxy: Cllr B Campbell)

Parks & Wildlife Rep: Paul Helleman (Proxy: to be advised)

Resident Representatives: Mrs Maria Weeding, Mr Athol Bennett, Dr Robert Simpson, Mr Robert Foster, Mrs Stephanie Burbury, Ms Helen Geard, Mrs Jenni Muxlow

The meeting opened at 6.35 p.m.

1. ATTENDANCE

Councillor Don Fish, Paul Helleman, Maria Weeding, Helen Geard, Athol Bennett, Jenni Muxlow, Stephanie Burbury.

2. APOLOGIES

Dr Robert Simpson.

3. CONFIRMATION OF MINUTES

The committee to confirm the 16th October 2017 minutes.

RECOMMENDATION

That the Committee confirm the Minutes of the Lake Dulverton & Callington Park Management Committee meeting held on 16th October 2017.

SUB COMMITTEE RECOMMENDATION TO COUNCIL:

MOVED Mrs Stephanie Burbury

SECONDED Mr Athol Bennett

THAT the Committee confirm the minutes of the Lake Dulverton & Callington Park Management Committee meeting, held on 16th October 2017.

CARRIED

4. BUSINESS ARISING FROM PREVIOUS MEETING

4.1 TOILET BLOCK ON LAKE FORESHORE

Works on the upgrade of the toilet block commenced in October. A few unexpected issues arose during the course of upgrading the toilet block. At one stage, freight was lost. Another time the screens were damaged at the factory, and had to be redone. Contractors have been delayed. All this has meant an unfortunate over run in the time to complete the upgrade. The outdoor screens were placed today by Phil Jones (Heritage Building Solutions), Helen Geard and Maria Weeding. Works will be completed on 28th November 2017 when the final placement of toilet paper dispensers are fitted, and some plants on the roadside are placed to finish the landscaping.

RECOMMENDATION

That the information be noted.

SUB COMMITTEE RECOMMENDATION TO COUNCIL:

RESOLVED

THAT the information be noted.

4.2 MACROCARPA TREE AREA BESIDE MAHERS POINT

There has been considerable discussion on this to date. It has been noted from previous meetings that the committee feel that there would need to be more public consultation on this prior to outright removal of the trees. The Works Dept and Councillors were requested to inspect the site for further deliberations. This inspection occurred prior to the Council meeting on Wednesday 22nd November.

An update was provided to the committee by Clr Don Fish. When Councillors met at the site on 22nd November, the conclusion of the site visit was that the trees on the line perpendicular to the lake would all be removed. For the trees running parallel to the dirt road the first 11 running out from the town would be retained and the balance – from tree twelve on to the end of the row (Mahers Point cottage end), would be removed. The single large *Pinus radiata* would also be removed.

Discussion on the information from Clr Fish led to the opinion of a number of the Lake Dulverton & Callington Park Committee Members, that the best option would be to get an arborist to do a report on the trees. There was also discussion that there should be more community consultation. The committee were reminded that there had been consultation on the trees, having been listed for removal as an action in the Committee's *Lake Dulverton and Dulverton Walkway Action Plan (2017)*. This plan had gone out for a complete phase of consultation – on the web site, the Plan on display at the Council offices and notices around the town of Oatlands at the time.

RECOMMENDATION:

MOVED Mrs Jenni Muxlow

SECONDED Mr Paul Helleman

THAT 1. An Arborist be appointed to compile a report on the status of the trees.
2. There should be further consultation with the community on the issue.

CARRIED

4.3 AQUATIC CLUB BUILDING

It was reported at the last meeting that the shower facility has been completed, however, it seems that there is a hold up in provision of the gas cylinder to heat water. The actual access to the site with the keyless card entry system has progressed but is not finalised. It is hoped that all will be sorted soon so that the facility can be used in the near future.

RECOMMENDATION:

Note the information.

SUB COMMITTEE RECOMMENDATION TO COUNCIL:

RESOLVED

THAT the information be noted.

4.4 COW SCULPTURES ON THE LAKE PROPOSAL

The Midlands Arts group made a submission to the Council for funding consideration in the 17/18 year budget. There are funds to proceed. Folko Cooper will arrange the design and fabrication of the sculptures. An interpretation panel will be developed as the final phase.

RECOMMENDATION:

Note the information.

SUB COMMITTEE RECOMMENDATION TO COUNCIL:

MOVED Mrs Jenni Muxlow

SECONDED Mrs Stephanie Burbury

THAT 1. An Arborist be appointed to compile a report on the status of the trees.
2. There should be further consultation with the community on the issue.

CARRIED

4.5 OATLANDS ROTARY – PROPOSED ROTUNDA IN CALLINGTON PARK

J Muxlow informed the committee that Oatlands Rotary have 'Community Portfolio' within the club. Jenni is involved with this aspect of the Rotary Club. She proposed that an upgrade / renewal of the Callington Park area be considered by the Committee. Jenni reported that Rotary are wanting to support and help with funding a rotunda style building in the Callington Park area. It would be out from the current BBQ hut, between the hut and fence on the lake side. Jenni provided the meeting with details as to design / concept plans, indicating that the proposed site is next to the hedge, out from the BBQ hut and close to the lake foreshore (roughly not far from the existing house on the adjoining block). It is proposed that Rotary apply for funds in the next round of Tas Community Funding, which closes on 4th April 2018. The building would be approx. 9.5M diameter.

AGENDA ITEM 4.3.1

Committee Members suggested that more community consultation occur, and advised that the Christmas Pageant would be a good opportunity to get a short survey of ratepayers taken. It is recognised that the site is a high profile site and there would need to be widespread demonstrated support to attract funding.

It was also suggested that Jenni ask if she could speak at a Council meeting about the proposal.

SUB COMMITTEE RECOMMENDATION TO COUNCIL:

RESOLVED

THAT the information be noted and that further public consultation be taken, with a report to be provided to the next meeting of the committee.

4.6 DOG TIDY – DOG WASTE BAGS

Following the last meeting, an additional two dispenses were ordered. These have been received, but still need to be installed.

RECOMMENDATION:

Note the information.

SUB COMMITTEE RECOMMENDATION TO COUNCIL

RESOLVED

THAT the information be noted.

5.0 TREASURER'S REPORT

A statement detailing Receipts and Expenditure for the financial year to date was tabled at the meeting.

RECOMMENDATION:

That the statement detailing the Committee receipts and expenditure for this financial year to date be received and endorsed.

SUB COMMITTEE RECOMMENDATION TO COUNCIL:

MOVED Mrs Stephanie Burbury

SECONDED Mr Athol Bennett

THAT the statement detailing the Committee receipts and expenditure for this financial year to date be received and endorsed.

CARRIED

6.0 OTHER MATTERS

6.1 *Weeds in the Lake*

Query on the weeds in the lake – the green tall plants. It was explained that this is the natural vegetation for the lake. There was then discussion on the more recent brown mostly submerged weed that was in the recreation zone of the lake. Members were advised that Council is waiting on a response from a botanist who will be able to identify what the plant is, however, it is thought that it is the same as the one in Lake Tiberius, and is not necessarily a ‘bad’ weed.

RESOLVED

THAT the information be noted.

6.2 *Power Lines on the Esplanade – Opposite Callington Park*

The committee were advised that Council will be considering placing the power underground at this location. No further information was available – just for noting at this stage.

RESOLVED

THAT the information be noted.

6.3 *Water for Proposed Whiskey Distillery – Oatlands*

The committee were advised that the proposed whisky distillery will need to access water for cooling purposes. All options are being looked at, with the possibility of the water either from recirculating / recycling Lake Dulverton or the Midlands Water Scheme water as an option.

RESOLVED

THAT the information be noted.

7.0 NEXT MEETING

Monday February 19th 2018 (or Monday 12th Feb is an option)

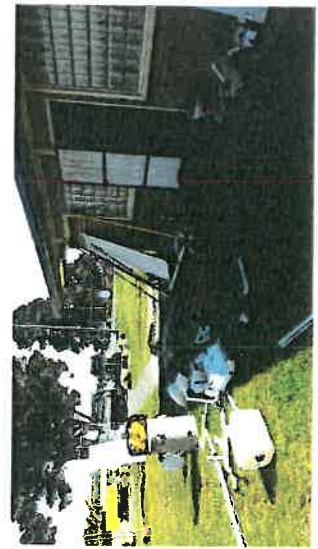
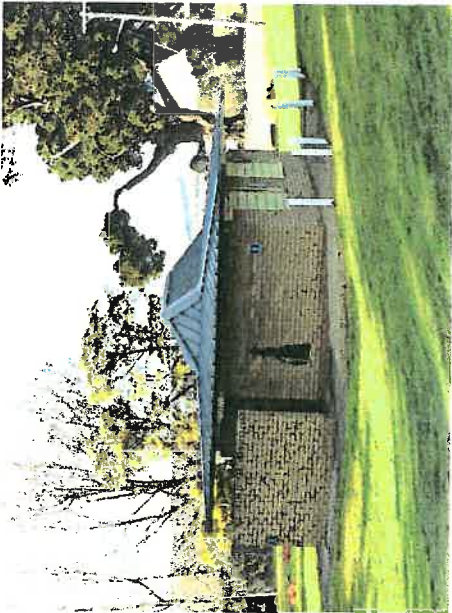
Meeting closed at 8.15 p.m.

* * * * *

CONFIRMED THIS DAY OF....., 2018

.....CHAIRMAN

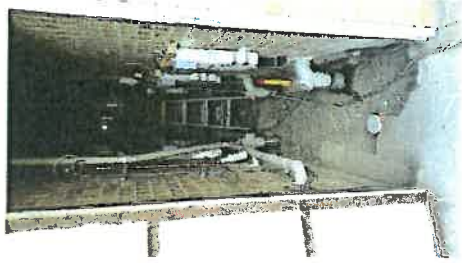
Lake Dulverton Foreshore Toilet Upgrade October 2017 – November 2017



Item 4.01

AGENDA ITEM 4.3.1

AGENDA ITEM 4.3.1



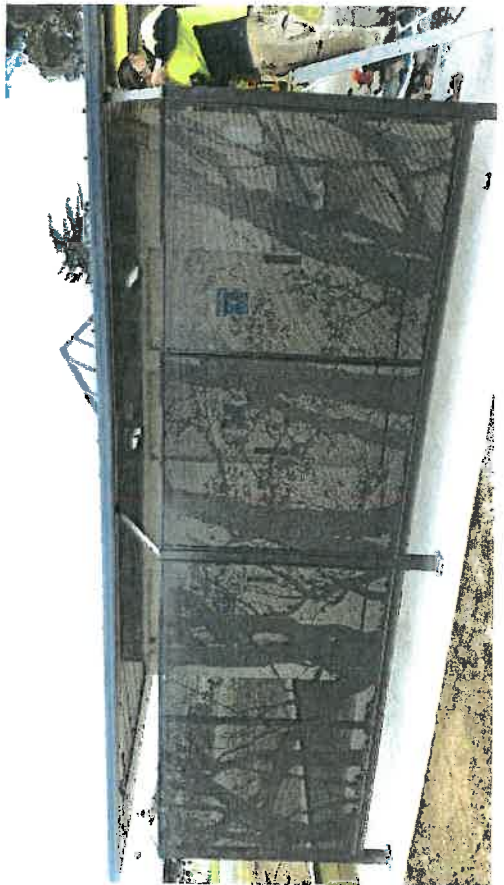
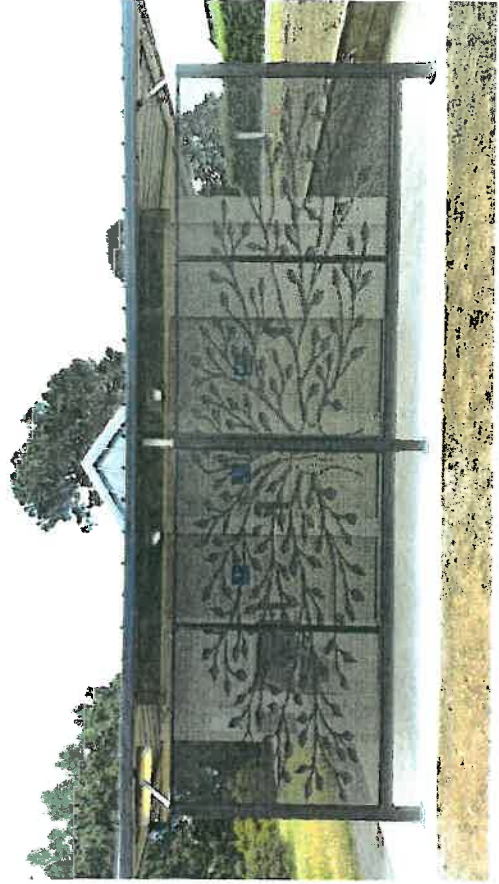
AGENDA ITEM 4.3.1



AGENDA ITEM 4.3.1



AGENDA ITEM 4.3.1







**WASTE STRATEGY SOUTH
MINUTES**

**Minutes of a meeting of Waste Strategy South held on 20 November 2017
commencing at 10:00am in the Elizabeth Street Conference Room, Hobart City
Council, Macquarie Street, Hobart**

Present: Brighton Council – Heath Macpherson
Clarence City Council - Alderman Sharyn Von Bertouch and Ross Graham
Derwent Valley Council – Councillor James Graham and David
Bradford and Richard Blackwell
Glenorchy City Council – Shafiq Mohamed
Hobart City Council - David Holman
Huon Valley Council – Martin Conlan
Kingborough Council - Councillor Flora Fox and Stuart Baldwin
Sorell Council – Mayor Kerry Vincent
Southern Midlands Council - Councillor Bob Campbell
Tasman Council - Mayor Roseanne Heyward (Chair)

Apologies: Brighton Council – Councillor Leigh Gray
Central Highlands Council - Councillor Lana Benson and Graham
Rogers
Clarence City Council – John Judge
Glenorchy City Council – Commissioner Sue Smith
Glamorgan Spring Bay Council – David Metcalf
Hobart City Council – Alderman Helen Burnet
Huon Valley Council – Commissioner Adriana Taylor
Kingborough Council – Mayor Steve Wass and David Reeve
Sorell Council - Russell Fox
Southern Midlands Council – Graham Green

1. Opening and Welcome

The Chair welcomed all attendees to the meeting and declared the meeting open at 10.05am.

2. Apologies

Apologies were noted (as listed on first page).

3. Minutes of the Previous Meeting

The minutes of the previous meeting (9 October 2017) were discussed with an amendment made under 'other business' to Councillor Campbell's update that the tax incentive was to apply to repairable products.

The minutes were carried with the above amendment.

Carried: All

4. Waste Strategy South Terms of Reference

It was agreed that the Waste Strategy South Terms of Reference attached to the agenda now reflected the correct title of the group.

It was requested that the updated Terms of Reference be circulated to the group.

Recommendation

That Waste Strategy South support an amendment to its Terms of Reference in order that the name of the Committee is correctly reflected in the document.

Moved: David Bradfield

Seconded: Councillor Flora Fox

Carried: All

5. Request for Quotation – Provision of Project Management Services

At the commencement of discussion for this item, David Holman advised the group that he knew one of the consultants (Mr Tim Phillips) and that he would not contribute to the conversation and would be happy to vacate the room, if requested. The group was happy for David to remain in the room.

The Chair provided an overview of the process undertaken to assess the two submissions received as a result of the request for quotation.

It was agreed that a working group be formed to assist with projects and a call for

volunteers resulted in the following indicating they would be happy to participate - David Holman; Stuart Baldwin and Martin Conlan.

Recommendation

That Resonance Consulting be appointed to provide project management services to Waste Strategy South.

Moved: Heath Carpenter

Seconded: Councillor Bob Campbell

For: Heath Macpherson, Alderman Sharyn Von Bertouch, Ross Graham, Councillor James Graham, David Bradford, David Holman, Martin Conlan, Councillor Flora Fox, Stuart Baldwin, Mayor Kerry Vincent, Councillor Bob Campbell, Mayor Roseanne Heyward

Against: Shafiq Mohamed

Carried

6. Budget

Members discussed the draft budget. The budget allocation for Waste Strategy South for 2017/18 is \$120,275.00.

The 'known' expenses are:

- Memorandum of Understanding - \$30,000
- Garage Sale Trail - \$17,225
- Logo - \$2,675
- Project Management Services - \$28,800

The proposed \$4,775 listed for printing associated with the Communications Plan is to be moved into the Project Management Services line item. The proposed \$2,000 for annual get together with other waste bodies will have a zero budget and rely on in-kind support.

The bin audits are to be postponed for this financial year.

The \$8,000 for the Waste Strategy document will remain and be used to engage a consultant with more work to occur in this area in 18/19.

In relation to the budget attributed to the Household Hazardous Waste Collection, the group agreed that there was real merit in this program and that there is an opportunity to partner with the northern waste groups and the EPA to get a company like ChemClear to visit Tasmania.

A budget based on the above discussion is attached to these minutes.

It was noted that Waste Strategy South remains committed to the Garage Sale Trail for 2017 and 2018, however the group agreed that they would give consideration to supporting the Trail beyond 2018.

The group discussed the application of a levy (\$\$ amount per tonne of landfill waste) or a subscription (based on population) in order to provide ongoing funds to Waste Strategy South. It was noted that the northern waste groups are funded through a levy.

There will need to be a conversation at the first Waste Strategy South meeting of 2018 in relation to the 18/19 Waste Strategy South budget. Mayor Vincent indicated that Waste Strategy South will need to put their funding case to the STCA Board. The group agreed that actions in the Action Plan should determine what budget is required for 2018/19.

Carried: All

7. Waste Strategy South Logo

The Chair provided a presentation on logo options for Waste Strategy South. A working group consisting of Mayor Heyward, Mayor Vincent, Heath McPherson and David Holman worked with the designer to deliver a logo that encapsulates Waste Strategy South.

The working group agreed on a preferred design which was presented to members of Waste Strategy South. The group, with the exception of Councillor Campbell, supported the working group's preferred design.

Recommendation

That Waste Strategy South support the working group's preferred logo as presented to the meeting.

For: Heath Macpherson, Alderman Sharyn Von Bertouch, Ross Graham, Councillor James Graham, David Bradford, Shafiq Mohamed, David Holman, Martin Conlan, Councillor Flora Fox, Stuart Baldwin, Mayor Kerry Vincent, Mayor Roseanne Heyward

Against: Councillor Campbell

Carried

8. Tasmanian Government's State Waste Strategy

It was agreed that this item would be deferred to the next Waste Strategy South meeting.

Carried: All

9. Other Business

Waste Strategy South Secretariat Support

An expression of interest (EOI) for secretariat support document was circulated to the group. The City of Hobart is currently providing support, however, this is a temporary arrangement. The position would ideally suit an existing part time person who may have capacity to increase their work hours by assisting Waste Strategy South. Ross Graham enquired as to whether Resonance Consulting might have staff who may be able to assist.

It was agreed that this would be followed up with Resonance Consulting.

Responses to the EOI are to be forwarded to the Chair by 27 November 2017.

Waste Groups Get-together

Mayor Vincent suggested that it would be beneficial for the three regional waste groups and Waste Management Association of Australia Tasmania meeting in the New Year to discuss formulating an agreed list of topics to lobby the major parties on in the lead up to the State election. This list could also be used following the State election when the new Minister is known. Mayor Vincent indicated that he would be happy to talk to Dion Lester about progressing this concept.

Memorandum of Understanding – Communications Plan

David Holman advised that the request for quotation for a television advertisement (waste hierarchy) has been prepared. A final version will be circulated. It was unclear whether the MOU had been officially signed by all parties. It was agreed that David would follow this up. It was noted that the education component of the Plan is scheduled for next financial year.

Garage Sale Trail

David Bradford noted that the Garage Sale Trail does require a degree of effort from councils. Others commented that there did not seem to be as many buyers around this year.

David also advised that Derwent Valley Council were undertaking bin audits.

Waste Strategy South promotion

Mayor Vincent encouraged Waste Strategy South members to talk with their mayors about the importance of the Group and what it has and can achieve. The group plays a critical role in facilitating strategic planning for waste management in southern Tasmania and this needs to be promoted.

Disposable Food Containers

Martin Conlan raised the issue of disposable food containers. It was noted that the City of Hobart had considered this matter (report attached to minutes).

Waste Transfer Station

Councillor Campbell advised that Southern Midlands Council is currently reviewing their transfer stations.

Australian Government lobbying

Councillor Campbell spoke about a proposal he is working up involving lobbying the Australian Government. He spoke about the Inventors Program and encouraging the creation of new products using recycled products. He anticipated having something to share with the group in the New Year.

Waste and Recycling Tender

Shafiq Mohamed advised that the Glenorchy City Council is currently tendering its waste and recycling collection services. The tender closes on 8 December; it is a 7 year contract (5+1+1). Shafiq noted that the tender does include a requirement to provide camera data to the Council every month. The Chair added that having access to camera data has resulted in savings to the Tasman Council. Huon Valley Council indicated that this has also been the case for them and has allowed them to follow up in instances of contaminated recycling. David Bradford enquired whether other councils are using their contractors as a point of contact for customers – Shafiq had advised that Glenorchy City Council only use them during the Christmas period when the Council was closed (22 December to 2 January).

TasWater Trade Waste Agreement

It did not appear that any Councils have signed Trade Waste Agreements with Taswater.

10. Next meeting

To be advised.

In closing, the Chair thanked everyone for their attendance and participation at meetings and extended her best wishes for the Christmas and New Year period.

Meeting Closed – 11.40am

AGENDA ITEM 4.4.1

Waste Strategy South Budget Projection 2017 - 2018 Financial Year

Budget Item

Secreterial Support
Communications Plan printing budget
MoU (Communications) Expenses
Waste Strategy Document
Cooperation with other regional bodies (Annual Get Together)
Logo
Garage Sale Trail
Household Hazardous Waste Collection
Project Management (Coordination) Services
Bin Audits
Total Project Expenditure

Projected Expenditure

\$	4,000.00
\$	-
\$	30,000.00
\$	8,000.00
\$	-
\$	2,675.00
\$	17,225.00
\$	29,575.00
\$	28,800.00
\$	-
\$	120,275.00



APPLICATION FOR PLANNING PERMIT – USE AND DEVELOPMENT
Commercial, Industrial, Forestry and other Non- Residential development

Use this form to apply for planning approval in accordance with section 57 and 58 of the *Land Use Planning and Approvals Act 1993*

Applicant / Owner Details:

Owner / s Name

Southern Midlands Council

Postal Address

PO Box 21

Phone No:

62593011

Oatlands

7120

Fax No:

Email address

mail@southernmidlands.tas.gov.au

Applicant Name

Bzowy Arcitecture

(if not owner)

Postal Address

PO Box 382

Phone No:

62578999

Swansea

7190

Fax No:

Email address:

Description of proposed use and/or development:

Address of new use and development:

18 church street68 + 70 High Street

Certificate of Title No

Volume No

Refer Dwgs

Lot No:

Description of Use

Recreation

Development on site

Aquatic Centre

current use of land and building

Municipal Depot

Refer Definitions in Clause 8.2 of the Southern Midlands Planning Scheme 2015
Attach additional information if required.

E.g. Are there any existing buildings on this title?
If yes, what is the main building used as?

Is the property Heritage Listed

Please tick ✓ answer

Yes

No



Signage

Is any signage proposed?

Please tick ✓ answer

Yes

No



AGENDA ITEM 11.1.2

Business Details	Existing hours of operation				Proposed hours of new operation			
	Hours	am	to	pm	Hours	am	to	pm
	Weekdays	7:00		4:00	Weekdays	7:00		9:00
	Sat	closed			Sat	7:00		9:00
	Sun	closed			Sun	8:00		8:00

Number of existing employees	4	Number of proposed new employees :	8
------------------------------	---	------------------------------------	---

Traffic Movements	Number of commercial vehicles servings the site at present	4	Approximate number of commercial vehicles servicing the site in the future	2
Number of Car Parking Spaces	How many car spaces are currently provided	4	How many new car spaces are proposed	36

Please tick ✓ answer

Is the development to be staged: Yes No

Is the development to be staged, if yes	Described proposed stages	Described period of proposed stages
---	---------------------------	-------------------------------------

Proposed Material Types	What are the proposed external wall colours	refer dwgs	What is the proposed roof colour	refer dwgs
	What is the proposed external wall materials	refer dwgs	What is the proposed roof materials	refer dwgs
	What is the proposed new floor area m ²	refer dwgs	What is the estimated value of all the new work proposed	\$ \$6.0M

If yes attach details: size, colours, fonts, location

Please attach any additional information that may be required by Part 8.1 Application Requirements of the Planning Scheme.

Signed Declaration

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

- The information given is a true and accurate representation of the proposed development. I understand that the information and materials provided with this development application may be made available to the public. I understand that the Council may make such copies of the information and materials as, in its opinion, are necessary to facilitate a thorough consideration of the Development Application. I have obtained the relevant permission of the copyright owner for the communication and reproduction of the plans accompanying the development application, for the purposes of assessment of that application. I indemnify the Southern Midlands Council for any claim or action taken against it in respect of breach of copyright in respect of any of the information or material provided.
- I am the applicant for the planning permit and I have notified the owner/s of the land in writing of the intention to make this application in accordance with Section 52(1) of the *Land Use Planning Approvals Act 1993* (or the land owner has signed this form in the box below in "Land Owner(s) signature");

Applicant Signature	Applicant Name (print)	Date
	bzowy architecture	15.10.2017
Land Owner(s) Signature	Land Owners Name (please print)	Date
	southern midlands council	15.10.2017
Land Owner(s) Signature	Land Owners Name (please print)	Date

Address all correspondence to:
 The General Manager, PO Box 21, Oatlands, Tasmania 7120
 Or by Email Address: mail@southernmidlands.tas.gov.au 'in single PDF file format'
 Phone (03) 62593011

DEVELOPMENT – Information & Checklist sheet

Use this check list for submitting your application

Submitting your application ✓

- 1. All plans and information required per Part 8.1 Application Requirements of the Planning Scheme
- 2. Copy of the current Certificate of Title, Schedule of Easements and Title Plan (Available from Service Tasmania Offices)
- 3. Any reports, certificates or written statements to accompany the Application (if applicable) required by the relevant zone or code.
- 4. Prescribed fees payable to Council

Information

If you provide an email address in this form then the Southern Midlands Council ("the Council") will treat the provision of the email address as consent to the Council, pursuant to Section 6 of the Electronic Transactions Act 2000, to using that email address for the purposes of assessing the Application under the Land Use Planning and Approvals Act 1993 ("the Act").

If you provide an email address, the Council will not provide hard copy documentation unless specifically requested.

It is your responsibility to provide the Council with the correct email address and to check your email for communications from the Council.

If you do not wish for the Council to use your email address as the method of contact and for the giving of information, **please tick ✓** the box

Heritage Tasmania

If the Property is listed on the Tasmanian Heritage Register then the Application will be referred to Heritage Tasmania unless an Exemption Certificate has been provided with this Application. (Phone 1300 850 332 (local call cost) or email enquires@heritage.tas.gov.au)

TasWater

Depending on the works proposed Council may be required to refer the Application to TasWater for assessment (Phone 136992)

PRIVACY STATEMENT

The Southern Midlands Council abides by the Personal Information Protection Act 2004 and views the protection of your privacy as an integral part of its commitment towards complete accountability and integrity in all its activities and programs.

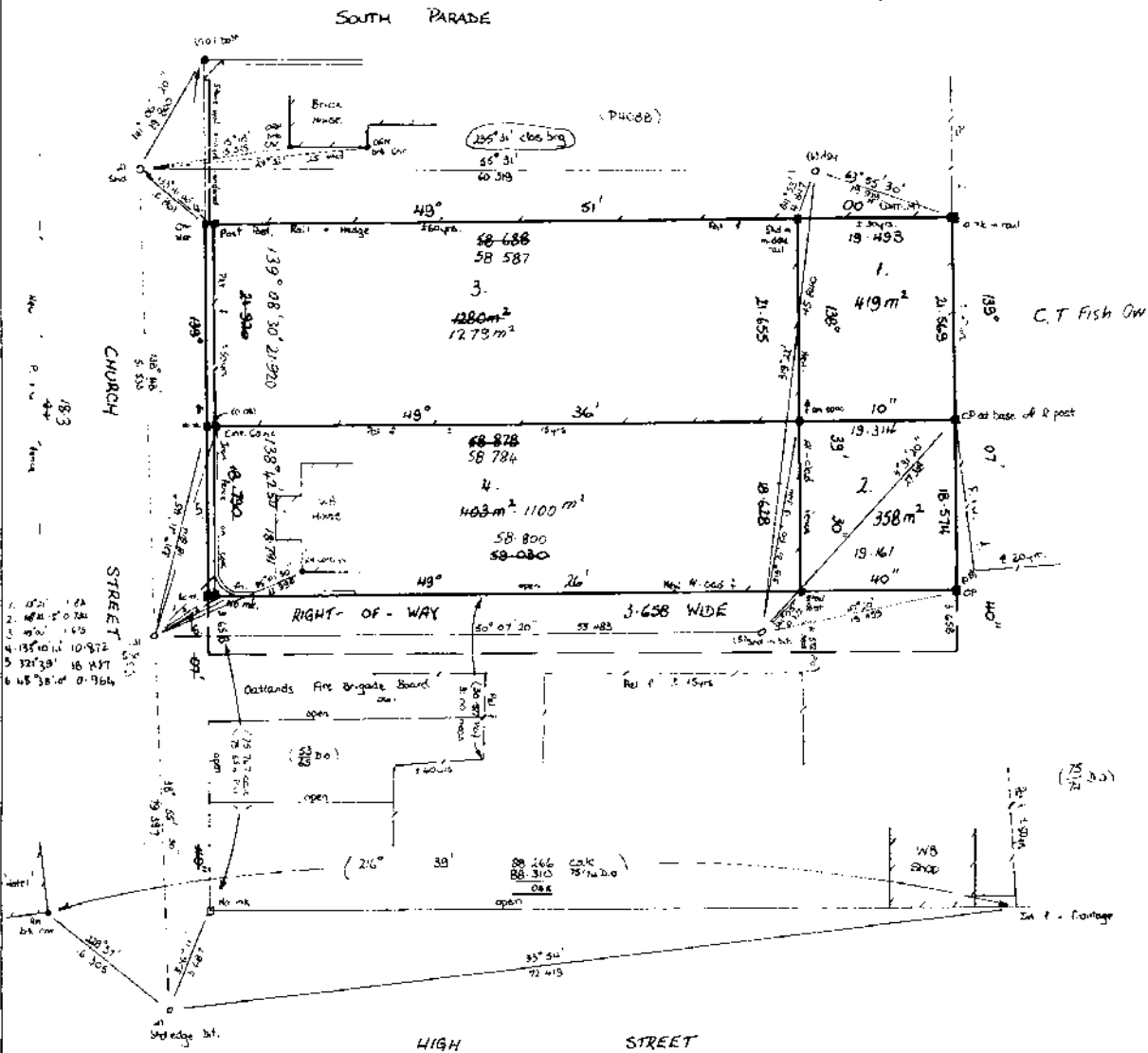
Collection of Personal Information: The personal information being collected from you for the purposes of the Personal Information Protection Act, 2004 and will be used solely by Council in accordance with its Privacy Policy. Council is collecting this information from you in order to process your application.

Disclosure of Personal Information: Council will take all necessary measures to prevent unauthorised access to or disclosure of your personal information. External organisations to whom this personal information will be disclosed as required under the Building Act 2000. This information will not be disclosed to any other external agencies unless required or authorised by law.

Correction of Personal Information: If you wish to alter any personal information you have supplied to Council please telephone the Southern Midlands Council on (03) 6259 3011. Please contact the Council's Privacy Officer on (03) 6254 5000 if you have any other enquires concerning Council's privacy procedures.

Address all correspondence to:
 The General Manager, PO Box 21, Oatlands, Tasmania 7120
 Or by Email Address: mail@southernmidlands.tas.gov.au 'in single PDF file format'
 Phone (03) 62593011

Survey Notes by A.O. Carrick
 Town of Oatlands
 Part of 1-3-37, J. Robinson par.
 Cont. 19/1877 The Warden, Councillors & Electors of the Municipality of Oatlands on (lots 1+3)
 Comp. 46/1066 " (lots 2+4)
 Survey Commenced: 6-1-84
 Survey Completed: 6-1-84
 Error of Close: See calcs
Lot 1 is to be added to lot 2.



See memo inside SVS
 for amendments in red

SURVEY CERTIFICATE

Anthony Owen Carrick of *Hobart*

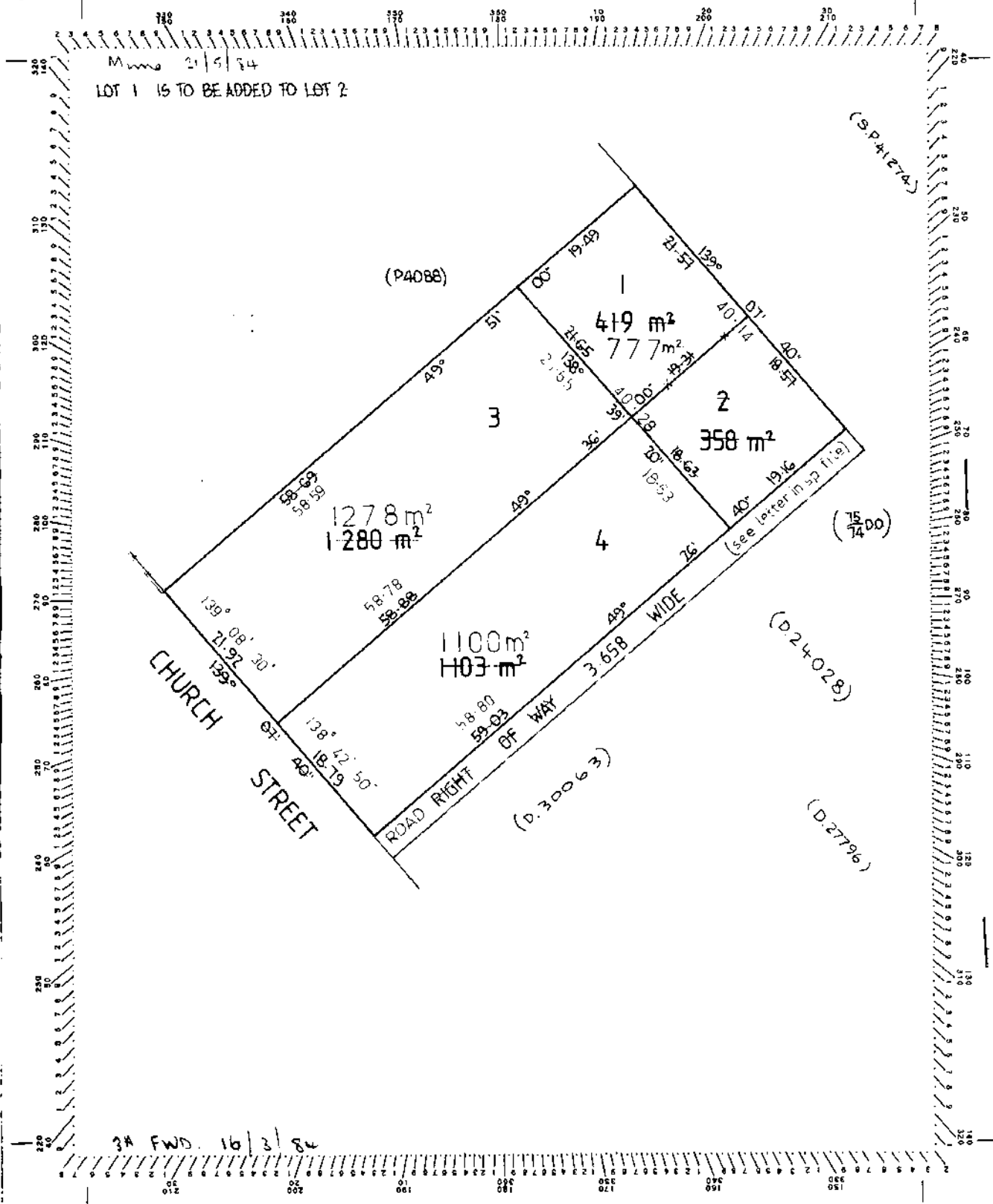
in Tasmania a registered surveyor HEREBY CERTIFY that:

- (a) this survey is based upon the best evidence that the nature of the case admits;
- (b) the survey notes have been truly compiled from surveys made by me or made under my supervision; and
- (c) this survey and accompanying survey notes comply with the relevant legislation affecting surveys and are correct for the purpose required.

Anthony Owen Carrick
 REGISTERED SURVEYOR

Date: *14-1-84*

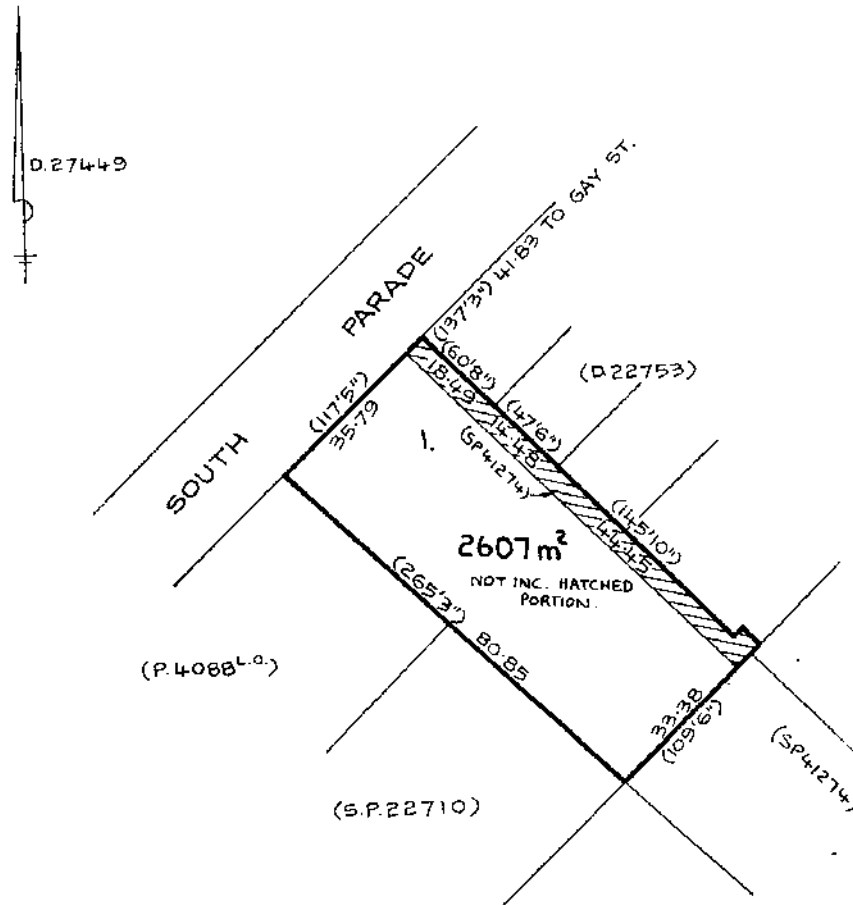
Owner: The Warden Councillors & Electors of the Municipality of Oatlands	PLAN OF SURVEY by Surveyor A.O. GARRICK of land situated in the	Registered Number: S.P22710
Title Reference: Conv 19/1877 & Conv 46/1066	TOWN OF OATLANDS	Approved: 29 AUG 1984 Effective from:
Grantee: Part of la 3r 37p J. Robinson pur		SCALE 1: 500 MEASUREMENTS IN METRES



Owner	<p>PLAN OF TITLE of land situated in the</p> <p>TOWN OF OATLANDS</p> <p>COMPILED FROM... D.27449</p> <p>SCALE 1 MEASUREMENTS IN METRES</p>	Registered Number D.46931
Title Reference CT 4216-86		Approved 31 OCT 1990
Grantee		 Recorder of Titles

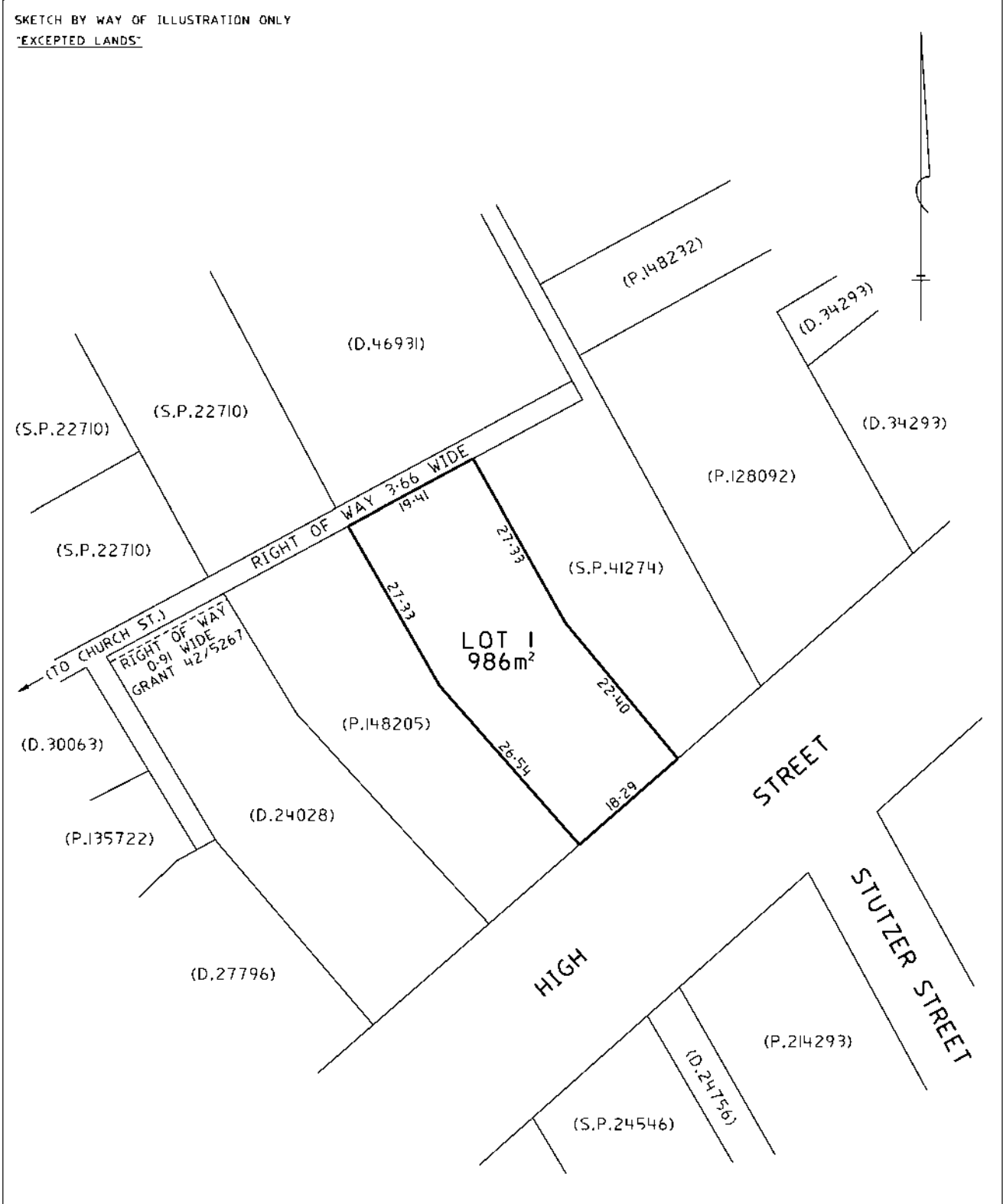
SKETCH BY WAY OF ILLUSTRATION ONLY

CITY/TOWN OF OATLANDS. SEC. I.
LAND DISTRICT OF
PARISH OF
LENGTHS ARE IN METRES. NOT TO SCALE.
LENGTHS IN BRACKETS IN LINKS/FEET & INCHES.



FILE NUMBER A.23362 GRANTEE PART OF LOT 7 (1A-2R-36P) GTD. TO JOHN ROBINSON	CONVERSION PLAN		Registered Number P.148207
	LOCATION TOWN OF OATLANDS (SEC. 1)	CONVERTED FROM 42/655 NOT TO SCALE	LENGTHS IN METRES

MAPSHEET MUNICIPAL CODE No. 125 (5231-23)	LAST UPJ No. 2500646	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN	DRAWN NC
--	----------------------	--	----------



SMC - KEMPTON
RECEIVED
26/09/2017

SOUTHERN
MIDLANDS
COUNCIL



AGENDA ITEM 11.1.2

25th September 2017

J Tyson
Planning Officer
Southern Midlands Council
85 Main Street
KEMPTON TAS 7030

Dear Jacqui

**DEVELOPMENT APPLICATION
PROPOSED AQUATIC CENTRE AT 18 CHURCH STREET OATLANDS**

I write to you to provide you with the Owners Declaration for a Development Application under s52 of the Land Use Planning and Approvals Act 1993 for the Development Application lodged by Bzowy Architecture in respect of the abovementioned site.

As the duly authorised officer, I hereby give my permission for the lodgment of the abovementioned Development Application that covers land owned by the Southern Midlands Council.

Yours sincerely

Tim Kirkwood
General Manager

Received
1/11/2017

11889 TASMAN HIGHWAY (PO BOX 382) SWANSEA TASMANIA 7110 T +613 6257 8999 M 0418 826555 E design@bzowayarc.com.au www.bzowayarchitecture.com.au
BZOWAY ARCHITECTURE

DEVELOPMENT
BOUNDARY

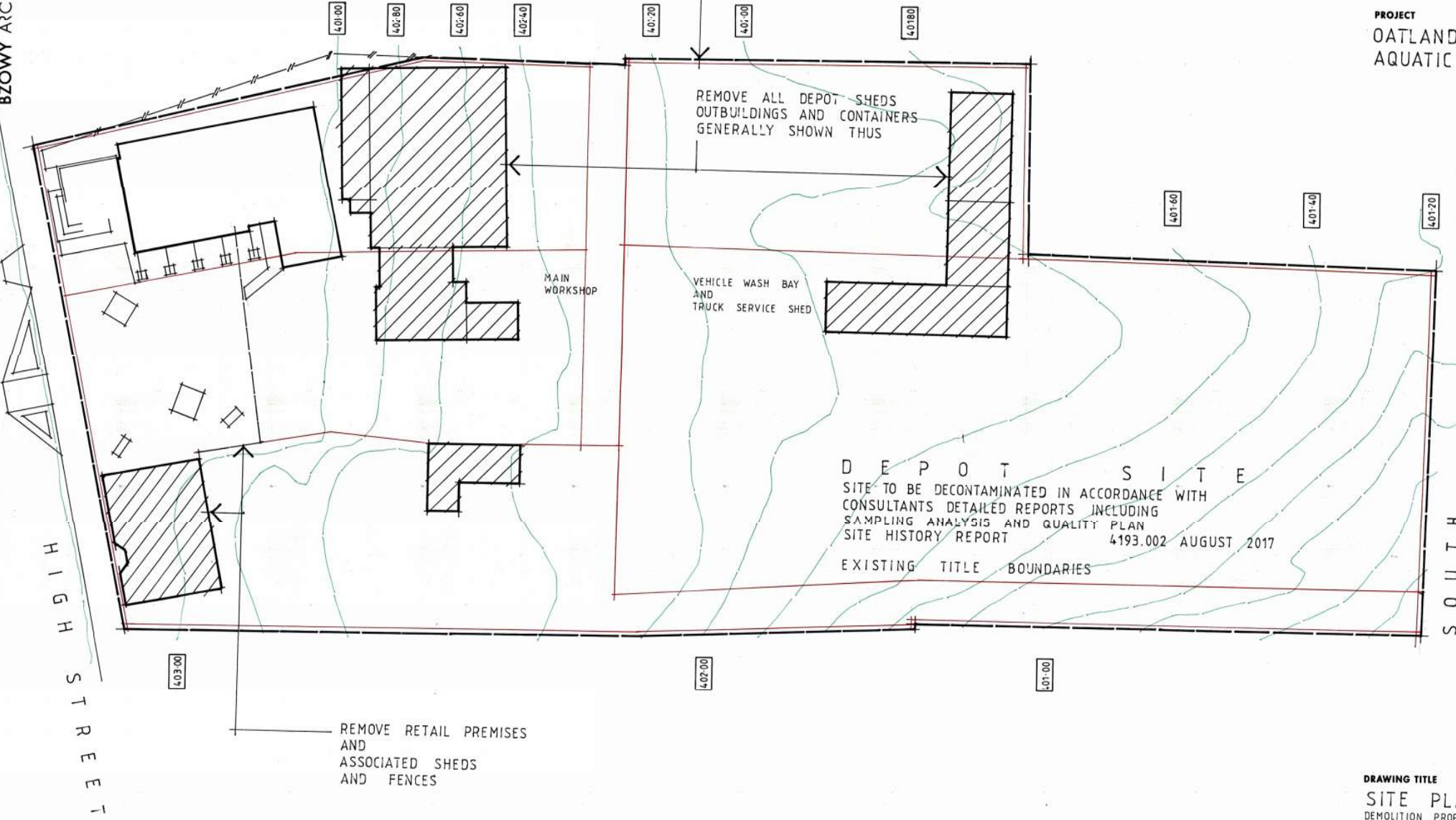
AGENDA ITEM 11.1.2

CLIENT
SOUTHERN
MIDLANDS

PROJECT
OATLANDS
AQUATIC

P A R A D E

S O U T H



DEPOT SITE
SITE TO BE DECONTAMINATED IN ACCORDANCE WITH
CONSULTANTS DETAILED REPORTS INCLUDING
SAMPLING ANALYSIS AND QUALITY PLAN
SITE HISTORY REPORT 4193.002 AUGUST 2017
EXISTING TITLE BOUNDARIES

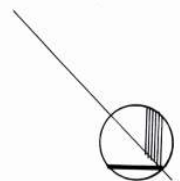
REMOVE RETAIL PREMISES
AND
ASSOCIATED SHEDS
AND FENCES

DRAWING TITLE
SITE PLAN
DEMOLITION PROPOSAL

ISSUE DRAWING
DEVELOPMENT DA 002 A

JOB SCALE
170402 1:200

DATE DRAWN
AUGUST 17 R



© Copyright of design and drawing reserved.
The contractor shall verify all dimensions and levels before commencing work.

Received
 1/11/2017

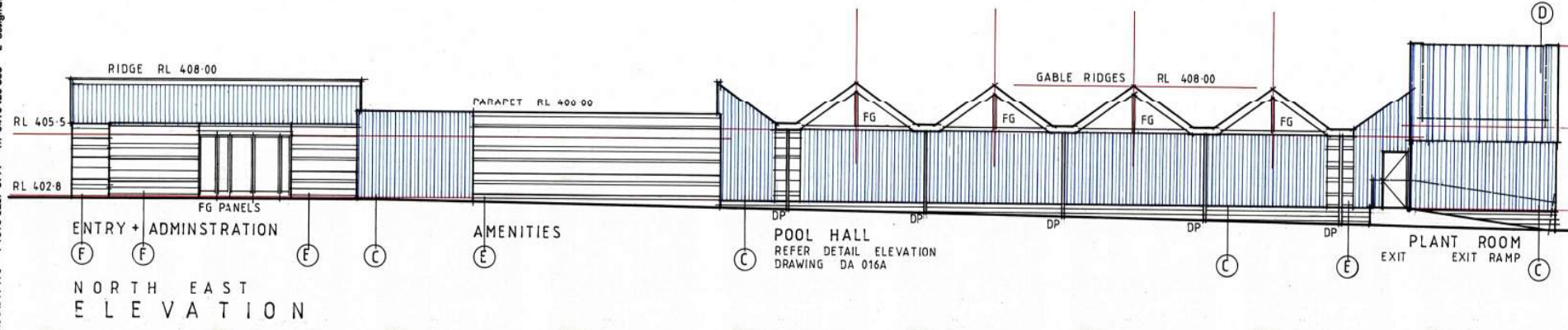
AGENDA ITEM 11.1.2

CLIENT
 SOUTHERN
 MIDLANDS

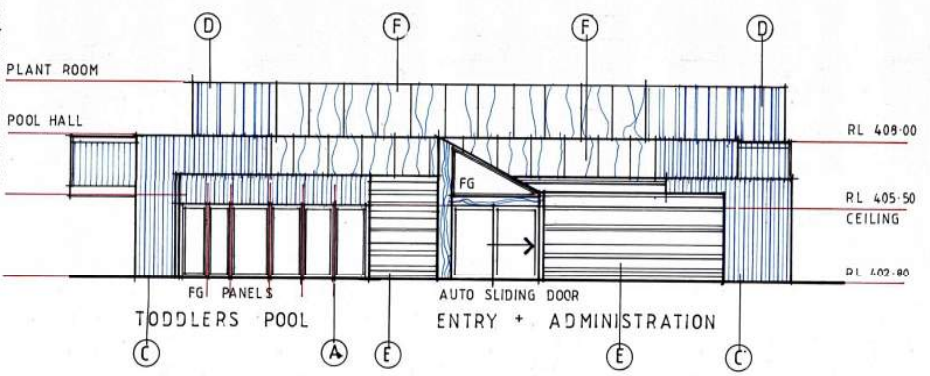
PROJECT
 OATLANDS
 AQUATIC

REVISIONS

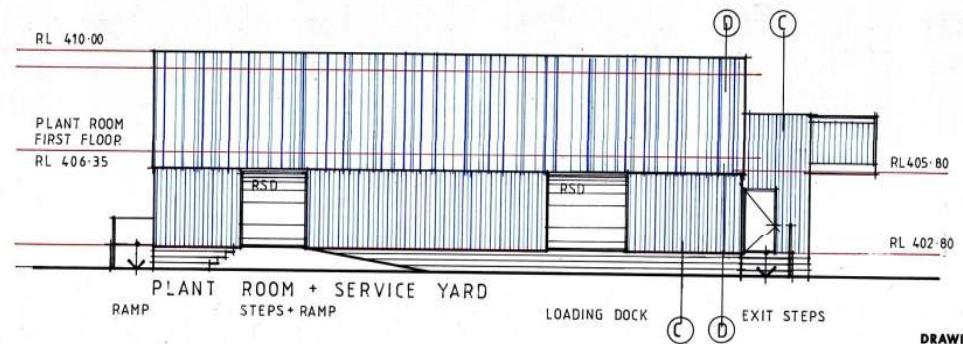
DATE	ITEM
RL 410-0	
RL 406:35	
RL 402-80	
	SERVICE YARD



NORTH EAST
 ELEVATION



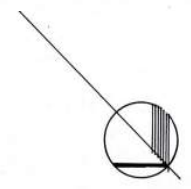
SOUTH EAST
 HIGH STREET ELEVATION



NORTH WEST
 ELEVATION

DRAWING TITLE
 STAGE ONE
 ELEVATIONS

ISSUE DEVELOPMENT DA 009 A
 JOB 170402 SCALE 1:100
 DATE AUGUST 17 DRAWN R



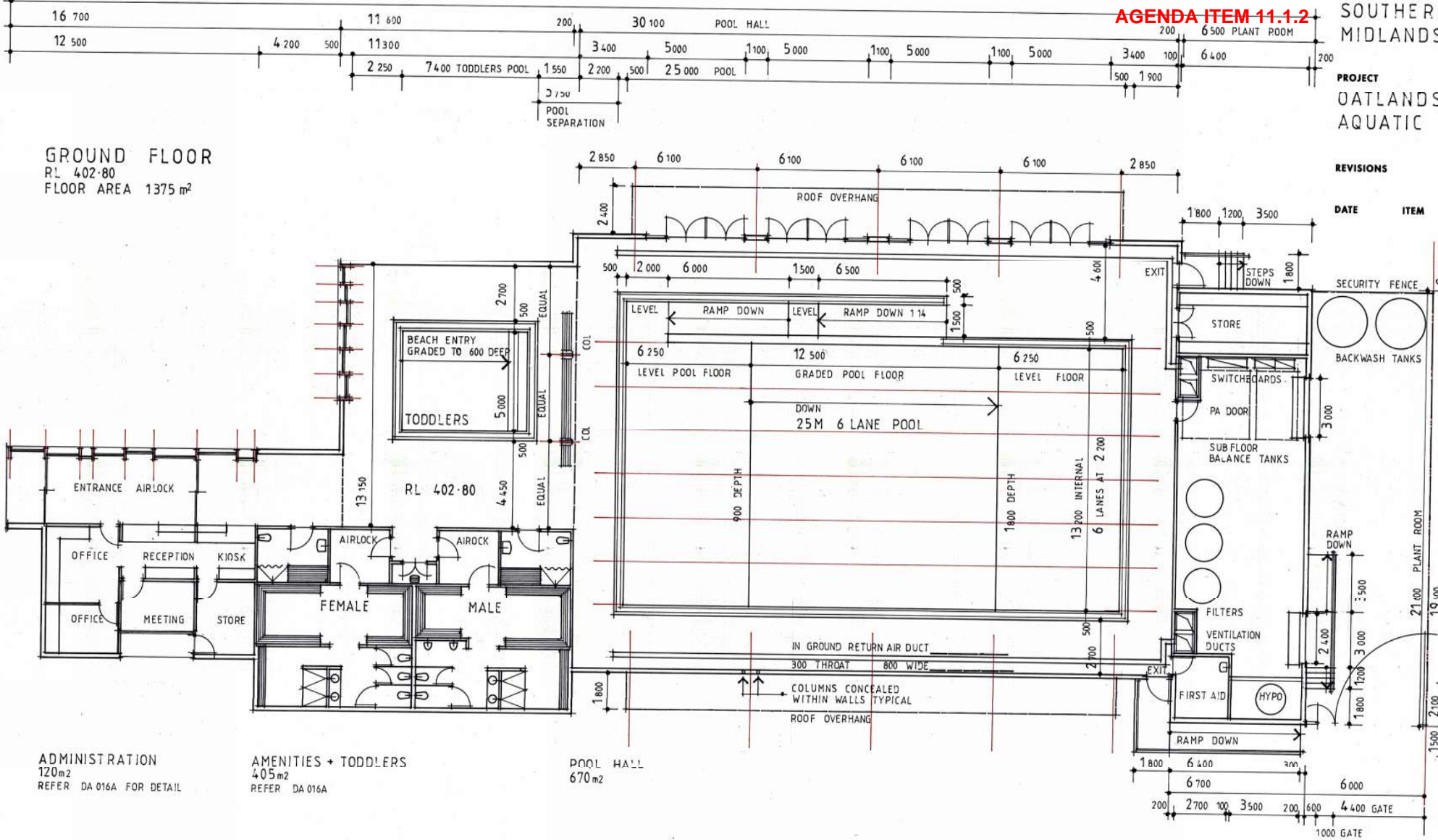
Received
 1/11/2017
 63 300 OVERALL

AGENDA ITEM 11.1.2

CLIENT
 SOUTHERN
 MIDLANDS
 PROJECT
 OATLANDS
 AQUATIC

REVISIONS
 DATE ITEM

GROUND FLOOR
 RL 402.80
 FLOOR AREA 1375 m²



ADMINISTRATION
 120m²
 REFER DA 016A FOR DETAIL

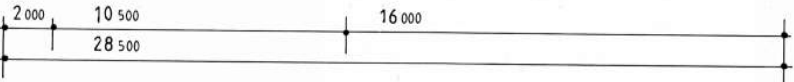
AMENITIES + TODDLERS
 405m²
 REFER DA 016A

POOL HALL
 670m²

PLANT ROOM
 140m²
 SUB FLOOR
 40m²

DRAWING TITLE
 STAGE ONE
 GROUND FLOOR P
 BUILDING SETOUT
 ISSUE DRAWING
 DEVELOPMENT DA 004 A

JOB SCALE
 170402 1 100
 DATE DRAWN
 AUGUST 17 R



Received
1/11/2017

AGENDA ITEM 11.1.2

CLIENT
SOUTHERN
MIDLANDS

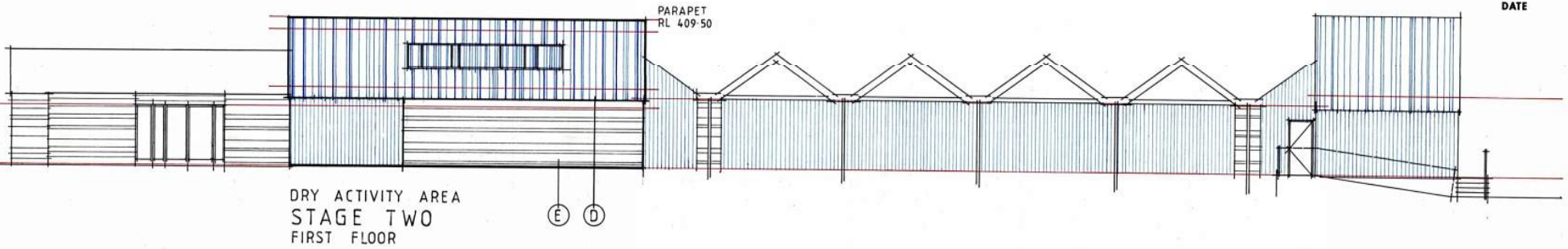
PROJECT
OATLANDS
AQUATIC

REVISIONS

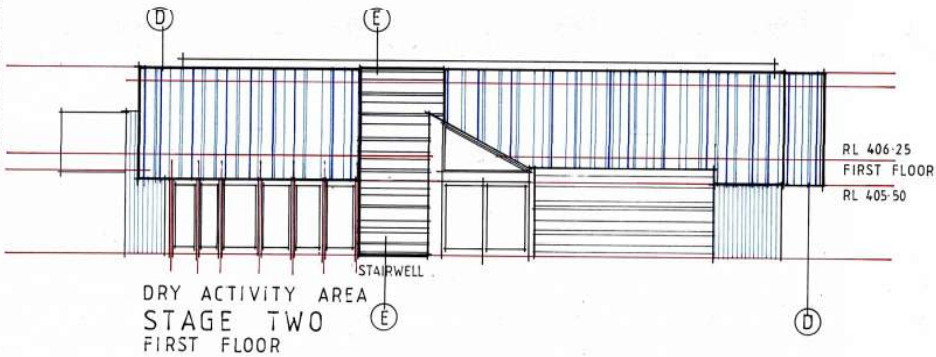
DATE ITEM

BZOWY ARCHITECTURE

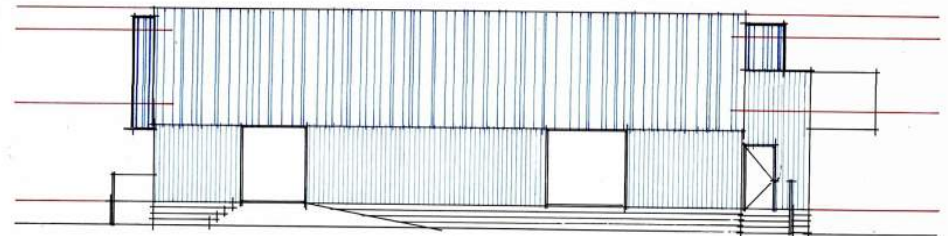
11889 TASMAN HIGHWAY (PO BOX 382) SWANSEA TASMANIA 7190 T +613 6257 8999 M 0418 826 555 E design@bzowyarc.com.au www.bzowyarchitecture.com.au



NORTH EAST
ELEVATION



SOUTH EAST
HIGH STREET ELEVATION

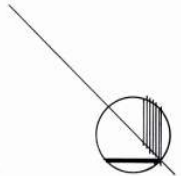


DRAWING TITLE
STAGE TWO
ELEVATIONS

ISSUE DRAWING
DEVELOPMENT DA 010 A

JOB SCALE
170402 1:100

DATE DRAWN
AUGUST 17 R



Received

1/11/2017

65 300 OVERALL

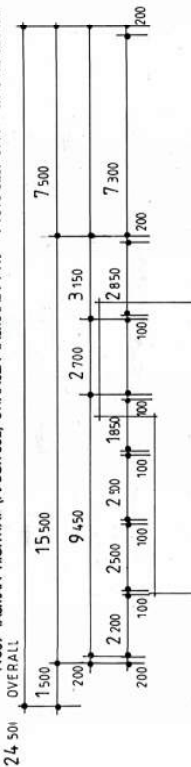
AGENDA ITEM 11.1.2

CLIENT
SOUTHERN
MIDLANDS

PROJECT
OATLANDS
AQUATIC

REVISIONS
DATE ITEM

STAGE TWO
DRY ACTIVITY FIRST FLOOR
TOTAL AREA 475m²
INCLUDING PLANT ROOM

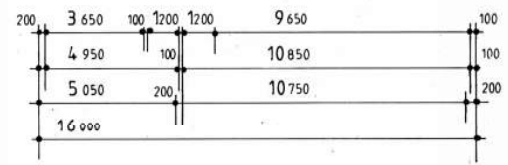
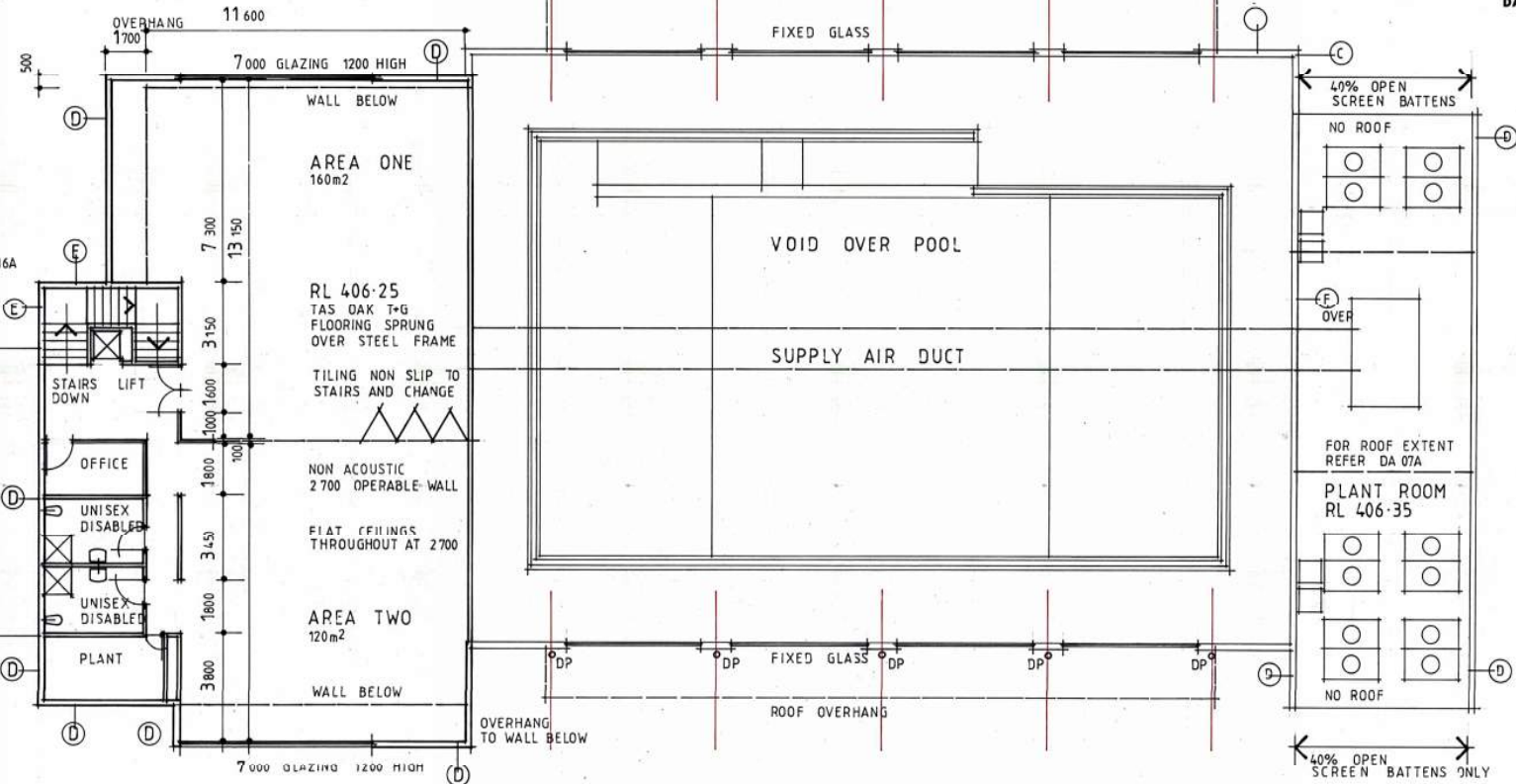


DETAIL SERVICE CORE
OF LIFT AND STAIRS DA 016A

ROOF DETAILS
STAGE ONE
DA 07A
STAGE TWO
DA 08A

PROGRAM AREA
280m²

SERVICE AREA
75m²



DRAWING TITLE
STAGE TWO
FIRST FLOOR
SETOUT AND FINISHES
ISSUE DRAWING
DEVELOPMENT DA 006
JOB SCALE
170402 1 100
DATE DRAWN
AUGUST 17 R

Received
1/11/2017

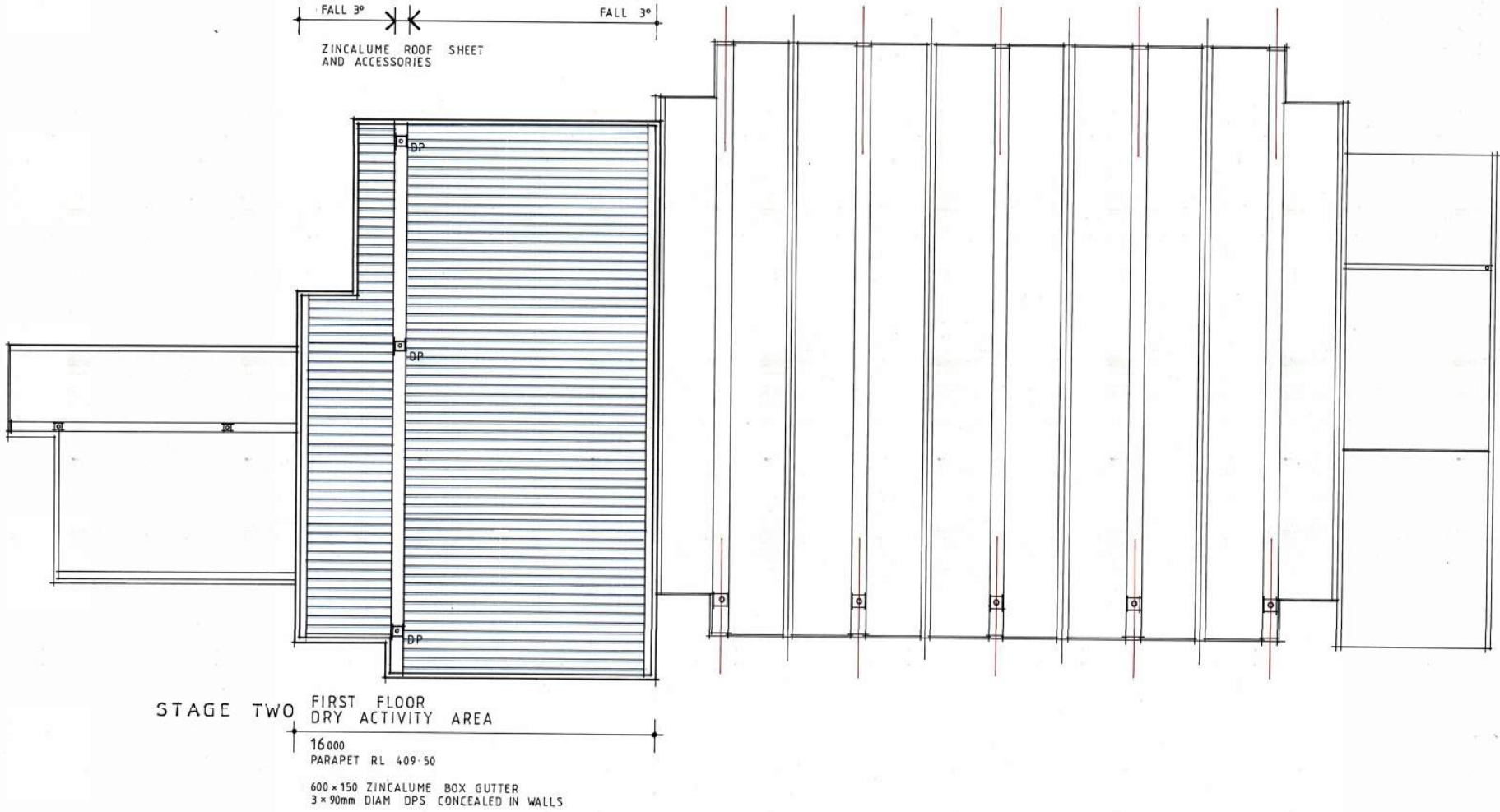
AGENDA ITEM 11.1.2

CLIENT
SOUTHERN
MIDLANDS

PROJECT
OATLANDS
AQUATIC

REVISIONS

DATE ITEM

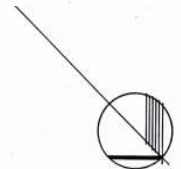


DRAWING TITLE
STAGE TWO
ROOF PLAN

ISSUE DRAWING
DEVELOPMENT DA 008

JOB SCALE
170402 1/100

DATE DRAWN
AUGUST 17 R



GENERAL

1. NOTICE TO TENDERER

THE CONTRACTOR / TENDERER IS TO MAKE THEMSELVES AWARE OF THE LOCAL COUNCIL AND THE DEPARTMENT OF INFRASTRUCTURE ENERGY AND RESOURCES (D.O.S.G.) STANDARDS FOR CIVIL WORKS. CONSTRUCTION IS TO BE CARRIED OUT TO THESE STANDARDS. TENDERER IS TO ALLOW FOR THESE STANDARDS DURING PRICING. COPIES OF THE STANDARDS ARE AVAILABLE FOR INSPECTION UPON REQUEST FROM THE LOCAL COUNCIL OR D.O.S.G.'s WEB SITE.

2. NOTIFICATION

THE CONTRACTOR IS TO NOTIFY ALL RELEVANT STATUTORY AUTHORITIES PRIOR TO COMMENCING ANY WORK FOR THE POSSIBLE LOCATION OF ANY EXISTING SERVICES NOT SHOWN ON THESE PLANS, AND IS TO NOTIFY THE SUPERINTENDENT OF THE SAME. ALL EXISTING SERVICES ARE TO BE PROTECTED DURING CONSTRUCTION. ANY DAMAGE TO EXISTING SERVICES IS TO BE MADE GOOD AT THE CONTRACTOR'S EXPENSE.

3. DRAWINGS AND SPECIFICATIONS

THESE DRAWINGS AND SPECIFICATIONS HAVE BEEN PREPARED FOR THE PURPOSE OF OBTAINING COUNCIL APPROVAL AND CALLING OF TENDERS. THEY ARE NOT TO BE USED FOR CONSTRUCTION. A CONSTRUCTION SET OF DRAWINGS STAMPED "CONSTRUCTION SET" WILL BE ISSUED PRIOR TO THE COMMENCEMENT OF CONSTRUCTION.

4. COMMON TRENCHING

WHERE ANY COMMON TRENCHING IS REQUIRED, THE FOLLOWING CLEARANCE DISTANCES (BARREL TO BARREL) MUST BE MAINTAINED FROM EXISTING OR PROPOSED SERVICES:

HORIZONTALLY:

- 300mm ALONG A LENGTH GREATER THAN 2 METRES.
- 500mm MINIMUM FROM ANY MAIN GREATER THAN 200mm DIA.
- 150mm MINIMUM ALONG A LENGTH LESS THAN 2 METRES.

VERTICALLY:

- 150mm MINIMUM
- 300mm MINIMUM FROM ANY MAIN GREATER THAN 200mm DIA.

ELECTRICAL CABLES SHOULD BE LOCATED ON THE OPPOSITE SIDE OF THE STREET. WHERE THIS IS NOT POSSIBLE A 400mm MINIMUM DISTANCE MUST BE OBSERVED OF WHICH 300mm SHOULD BE IN NATURAL AND UNDISTURBED MATERIAL.

5. AURORA TRENCHING

THE CONTRACTOR IS TO ALLOW FOR EXCAVATION AND BACKFILLING OF ALL TRENCHES FOR THE INSTALLATION OF AURORA CABLES. CONTRACTOR IS TO LIASE WITH THE AURORA FOR THE EXTENT OF CABLE TRENCHING.

6. TELSTRA TRENCHING

THE CONTRACTOR IS TO ALLOW FOR EXCAVATION AND BACKFILLING OF ALL TRENCHES FOR THE INSTALLATION OF TELSTRA CABLES. CONTRACTOR IS TO LIASE WITH TELSTRA FOR THE EXTENT OF CABLE TRENCHING.

7. EXISTING SERVICES

LOCATE EXISTING SERVICES PRIOR TO COMMENCING DEMOLITION AND SITE WORKS. THE CONTRACTOR IS TO ARRANGE AND PAY FOR THE ON SITE MARKING AND CONFIRMATION OF DEPTH OF SERVICE LOCATIONS FOR ALL UNDERGROUND SERVICES INCLUDING TELSTRA, AURORA, POWERCO, TASWATER (WATER & SEWER) AND COUNCIL SERVICES (ie. STORMWATER) IN THE AREA OF NEW WORKS. LOCATION TO BE CONFIRMED USING CABLE LOCATORS AND HAND DIGGING METHODS. PRIOR TO ANY WORKS ON SITE, ANY CLASHES WITH DESIGNED SERVICES ON FOLLOWING DRAWINGS ARE TO BE **REPORTED** TO DESIGN ENGINEER FOR DIRECTION.

8. COUNCIL & AUTHORITIES APPROVALS

ALL WORKS ARE TO BE IN ACCORDANCE WITH THE FOLLOWING APPROVALS:

- RL

9. SIGNAGE

ALL SIGN WORKS AND INSTALLATION TO BE IN ACCORDANCE WITH CURRENT VERSION OF MUTCD & AUSTRROADS FOR SIGNAGE DETAILS.

10. SCOPE OF WORKS

THE SCOPE OF WORKS ARE SHOWN IN THESE DOCUMENTS AND THE SPECIFICATION. IT IS EXPECTED THE CONTRACTOR WILL RESOLVE ALL ISSUES UNCOVERED ON SITE THAT ARE NOT DETAILED IN CONJUNCTION WITH THE SUPERINTENDENT.

GENERAL CONT.

7. LINE TYPE LEGEND

DN100 AGG PIPE OR MEGALOW DRAIN AS NOTED

1:100 FALL TO STORM WATER SYSTEM

DENOTES EXISTING STORM WATER MAIN (CONFIRM EXACT LOCATION)

DENOTES PROPOSED STORM WATER MAIN

DENOTES EXISTING SEWER MAIN (CONFIRM EXACT LOCATION)

DENOTES PROPOSED SEWER MAIN

DENOTES EXISTING WATER MAIN (CONFIRM EXACT LOCATION)

DENOTES PROPOSED WATER MAIN

DENOTES EXISTING GAS MAIN (CONFIRM EXACT LOCATION)

DENOTES PROPOSED GAS MAIN

DENOTES EXISTING UNDERGROUND TELECOM / FIBRE OPTIC LINE (CONFIRM EXACT LOCATION)

DEMOLITION

8. SITE WORKS SYMBOLS LEGEND

PEB	PEDESTRIAN RAMP
TYPE BK	BARRIER KERB
TYPE KC	KERB AND CHANNEL
TYPE KCS	KERB AND CHANNEL - SMALL
TYPE KCM	MOUNTABLE KERB AND CHANNEL
TYPE KCV	VEHICULAR CROSSING
	BOLLARD, REFER DETAIL
WS1	HUDSON CIVIL PRECAST CONCRETE WHEEL STOP (2000 LONG x 100 HIGH)

9. BUILDING SERVICES SYMBOLS LEGEND

	TELECOMMUNICATION PIT
--	-----------------------

10. SURVEY SYMBOLS LEGEND

	EXISTING
	SPOT LEVEL WITH DESCRIPTION
	EXISTING SPOT LEVEL

11. DRAINAGE SYMBOLS LEGEND

MHx-SW	STORMWATER MANHOLE
MHx-S	SEWER MANHOLE
GPx-SW	GRATED/GULLY PIT - STORM WATER
GDx-SW	GRATED DRAIN - STORM WATER
SEPx-SW	SIDE ENTRY PIT - STORM WATER
uPVC	UNPLASTICIZED POLYVINYL CHLORIDE
RCP	REINFORCED CONCRETE PIPE (OR FOR CLASS 4 (Z))
DN	NOMINAL DIAMETER
CL	COVER LEVEL
IL	INVERT LEVEL
DP	DOWN PIPE
	INSPECTION OPENING
	INSPECTION OPENING TO SURFACE
	GRATED PIT

12. WATER RETICULATION SYMBOLS LEGEND

	DN100 METER
	METER
	CHECK METER
	FIRE PLUG
	ISOLATION VALVE
	CHECK VALVE
	STRAINER
	MONITORED VALVE
	BALANCE VALVE
	STOP VALVE
	DN100 LOCKABLE STOP VALVE
	DN100 REFLUX VALVE
	BACK FLOW PREVENTION DEVICE
	PRESSURE REDUCING VALVE
	HOSE BIB COCK
	FIRE HYDRANT
	DUAL HEAD FIRE HYDRANT
	FIRE HOSE REEL

EARTHWORKS

1. GENERAL

GENERAL EARTHWORKS, MATERIAL AND WORKMANSHIP SHALL COMPLY WITH THIS SPECIFICATION AND THE CURRENT EDITION OF THE S.A.A. CODE FOR EARTHWORKS AS 3789 TOGETHER WITH ANY CODES, STANDARDS OR REGULATIONS REFERRED TO THEREIN. THE CONTRACTOR SHALL KEEP A COPY OF AS 3789 ON SITE.

2. INSPECTIONS

THE CONTRACTOR IS TO ENGAGE AN APPROVED GEOTECHNICAL ENGINEER TO CARRY OUT LEVEL 3 TESTING OF ALL EARTH WORKS TO AS 3789, INCLUDING:

- SUBGRADE
- FILLS
- PAVEMENTS
- BACKFILLING OF SERVICE TRENCHES

CERTIFICATION OF THESE ELEMENTS IS TO BE PROVIDED PRIOR TO PRACTICAL COMPLETION

3. AREAS OF FILL

- A. REMOVE TOP SOIL AND ORGANIC MATERIAL
- B. PROOF ROLL SUBGRADE IN ACCORDANCE WITH AS1289 TO:
 - 98% STANDARD DRY DENSITY UNDER BUILDING
 - 100% STANDARD DRY DENSITY UNDER ROADS AND CARPARKS
- REMOVE ANY SOFT SPOTS AND COMPACT WITH 2% OF OPTIMUM MOISTURE CONTENT TO STANDARD DRY DENSITY AS STATED ABOVE
- C. PLACE FILL AS SPECIFIED AND COMPACT WITHIN 2% OF OPTIMUM MOISTURE CONTENT TO STANDARD DRY DENSITY AS STATED ABOVE

4. AREAS OF CUT

- A. REMOVE TOP SOIL AND ORGANIC MATERIAL
- B. PROOF ROLL SUBGRADE IN ACCORDANCE WITH AS1289 TO:
 - 98% STANDARD DRY DENSITY UNDER BUILDINGS
 - 100% STANDARD DRY DENSITY UNDER ROADS AND CAR PARKS
- REMOVE ANY SOFT SPOTS AND COMPACT WITH 2% OF OPTIMUM MOISTURE CONTENT TO STANDARD DRY DENSITY AS STATED ABOVE

SOIL & WATER MANAGEMENT

1. GENERAL

ALL WORKS ARE TO BE CARRIED OUT IN ACCORDANCE WITH SOIL & WATER MANAGEMENT ON BUILDING & CONSTRUCTION SITES GUIDELINES AVAILABLE FROM NORTHERN RESOURCE MANAGEMENT (NRM).

2. SOIL EROSION CONTROL

- SOIL EROSION CONTROL, IN ACCORDANCE WITH NRM GUIDELINES. CONTRACTOR TO ALLOW TO:
 - LIMIT DISTURBANCE WHEN EXCAVATING BY PRESERVING VEGETATED AREA'S AS MUCH AS POSSIBLE
 - DIVERT UP-SLOPE WATER WHERE PRACTICAL
 - INSTALL SEDIMENT FENCES DOWN SLOPE OF ALL DISTURBED LANDS TO FILTER LARGE PARTICLES PRIOR TO STORM WATER SYSTEM
 - WASH EQUIPMENT IN DESIGNATED AREA THAT DOES NOT DRAIN TO STORM WATER SYSTEM
 - PLACE STOCK PILES AWAY FROM ON-SITE DRAINAGE & UP-SLOPE FROM SEDIMENT FENCES
 - LEAVE & MAINTAIN VEGETATED FOOT PATH
 - STORE ALL HARD WASTE & LITTER IN A DESIGNATED AREA THAT WILL PREVENT IT FROM BEING BLOWN AWAY & WASHED INTO THE STORM WATER SYSTEM
 - RESTRICT VEHICLE MOVEMENT TO A STABILISED ACCESS

3. NRM GUIDELINES

- CONTRACTOR TO COMPLETE ALL WORKS IN ACCORDANCE WITH NRM SOIL & WATER MANAGEMENT ON BUILDING & CONSTRUCTION SITE USING THE FACT SHEETS:
 - FACT SHEET 1: SOIL & WATER MANAGEMENT ON LARGE BUILDING & CONSTRUCTION SITES
 - FACT SHEET 2: SOIL & WATER MANAGEMENT ON STANDARD BUILDING & CONSTRUCTION SITES
 - FACT SHEET 3: SOIL & WATER MANAGEMENT PLANS
 - FACT SHEET 4: DISPERSIVE SOILS - HIGH RISK OF TUNNEL EROSION
 - FACT SHEET 5: MINIMISE SOIL DISTURBANCE
 - FACT SHEET 6: PRESERVE VEGETATION
 - FACT SHEET 7: DIVERT UP-SLOPE WATER
 - FACT SHEET 8: EROSION CONTROL MATS & BLANKETS
 - FACT SHEET 9: PROTECT SERVICE TRENCHES & STOCKPILES
 - FACT SHEET 10: EARLY ROOF DRAINAGE CONNECTION
 - FACT SHEET 11: SCOUR PROTECTION - STORM WATER PIPE OUTFALLS & CHECK DAMS
 - FACT SHEET 12: STABILISED SITE ACCESS
 - FACT SHEET 13: WHEEL WASH
 - FACT SHEET 14: SEDIMENT FENCES & FIBRE ROLLS
 - FACT SHEET 15: PROTECTION OF STORM WATER PITS
 - FACT SHEET 16: MANAGE CONCRETE, BRICK & TILE CUTTING
 - FACT SHEET 17: SEDIMENT BASINS
 - FACT SHEET 18: DUST CONTROL
 - FACT SHEET 19: SITE RE-VEGETATION

ROAD WORKS

1. GENERAL

ALL WORKS ARE TO BE CARRIED OUT TO THE LOCAL COUNCIL AND D.O.S.G. STANDARDS. ANY DEPARTURES FROM THESE STANDARDS REQUIRES THE PRIOR APPROVAL OF THE SUPERINTENDENT AND THE LOCAL COUNCIL WORKS SUPERVISOR.

2. INSPECTIONS

THE CONTRACTOR IS RESPONSIBLE FOR ORGANISING THE FOLLOWING INSPECTIONS WITH THE SUPERINTENDENT. 48 HOURS NOTICE IS REQUIRED TO BE GIVEN TO THE SUPERINTENDENT PRIOR TO THE INSPECTION.

- SUBGRADE PREPARATION
- SUB-BASE FOR ROADS, CARPARKS AND KERBS
- BASE COURSE
- FINAL TRIM PRIOR TO PLACING KERBS
- FINAL TRIM PRIOR TO SEALING

3. TESTING

THE CONTRACTOR IS TO BE RESPONSIBLE FOR ORGANISING AND PAYING ALL COSTS ASSOCIATED WITH TESTING IN ACCORDANCE WITH D.O.S.G. SPEC 04-COMPACTION ASSESSMENT.

4. HOTMIX

ALL HOTMIX IS TO BE BLACK IN COLOUR AND IS TO MEET AND BE PLACED IN ACCORDANCE WITH D.O.S.G. SPEC R55-DENSE GRADED ASPHALT.

5. KERBS

ALL KERBS ARE TO BE AS SHOWN ON THE DRAWINGS AND BE IN ACCORDANCE WITH IPWEA LGAT STANDARD DRAWINGS.

6. ROAD RESERVE WORKS

ALL WORKS IN (OR REQUIRING OCCUPATION) IN THE ROAD RESERVE MUST BE UNDERTAKEN BY CONTRACTOR REGISTERED WITH COUNCIL'S (REGISTERED CONTRACTOR).

7. FOOTPATHS

PROVIDE EXPOSED AGGREGATE WITH 14mm BLUESTONE SURFACE FINISH TO CONCRETE FOOTPATHS ONLY & ADD 5% BLACK OXIDE. PROVIDE EXPANSION / CONTROL / WEAKENED PLANE JOINTS IN ACCORDANCE WITH IPWEA STD DWG TSD-R11-v1

8. LANDSCAPE / STREET FURNITURE

- BOLLARDS - STAINLESS STEEL, REFER DETAIL
- LANDSCAPING & STREET FURNITURE BY COUNCIL

STORMWATER

1. GENERAL

ALL WORKS ARE TO BE CARRIED OUT TO THE LOCAL COUNCIL AND DSG STANDARDS. ANY DEPARTURES FROM THESE STANDARDS REQUIRES THE PRIOR APPROVAL OF THE SUPERINTENDENT AND THE LOCAL COUNCIL WORKS SUPERVISOR. ALL STORM WATER PLUMBING & DRAINAGE TO COMPLY WITH A.S.3500.3:2003 STORM WATER DRAINAGE.

2. TESTING

ALL DRAINAGE WORKS SHALL BE SUBJECT TO THE TESTS PRESCRIBED BY THE AUTHORITIES HAVING JURISDICTION OVER THE VARIOUS SERVICES. ANY SECTION FAILING SUCH TESTS SHALL BE REMOVED AND PROPERLY INSTALLED AT THE CONTRACTOR'S EXPENSE.

3. MANHOLES

MANHOLES ARE TO BE 1050 I.D. U.N.O PRECAST CONCRETE INSTALLED TO LOCAL COUNCIL STANDARDS. ALL MANHOLES IN TRAFFICED AREAS ARE TO BE FITTED WITH HEAVY DUTY GATIC COVERS AND SURROUNDS. ALL MANHOLES ARE TO HAVE A 5 METRE LENGTH OF 75mm AG-PIPE CONNECTED TO THEM AND LAID IN THE UPSTREAM PIPE TRENCH IMMEDIATELY ADJACENT TO AND AT THE INVERT OF THE LOWEST PIPE WORK.

4. SIDE ENTRY PIT (SEP)

- PIT INVERT DEPTHS VARY, REFER SITE PLAN.
- BENCH OUT IN A NEAT AND TIDY MANNER TO ENGINEERS APPROVAL.
- GRATED PIT - GULLY HINGED OR OTHER TYPE APPROVED
- CONCRETE KERB LINTEL - STEEL KERB LINTEL AND 1200 LONG GALV BAR
- INSTALL STEP RUNNINGS IF REQUIRED BY DEPTH

5. TRENCHING AND BACKFILL

ALL TRENCHES ARE TO BE EXCAVATED AND BACKFILLED IN ACCORDANCE WITH THE DRAWINGS AND THE LOCAL COUNCIL STANDARDS.

6. INSPECTIONS

- THE CONTRACTOR IS RESPONSIBLE FOR ORGANISING THE FOLLOWING INSPECTIONS WITH THE SUPERINTENDENT. 48 HOURS NOTICE IS REQUIRED TO BE GIVEN TO THE SUPERINTENDENT PRIOR TO THE INSPECTION.
 - PIPEWORK BEDDING
 - INSTALLED PIPE PRIOR TO BACKFILLING
 - BACKFILLING

7. AS CONSTRUCTED DRAWINGS

THE CONTRACTOR WILL BE RESPONSIBLE FOR PRODUCING "AS CONSTRUCTED" DRAWINGS TO THE STANDARD REQUIRED BY THE LOCAL COUNCIL. THE DRAWINGS SHALL BE CERTIFIED AS BEING CORRECT BY EITHER A CHARTERED CIVIL ENGINEER OR A REGISTERED SURVEYOR. RARE CAN PROVIDE THIS SERVICE, HOWEVER THE CONTRACTOR WILL BE CHARGED FOR THIS SERVICE AND SHOULD BE AWARE OF THIS WHEN PRICING.

8. TESTING

CONTRACTOR SHALL CAMERA TEST ALL PIPES AND SUBMIT FOOTAGE TO LOCAL COUNCIL FOR APPROVAL.

9. REDUNDANT PIPE WORK

FILL REDUNDANT SECTION OF PIPEWORK WITH 'LIQUIFILL' (GRADE PC-1 - 0.5-2.0 MPa)

SEWERAGE

1. GENERAL

ALL SEWER WORKS TO BE IN ACCORDANCE WITH THE WSSA SEWER CODE (WSA 02-2002-2.3 MRWA) AND AS AMENDED BY THE TASWATER SUPPLEMENT. TASWATER APPROVED PRODUCTS ARE CONTAINED ON THE CITY WEST WATER WEBSITE [HTTP://WWW.MRWA.COM.AU/PAGES/PRODUCTS.aspx](http://www.mrwa.com.au/PAGES/PRODUCTS.aspx). ANY DEPARTURES FROM THESE STANDARDS REQUIRES THE PRIOR APPROVAL OF THE SUPERINTENDENT AND TASWATER FIELD SERVICES OFFICER.

2. TESTING

ALL DRAINAGE WORKS SHALL BE SUBJECT TO THE TESTS PRESCRIBED BY THE AUTHORITIES HAVING JURISDICTION OVER THE VARIOUS SERVICES. ANY SECTION FAILING SUCH TESTS SHALL BE REMOVED AND PROPERLY INSTALLED AT THE CONTRACTOR'S EXPENSE.

3. SEWER MAIN CONNECTIONS

ALL NEW 'LIVE' CONNECTIONS TO EXISTING TASWATER SEWER INFRASTRUCTURE INCLUDING BUT NOT LIMITED TO SEWER MAINS / MANHOLES TO BE COMPLETED BY TASWATER (UNLESS PRIOR WRITTEN APPROVAL) AT OWNERS COST. INSTALL PROPERTY SEWER CONNECTIONS (STANDARD OR SLOPED) WITH SURFACE L.O. NOMINALLY 1.0m WITHIN EACH NEW LOT IN ACCORDANCE WITH SEW-110E.

4. MANHOLES

- MANHOLES ARE TO BE 1050 I.D. U.N.O PRECAST CONCRETE INSTALLED TO WSA STANDARDS. CONSTRUCT ALL MANHOLES (MM) IN ACCORDANCE WITH THE FOLLOWING STANDARD DRAWINGS:
 - SEW-1300-V (NOTE, NO STEP IRONS)
 - SEW-1302-V (NOTE, M8 RRJ SOCKET CONNECTOR AND ROCKER PIPE)
 - SEW-1304-V
 - SEW-1305-V

CONSTRUCT MANHOLE COVERS IN ACCORDANCE WITH SEW-1308-V. ALL MANHOLES IN TRAFFICABLE AREAS ARE TO BE FITTED WITH HEAVY DUTY CLASS 8 GATIC COVERS AND SURROUNDS. ALL MANHOLES IN NON-TRAFFICABLE AREAS ARE TO BE FITTED WITH MEDIUM DUTY CLASS 8 GATIC COVERS AND SURROUNDS. BENCHING TO BE FULL DEPTH OF PIPE DIAMETER AS PER DETAIL ON SEW-1302-V

5. TRENCHING AND BACKFILL

ALL TRENCHES ARE TO BE EXCAVATED AND BACKFILLED IN ACCORDANCE WITH THE DRAWINGS AND TASWATER STANDARDS INCLUDING ELECTROMAGNETIC METAL IMPREGNATED TAPE IN ALL NON METALLIC PIPE TRENCHES.

6. INSPECTIONS

- THE CONTRACTOR IS RESPONSIBLE FOR ORGANISING THE FOLLOWING INSPECTIONS WITH THE SUPERINTENDENT (LJAS WITH TASWATER). 48 HOURS NOTICE IS REQUIRED TO BE GIVEN TO THE SUPERINTENDENT PRIOR TO THE INSPECTION.
 - PIPEWORK BEDDING
 - INSTALLED PIPE PRIOR TO BACKFILLING
 - BACKFILLING

7. AS CONSTRUCTED DRAWINGS

THE CONTRACTOR WILL BE RESPONSIBLE FOR PRODUCING "AS INSTALLED" DRAWINGS TO THE STANDARD REQUIRED BY TASWATER. THE DRAWINGS SHALL BE CERTIFIED AS BEING CORRECT BY EITHER A CHARTERED CIVIL ENGINEER OR A REGISTERED SURVEYOR. RARE CAN PROVIDE THIS SERVICE, HOWEVER THE CONTRACTOR WILL BE CHARGED FOR THIS SERVICE AND SHOULD BE AWARE OF THIS WHEN PRICING.

8. TESTING

CONTRACTOR SHALL CCTV ALL PIPES AND SUBMIT FOOTAGE TO TASWATER FOR APPROVAL.

9. REDUNDANT PIPE WORK

FILL REDUNDANT SECTION OF PIPEWORK WITH 'LIQUIFILL' (GRADE PC-1 - 0.5-2.0 MPa)

WATER RETICULATION

1. GENERAL

ALL WATER SUPPLY CONSTRUCTION TO:

- WATER SUPPLY CODE OF AUSTRALIA (WSA 03-2011-3.1 VERSION MRWA EDITION V2.0) - PART 2: CONSTRUCTION
- WATER SERVICES ASSOCIATION OF AUSTRALIA - TASWATER SUPPLEMENT
- TASWATER'S STANDARD DRAWINGS TW-S0-W-20 SERIES
- WATER METERING POLICY/METERING GUIDELINES
- BOUNDARY BACKFLOW CONTAINMENT REQUIREMENTS AND ASSOSU 1:2003.

ANY DEPARTURES FROM THESE STANDARDS REQUIRES THE PRIOR APPROVAL OF THE SUPERINTENDENT AND THE LOCAL WATER AUTHORITY WORKS SUPERVISOR.

2. TESTING

ALL WATER RETICULATION WORKS SHALL BE SUBJECT TO THE TESTS PRESCRIBED BY THE AUTHORITIES HAVING JURISDICTION OVER THE VARIOUS SERVICES. ANY SECTION FAILING SUCH TESTS SHALL BE REMOVED AND PROPERLY INSTALLED AT THE CONTRACTOR'S EXPENSE.

3. FIRE HYDRANTS

FIRE HYDRANTS ARE TO BE AS SHOWN ON THE DRAWINGS. THE CONTRACTOR IS TO ALLOW TO PLACE STANDARD MARKERS AS REQUIRED BY THE LOCAL AUTHORITY.

4. THRUST AND ANCHOR BLOCKS

THRUST AND ANCHOR BLOCKS ARE TO BE PROVIDED AT BENDS, VALVES, HYDRANTS AND LINE ENDS IN ACCORDANCE WITH TASWATER STANDARDS.

5. TRENCHING AND BACKFILL

ALL TRENCHES ARE TO BE EXCAVATED AND BACKFILLED IN ACCORDANCE WITH THE DRAWINGS AND TASWATER STANDARDS INCLUDING ELECTROMAGNETIC METAL IMPREGNATED TAPE IN ALL NON METALLIC PIPE TRENCHES.

6. INSPECTIONS

- THE CONTRACTOR IS RESPONSIBLE FOR ORGANISING THE FOLLOWING INSPECTIONS WITH THE SUPERINTENDENT. 48 HOURS NOTICE IS REQUIRED TO BE GIVEN TO THE SUPERINTENDENT PRIOR TO THE INSPECTION.
 - PIPEWORK BEDDING
 - INSTALLED PIPE PRIOR TO BACKFILLING
 - BACKFILLING

7. PIPE CLEANING - 'DISINFECTION'

THE CONTRACTOR IS TO ALLOW TO CLEANSE WATER MAINS BY FLUSHING WITH SODIUM HYPOCHLORIDE AS DIRECTED BY THE LOCAL AUTHORITY.

8. AS CONSTRUCTED DRAWINGS

THE CONTRACTOR WILL BE RESPONSIBLE FOR PRODUCING "AS INSTALLED" DRAWINGS TO THE STANDARD REQUIRED BY TASWATER. THE DRAWINGS SHALL BE CERTIFIED AS BEING CORRECT BY EITHER A CHARTERED CIVIL ENGINEER OR A REGISTERED SURVEYOR. RARE CAN PROVIDE THIS SERVICE, HOWEVER THE CONTRACTOR WILL BE CHARGED FOR THIS SERVICE AND SHOULD BE AWARE OF THIS WHEN PRICING.

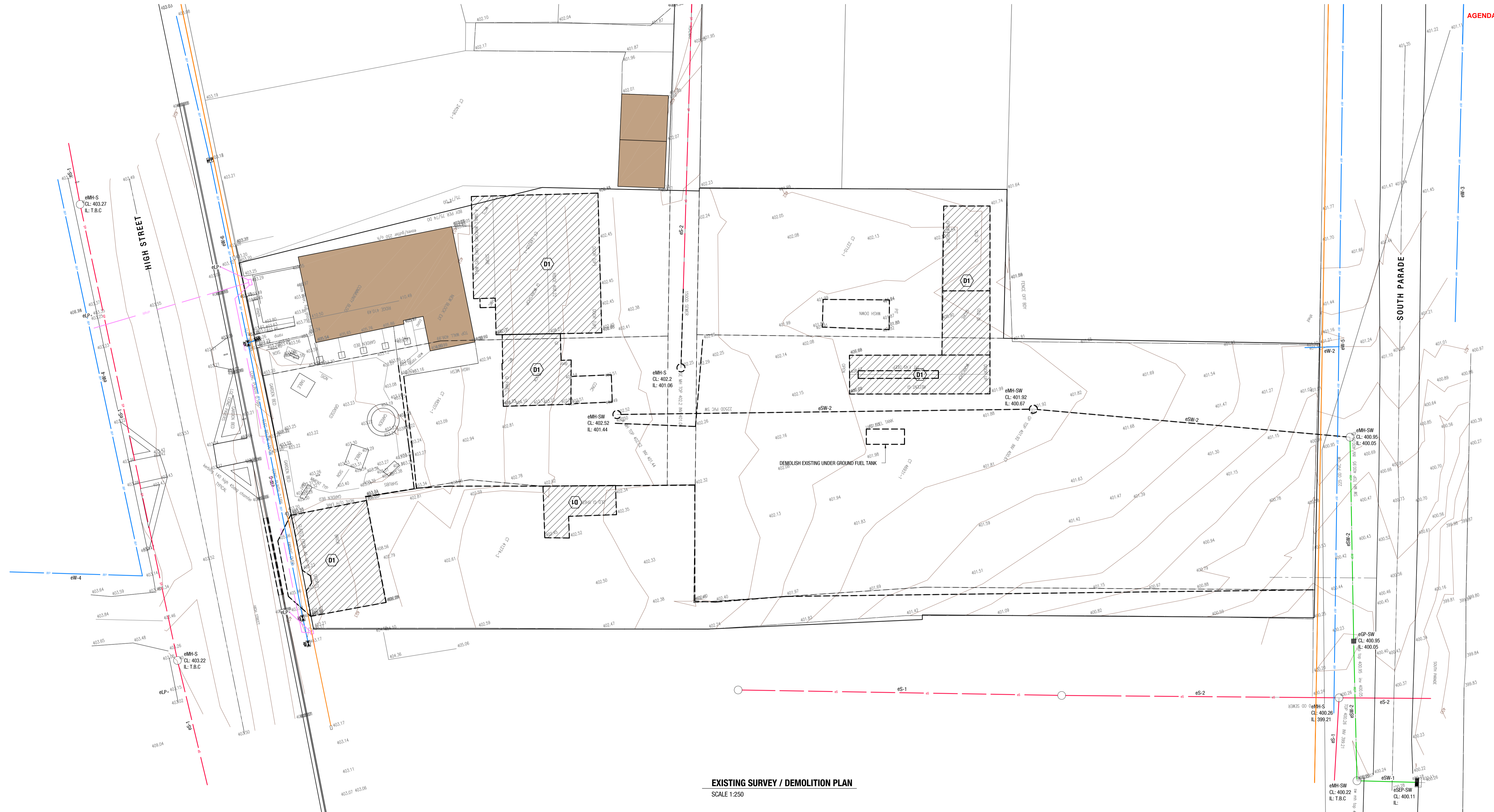
9. PROPERTY WATER CONNECTIONS

ALL PROPERTY CONNECTIONS SHALL BE CONSTRUCTED IN ACCORDANCE WITH MRWA-W-110 AND MRWA-W-111 AND TASWATER STANDARD DRAWING TW-S0-W-20 SERIES. THEY SHALL BE DN200 I.D. 20 KEPS (PE100) SDR 11 PN16 PIPE. WHERE UNDER ROADS PIPES SHALL BE SLEEVED IN DN100 SNA PIPE FITTED WITH TRACE AND TIGHT FITTING RUBBER WRAPS AT 2M CENTRES TO PREVENT WATER HAMMER

10. WATER MAINS CONNECTIONS

ALL NEW 'LIVE' CONNECTIONS TO EXISTING TASWATER WATER INFRASTRUCTURE TO BE COMPLETED BY TASWATER AT OWNERS COST.

11. MINIMUM COVER



- DEMOLITION NOTES**
- PRIOR TO COMMENCING DEMOLITION AND SITE WORKS, THE CONTRACTOR IS TO ARRANGE AND PAY FOR THE ON SITE MARKING AND CONFIRMATION OF DEPTH OF SERVICE LOCATIONS FOR ALL UNDERGROUND SERVICES INCLUDING TELSTRA, AURORA, POWERCO AND COUNCIL SERVICES (ie: WATER, STORMWATER AND SEWER) IN THE AREA OF NEW WORKS. LOCATION TO BE CONFIRMED USING CABLE LOCATORS AND HAND DIGGING METHODS. PRIOR TO ANY WORKS ON SITE, ANY CLASHES WITH DESIGNED SERVICES ON FOLLOWING DRAWINGS ARE TO BE REPORTED TO DESIGN ENGINEER FOR DIRECTION.
 - REFER DRAWINGS FOR SET OUT DIMENSIONS & COORDINATE ALL LEVELS. CONTRACTOR TO REFER ENGINEER FOR ANY DISCREPANCIES / CLASHES.
 - CAP & TERMINATE & REMOVE REDUNDANT DISUSED DRAINAGE SERVICES TO SATISFACTION OF ENGINEER & LOCAL AUTHORITIES.
 - INSTALL SILT FENCES & TRAPS TO PREVENT SEDIMENTS & POLLUTANTS ENTERING STORM WATER SYSTEM OR NATURAL DRAINAGE LINES.
 - STOCK PILING OF SOILS OR MATERIALS AFFECTED BY WATER TO BE STORED CLEAR OF ANY DRAINAGE PATH.
 - CLEAN SITE VEHICLES BEFORE EXITING SITE.
 - DISPOSE OF EXCAVATED MATERIAL TO LICENSED WASTE FACILITY OR APPROVED LAND FILL SITE.
 - TRENCHES WHERE SERVICES ARE REMOVED ARE TO BE FILLED WITH AN APPROVED COMPACTED MATERIAL & TO ENGINEERS COMPACTION SPECIFICATIONS. MATCH & MAKE GOOD EXISTING SURFACES TO MATCH EXISTING SURROUNDINGS.
 - NO FEES WILL BE CHARGED TO CONTRACTORS WHO DISPOSE WASTE FROM DEMOLITION WORK TO COUNCIL OWNED WASTE TRANSFER STATIONS.
 - CONTRACTOR TO ALLOW TO MAKE PROVISIONS FOR PROTECTING EXISTING SHOP FRONTS FROM DAMAGE / DEBRIS PRODUCED FROM THE ABOVE SCOPE OF WORKS. IT IS THE CONTRACTORS RESPONSIBILITY TO ENSURE SHOP FRONTS ARE LEFT IN THE SAME CONDITION AS PRIOR TO COMMENCING WORK DURING / AT END OF WORKS.

LEGEND

	DEMOTES EXISTING STORM WATER MAIN (CONFIRM EXACT LOCATION)
	DEMOTES EXISTING SEWER MAIN (CONFIRM EXACT LOCATION)
	DEMOTES EXISTING WATER MAIN (CONFIRM EXACT LOCATION)
	DEMOTES EXISTING TELSTRA LINE (CONFIRM EXACT LOCATION)
	DEMOTES EXISTING SURFACE/STRUCTURE TO BE DEMOLISHED
	DEMOTES EXISTING SERVICE LINE TO BE DEMOLISHED

- DISPOSE OF ALL WASTE TO COUNCIL APPROVED LOCATION AND / OR FACILITY
- MAKE GOOD ALL POT HOLE TESTING TO SATISFACTION OF SUPERINTENDENT / ASSET OWNER

EXISTING WATER MAIN SCHEDULE

MARK	PIPE SIZE	TYPE
eW-1	T.B.C	T.B.C
eW-2	20	T.B.C
eW-3	25	GALV. WROUGHT IRON
eW-4	50	GALV. WROUGHT IRON
eW-5	100	ASBESTOS CEMENT
eW-6	150	CAST IRON

EXISTING STORM WATER PIPE SCHEDULE

MARK	PIPE SIZE	TYPE	CLASS
eSW-1	T.B.C	-	-
eSW-2	225	uPVC	-

EXISTING SEWER PIPE SCHEDULE

MARK	PIPE SIZE	TYPE	CLASS
eS-1	T.B.C	T.B.C	-
eS-2	150	T.B.C	-

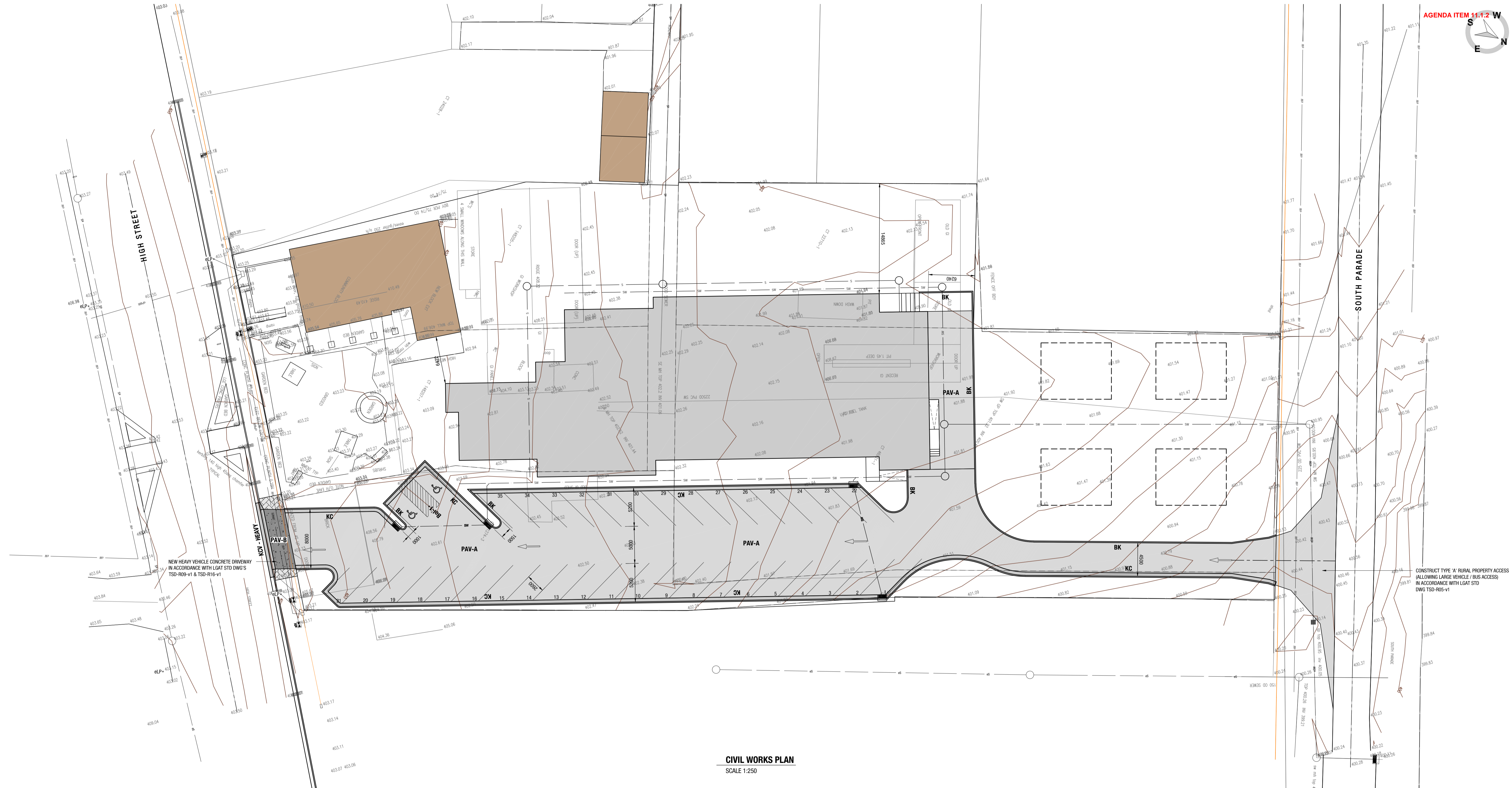
- DEMOLITION**
- D1** DEMOLISH EXISTING BUILDING. CAP & TERMINATE ALL REDUNDANT SERVICES. EXISTING WATER METERS & SEWER CONNECTIONS TO BE DISCONNECTED BY TASNWORKS AT DEVELOPERS COST. MAINS POWER TO BE TERMINATED BY TASNWORKS.
 - D2** DEMOLISH EXISTING CONCRETE / PAVED FOOTPATH TO EXTENT SHOWN. EXISTING PAVERS TO BECOME PROPERTY OF CONTRACTOR. PREPARE AREA FOR NEW WORKS. ALL WORK TO A SAW CUT EDGE.
 - D3** DEMOLISH EXISTING HOTMIX PAVEMENT AS SHOWN (HATCHED AREA). PREPARE AREA FOR NEW WORKS. ALL WORK TO A SAW CUT EDGE.
 - D4** DEMOLISH EXISTING KERB & CHANNEL TO EXTENT SHOWN. PREPARE AREA FOR NEW WORKS.

- WATER**
- W1** LOCATION OF WATER MAIN UNKNOWN
 - W2** POT HOLE EXISTING WATER & VERIFY DEPTH & ALIGNMENT WITH ENGINEER 14 DAYS PRIOR TO COMMENCING NEARBY WORKS. REFER ANY SERVICE CLASHES TO ENGINEER FOR DIRECTION, TYPICAL.

- SEWER**
- S1** POT HOLE EXISTING SEWER & VERIFY DEPTH & ALIGNMENT WITH ENGINEER 14 DAYS PRIOR TO COMMENCING NEARBY WORKS. REFER ANY SERVICE CLASHES TO ENGINEER FOR DIRECTION, TYPICAL.

- POWER**
- P1** RETAIN EXISTING LIGHT POLE. PROTECT DURING WORKS. REFER TASNWORKS FOR DAMAGED / ROTTING POWER POLES 14 DAY PRIOR TO COMMENCING NEARBY WORKS.
- TELECOMMUNICATIONS**
- T1** LOCATE AND PROTECT TELECOMMUNICATIONS SERVICES INCLUDING PITS & CONDUITS DURING WORKS

01A REVIEW		- 00-00-00		STATUS: PRELIMINARY / INFORMATION		DESIGN BY: -		CLIENT: SOUTHERN MIDLANDS COUNCIL		TITLE: EXISTING SURVEY / DEMOLITION PLAN	
REV: DESCRIPTION:		BY: DATE:		APPROVED: R. JESSON		DRAWN BY: -		PROJECT: OATLANDS AQUATIC CENTRE		SCALE: 1:250 SHEET SIZE: A1 DWGS IN SET: -	
				ACRED. No: CC58481		DRAFT CHK: -		ADDRESS: 18 CHURCH STREET OATLANDS		PROJECT No: 17.065 DWG No: C101 REV: -	
						DATE: 00-00-00		rare. rarein.com.au P. 03 6388 9200			



CIVIL WORKS PLAN
SCALE 1:250

LEGEND

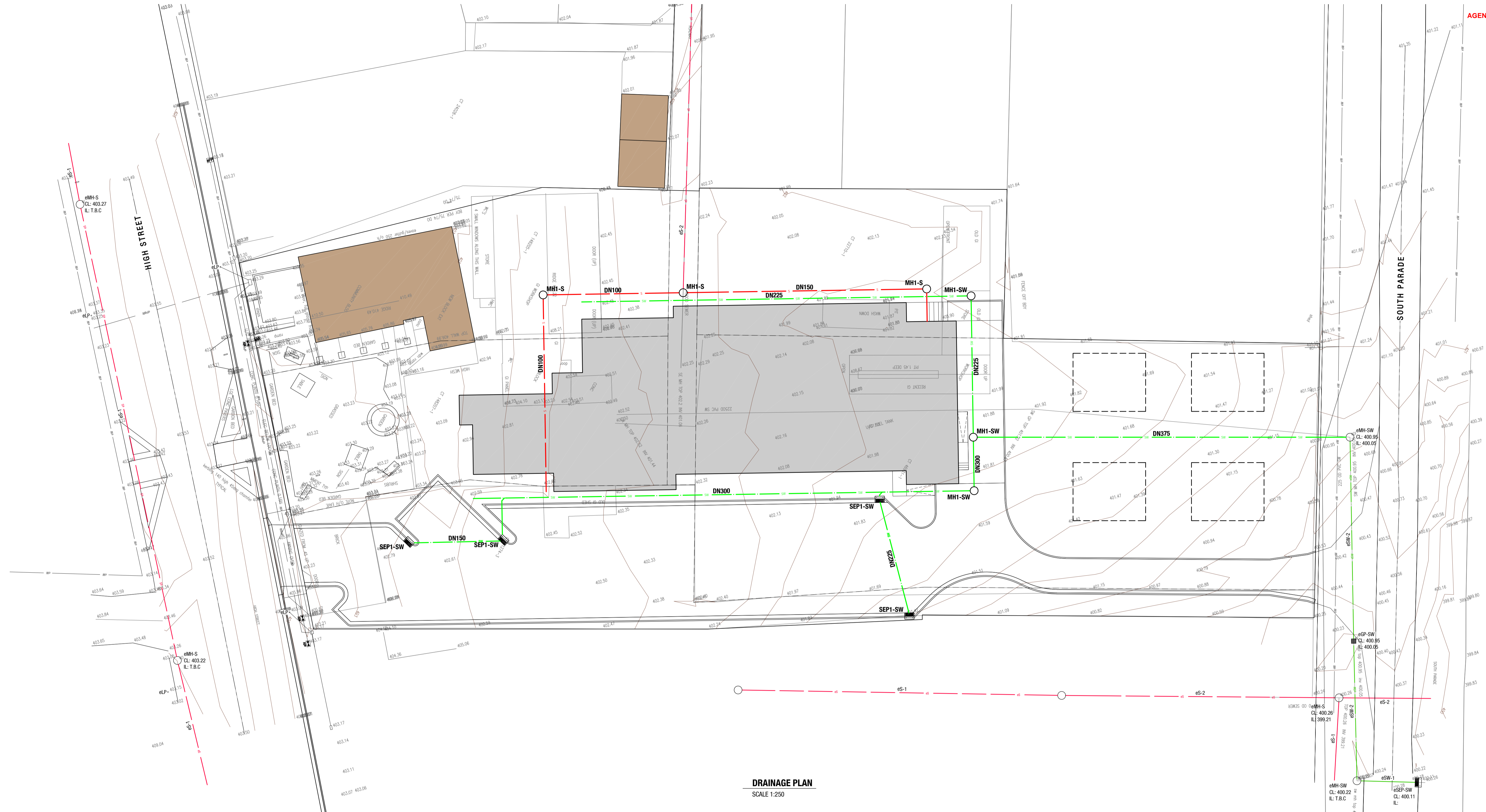
	35mm AC10 HOTMIX PAVEMENT CBR 5 125 BASE CLASS A GRAVEL 175 SUB BASE A GRAVEL		CONCRETE DRIVEWAY PAVING 200 THICK N25 CONC. SL82 TOP & BOTTOM 100 BASE CLASS A GRAVEL
	CONCRETE FOOTPATH PAVING 100 THICK N25 CONCRETE SL72 CENTRAL 100 BASE CLASS A GRAVEL		200mm TOPSOIL + LANDSCAPING - REFER PRINCIPAL FOR SPECIFICATION

KC	KERB AND CHANNEL - 5% CHARCOAL OXIDE
KCV	KERB & CHANNEL VEHICULAR CROSSING - 5% CHARCOAL OXIDE
PEB	PEDESTRIAN ACCESS RAMP - 5% CHARCOAL OXIDE
MH-SW	MANHOLE
SEP-SW	SIDE ENTRY PIT
GD-SW	GRADED DRAIN
SIGN	REFER SIGNAGE & LINE MARKING PLAN FOR DETAILS
Bo1-1	FIXED BOLLARD - REFER DETAILS

- NOTES**
- CONTRACTOR TO ALLOW TO MAKE PROVISIONS FOR PROTECTING EXISTING SHOP FRONTS FROM DAMAGE / DEBRIS PRODUCED FROM THE ABOVE SCOPE OF WORKS. IT IS THE CONTRACTORS RESPONSIBILITY TO ENSURE SHOP FRONTS ARE LEFT IN THE SAME CONDITION AS PRIOR TO COMMENCING WORK DURING / AT END OF WORKS.
 - ENSURE THAT CONCRETE OVER SPRAY / SPLATTER IS NOT LEFT ON ADJACENT PREMISES DURING CONCRETE PLACEMENT.
 - PROVIDE 10mm ABEL FLEX BETWEEN EXISTING BUILDINGS & NEW PAVEMENT, TYPICAL
 - PROVIDE EXPANSION + CONTROL + WEAKENED PLAN JOINTS IN ACCORDANCE WITH LGAT STD DWGS, REFER DETAILS ON DWG 17.065-C702

CONSTRUCT TYPE 'A' RURAL PROPERTY ACCESS (ALLOWING LARGE VEHICLE / BUS ACCESS) IN ACCORDANCE WITH LGAT STD DWG TSD-R05-v1

01A REVIEW		00-00-00	STATUS: PRELIMINARY / INFORMATION		DESIGN BY: -		CLIENT: SOUTHERN MIDLANDS COUNCIL	TITLE: CIVIL WORKS PLAN
REV: DESCRIPTION:		BY: DATE:	APPROVED: R. JESSON	ACRED. No: CC58481	DATE: 00-00-00		PROJECT: OATLANDS AQUATIC CENTRE	SCALE: 1:250 SHEET SIZE: A1 DWGS IN SET: -
			DO NOT SCALE - IF IN DOUBT, ASK THIS DOCUMENT MAY ONLY BE USED FOR THE PURPOSE FOR WHICH IT WAS PREPARED. © RARE INNOVATION PTY LTD. ABN 51 619 598 257		DRAWN BY: -	Level 1a, 10-14 Paterson Street Launceston TAS 7250 rarein.com.au P. 03 6388 9200	ADDRESS: 18 CHURCH STREET OATLANDS	PROJECT No: 17.065 DWG No: C401 REV: -



DRAINAGE PLAN
SCALE 1:250

- LEGEND**
- DENOTES EXISTING STORM WATER MAIN (CONFIRM EXACT LOCATION)
 - DENOTES PROPOSED STORM WATER MAIN
 - DENOTES EXISTING SEWER MAIN (CONFIRM EXACT LOCATION)
 - DENOTES PROPOSED SEWER MAIN
 - DENOTES PROPOSED AG DRAIN
 - MH-S** SEWER MANHOLE
 - MH-SW** STORM WATER MANHOLE
 - SEP-SW** SIDE ENTRY PIT
 - GPx-SW** GRATED PIT
 - SW-KC** STORM WATER KERB CONNECTION IN ACCORDANCE WITH PWMA STD DWG TSD-R15-v1

EXISTING STORM WATER PIPE SCHEDULE			
MARK	PIPE SIZE	TYPE	CLASS
eSW-1	T.B.C	PVC	-
eSW-2	100	PVC	-
eSW-3	300	RCP	-
eSW-4	300	PVC	-

STORM WATER PIPE SCHEDULE				
MARK	PIPE SIZE	TYPE	CLASS	GRADE (MIN)
AG-1	100	AG DRAIN	CLASS 400	1%
SW-1	150	uPVC	SN8	1%
SW-2				
SW-3				
SW-4				
SW-5				

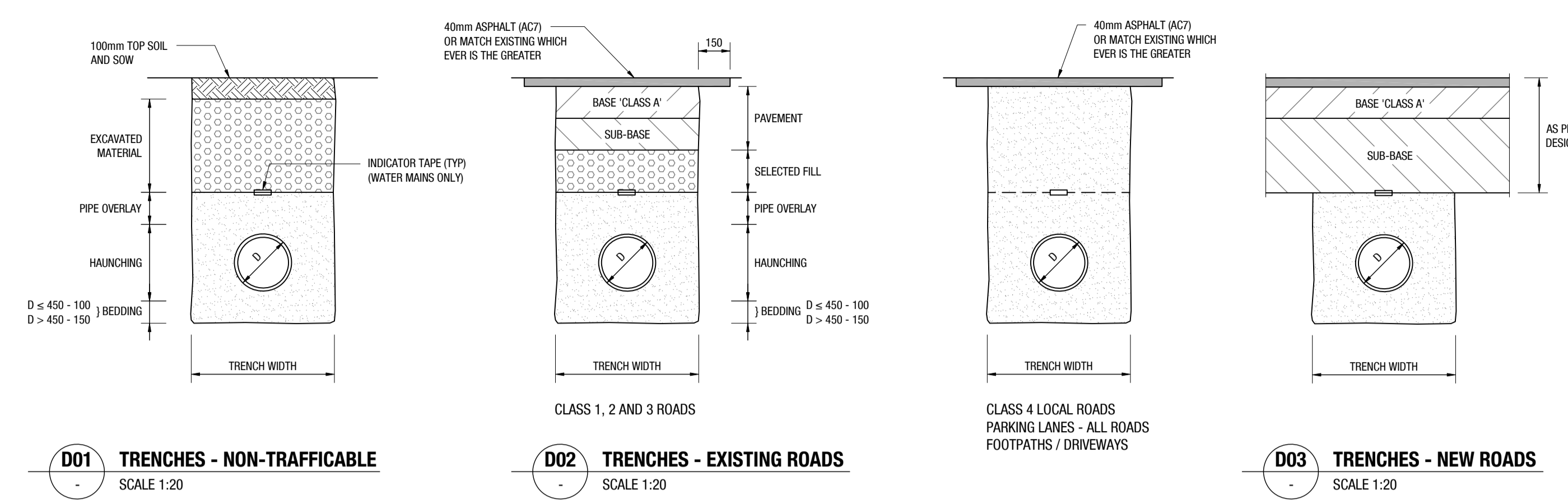
STORM WATER PIT / MANHOLE SCHEDULE			
MARK	TYPE	SIZE	ACCESSORIES
MH1-SW	PRECAST MANHOLE	Ø1050	CLASS D 'S' MARKED GATIC LID
HW1-SW	PRECAST HEAD WALL	SIZE TO SUIT PIPE DIA.	-
SEP1-SW	SIDE ENTRY PIT	TYPE 1 (1200 LINTEL)	REFER LGAT STD DWGS + HUDSON CIVIL ENVIRONMENTAL 'PIT TRAP' OR EQUIVALENT
GP1-SW	BLACK PLASTIC GRATED PIT	450 x 450	CLASS D GALV. GRATED LID
GP2-SW			
GD1-SW	GRATED DRAIN	450 WIDE	GALV. HEELGUARD GRATE WITH NON-SLIP SAND EPOXY - REFER DETAIL

EXISTING SEWER PIPE SCHEDULE			
MARK	PIPE SIZE	TYPE	CLASS
eS-1	T.B.C	T.B.C	-
eS-2	150	uPVC	-

SEWER PIPE SCHEDULE				
MARK	PIPE SIZE	TYPE	CLASS	GRADE (MIN)
S-1				

SEWER PIT / MANHOLE SCHEDULE			
MARK	TYPE	SIZE	ACCESSORIES
MH1-S	PRECAST MANHOLE	Ø1050	CLASS D 'S' MARKED GATIC LID

		STATUS: PRELIMINARY / INFORMATION	DESIGN BY: - DESIGN CHK: - DRAWN BY: - DRAFT CHK: -	rare. Level 1a, 10-14 Paterson Street Launceston TAS 7250 rarein.com.au P. 03 6388 9200	CLIENT: SOUTHERN MIDLANDS COUNCIL PROJECT: OATLANDS AQUATIC CENTRE ADDRESS: 18 CHURCH STREET OATLANDS	TITLE: DRAINAGE PLAN SCALE: 1:250 SHEET SIZE: A1 DWGS IN SET: - PROJECT No: 17.065 DWG No: C501 REV: -
01A REVIEW	-	00-00-00	APPROVED: R. JESSON	ACRED. No: CC58481	DATE: 00-00-00	
REV: DESCRIPTION:		BY: DATE:				



NOTES:
TRENCH DEPTH (D = NOM. DIA.)
 CONCRETE PIPES = D + 600
 uPVC PIPES = D + 200
 DICI PIPES = OD + 300

PIPE OVERLAY
 WATER MAINS = 150mm MINIMUM
 SEWER & STORM WATER = 300 MINIMUM

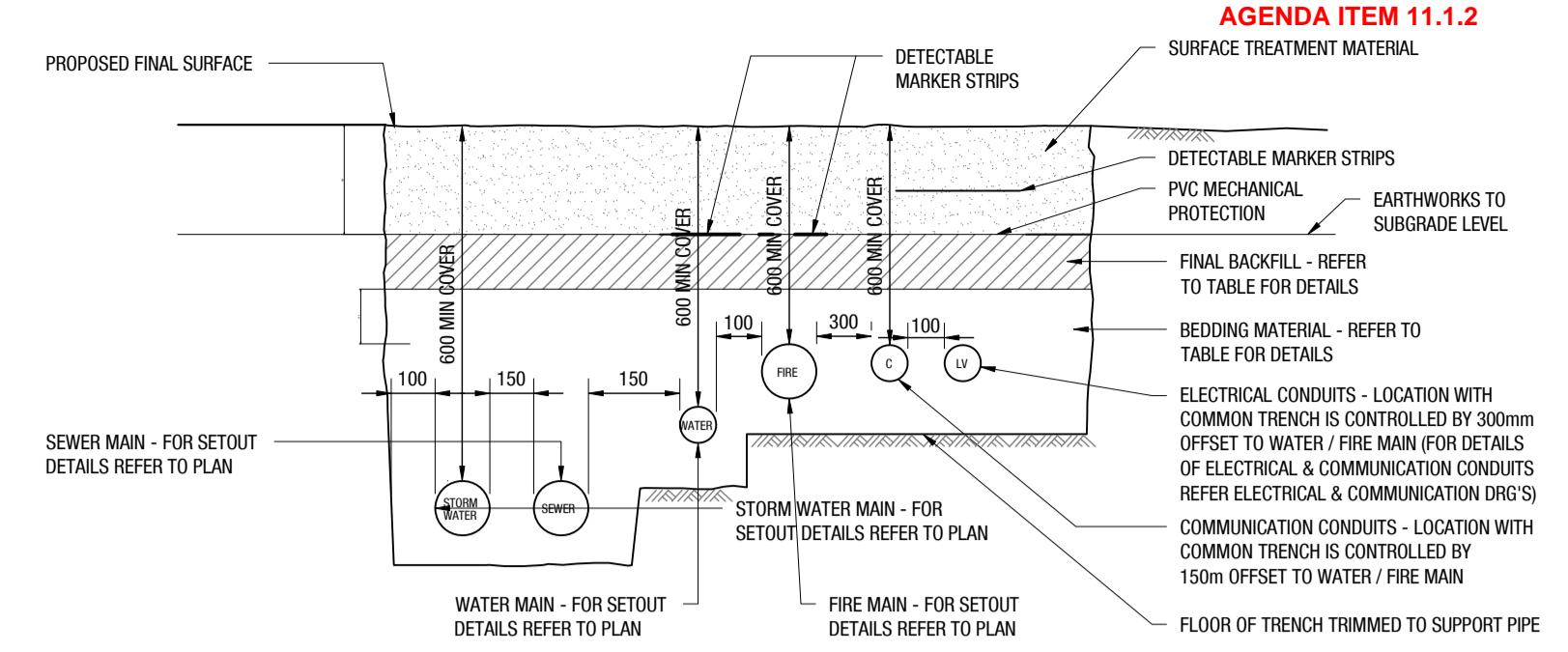
COMPACTION OF BEDDING, HAUNCHING & OVERLAY
 REFER TO AS 1289-5.5
 CONCRETE PIPES = MIN. DENSITY INDEX = 60% (85% STD. COMPACTION)
 uPVC PIPES = DENSITY INDEX = 65% (90% STD. COMPACTION)
 DICI PIPES = DENSITY INDEX = 65% (90% STD. COMPACTION)

BEDDING, HAUNCHING AND OVERLAY MATERIAL
 BEDDING, HAUNCHING AND PIPE OVERLAY MATERIAL SHALL CONTAIN NO DELETERIOUS MATERIAL OR CLAY LUMPS AND SHALL COMPLY WITH THE FOLLOWING GRADINGS:

FOR uPVC AND DUCTILE IRON PIPES SAND OR CRUSHED ROCK (STONE DUST)	SIEVE APERTURE (mm)	% PASSING (BY MASS)
TO AS 1152	6.7	100
	2.36	70-100
	0.6	20-90
	0.3	8-50
	0.15	0-20
	0.075	0-10

FOR CONCRETE PIPES CRUSHED ROCK	SIEVE APERTURE (mm)	% PASSING (BY MASS)
TO AS 1152	19	100
	2.36	50-100
	0.6	20-90
	0.3	10-60
	0.15	0-25
	0.075	0-10

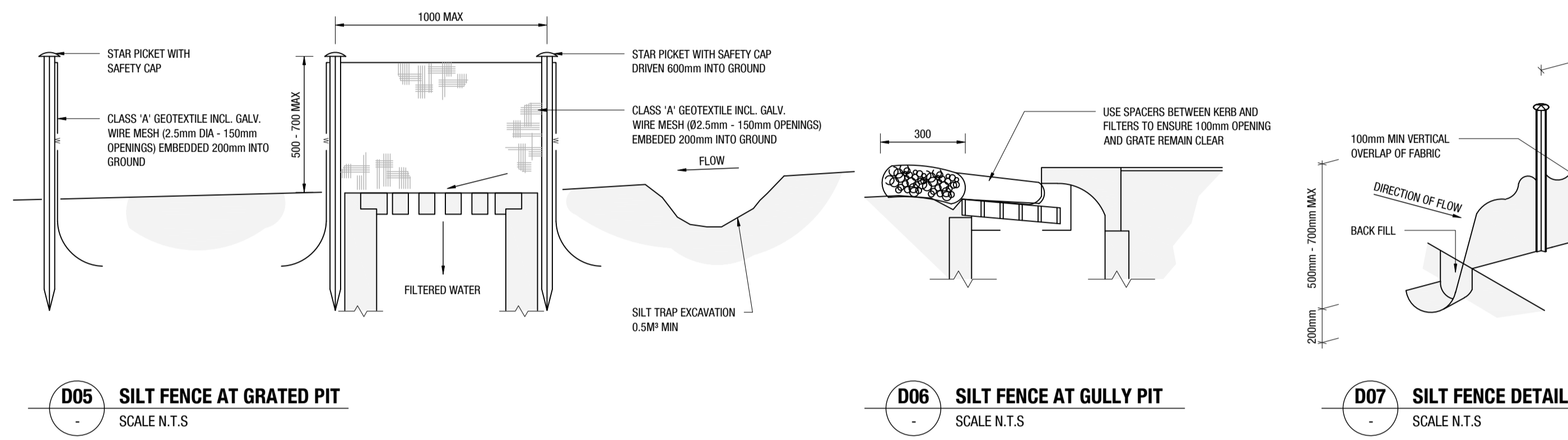
ALL MATERIAL SHALL BE PLACED AND COMPACTED IN ACCORDANCE WITH AS 3725 AND TO THE SATISFACTION OF THE SUPERINTENDENT.



COMPACTION DETAILS
 EXPRESSED AS M added

MATERIAL	GENERAL	UNDER ROADS*
BEDDING MATERIAL	90%	90%
INITIAL BACKFILL	90%	95%
FINAL BACKFILL	SAME AS SURROUNDING SOIL	95%

* OR AS DIRECTED BY SUPERINTENDENT



SILT FENCE
 CONSTRUCT AS DETAILED AND INSTALL CLASS 'A' GEOTEXTILE OR USE PROPRIETARY SILT FENCE. EG. MACKERRER SILT LOCK.

OMIT SANDBAG WALL AND SILTTRAP WHEN PIT IS IN A LOW POINT.

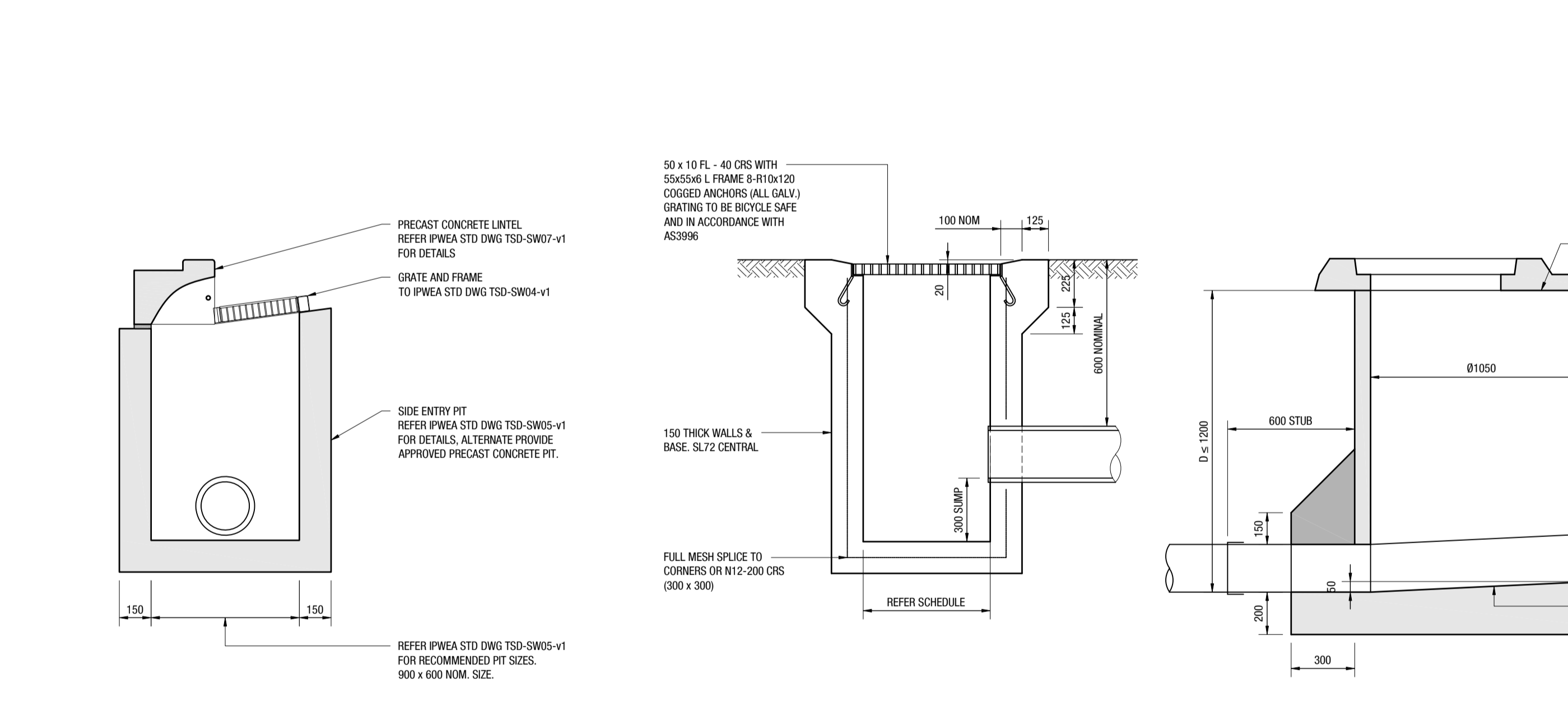
GULLY PIT GALVANIZED WIRE MESH 2mm DIA x 12mm OPENING.

GENERAL
 SEDIMENT FENCES ARE TO BE CLEANED DAILY TO PREVENT BREAKAGE/OVERTOPPING.

IT IS THE RESPONSIBILITY OF THE DEVELOPER TO INSTALL, MAINTAIN AND UPON COMPLETION REMOVE ALL TEMPORARY SEDIMENT CONTROL MEASURES.

IT IS STRONGLY RECOMMENDED THAT THE DEVELOPER RE-COVERS ANY DISTURBED AREAS WITH TOPSOIL AS QUICKLY AS POSSIBLE AFTER BULK EARTHWORKS ARE COMPLETED, TO PREVENT SOIL DISPERSION.

NOTE:
 INSTALL SILT MANAGEMENT AS REQUIRED. LOCATIONS TO BE CONFIRMED ON SITE. ENSURE SILT MANAGEMENT COMPLIES WITH CURRENT COUNCIL STANDARDS AND REQUIREMENTS.



MANHOLE LIDS TO BE 'GATIC' TYPE OR SIMILAR

- HEAVY DUTY 'CLASS D' FOR TRAFFIC AREAS
- MEDIUM DUTY 'CLASS B' FOR ALL OTHER AREAS

ALL STORM WATER MANHOLES TO HAVE 'SW' CAST INTO LIDS. SEWER MANHOLES TO HAVE 'S' CAST IN.

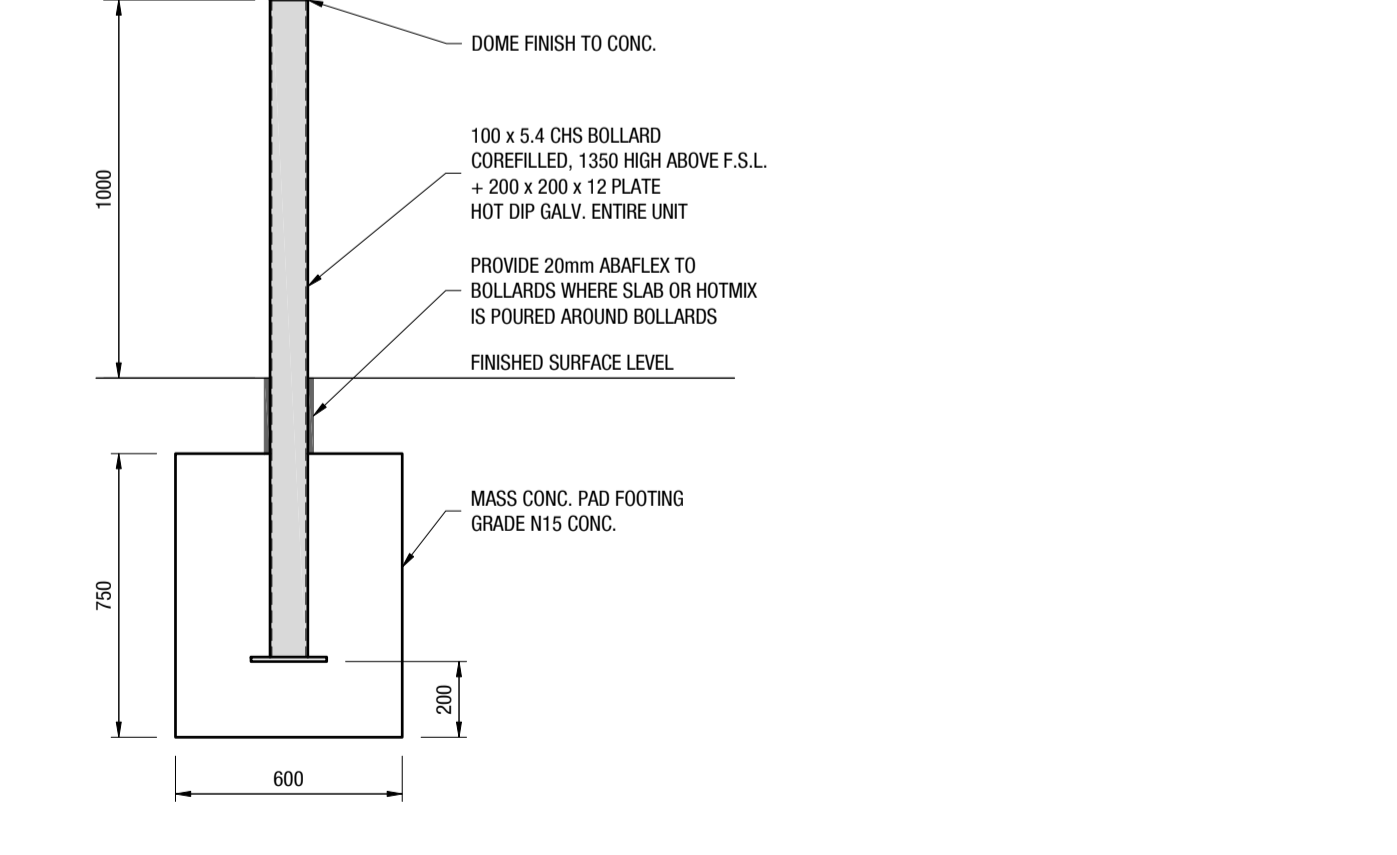
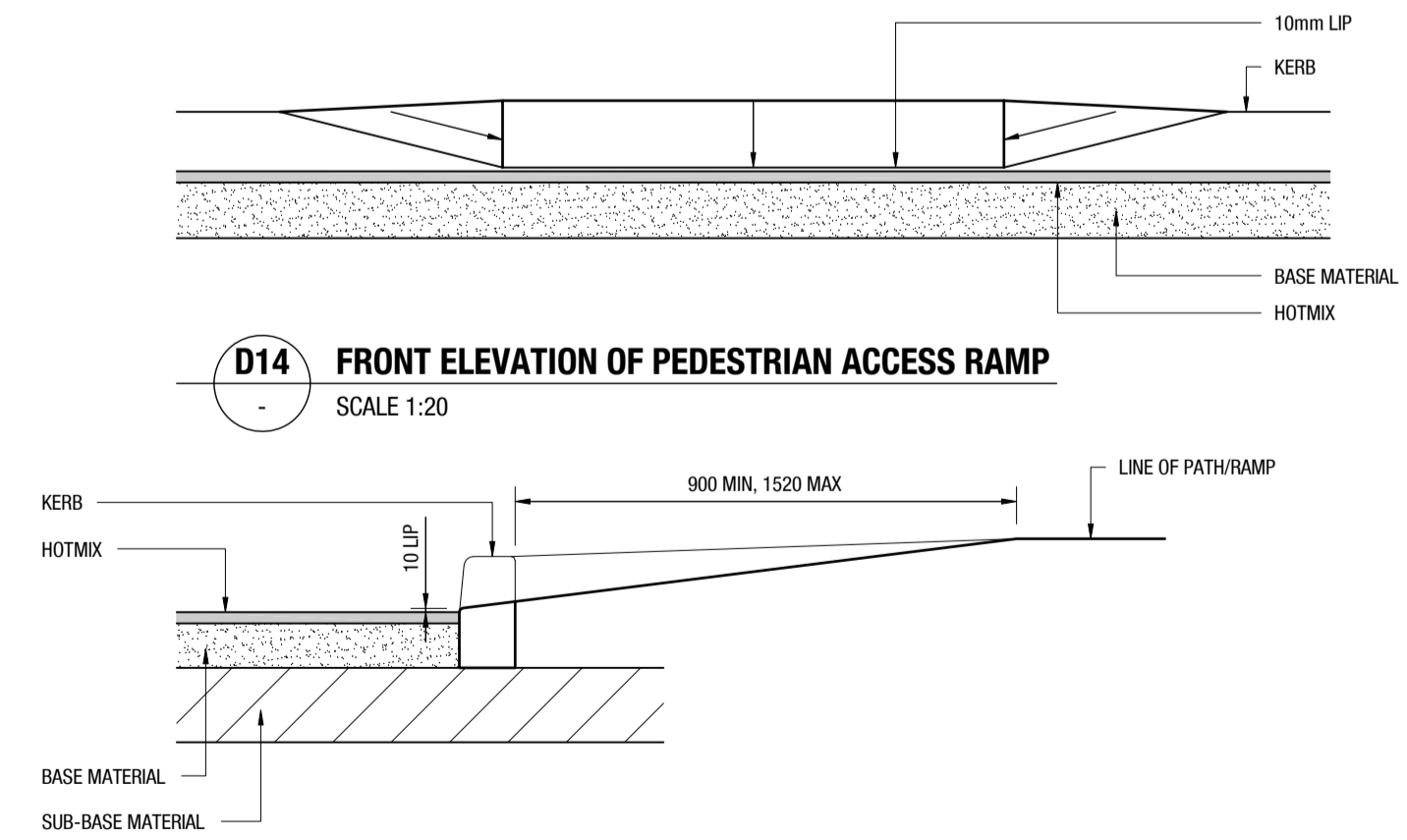
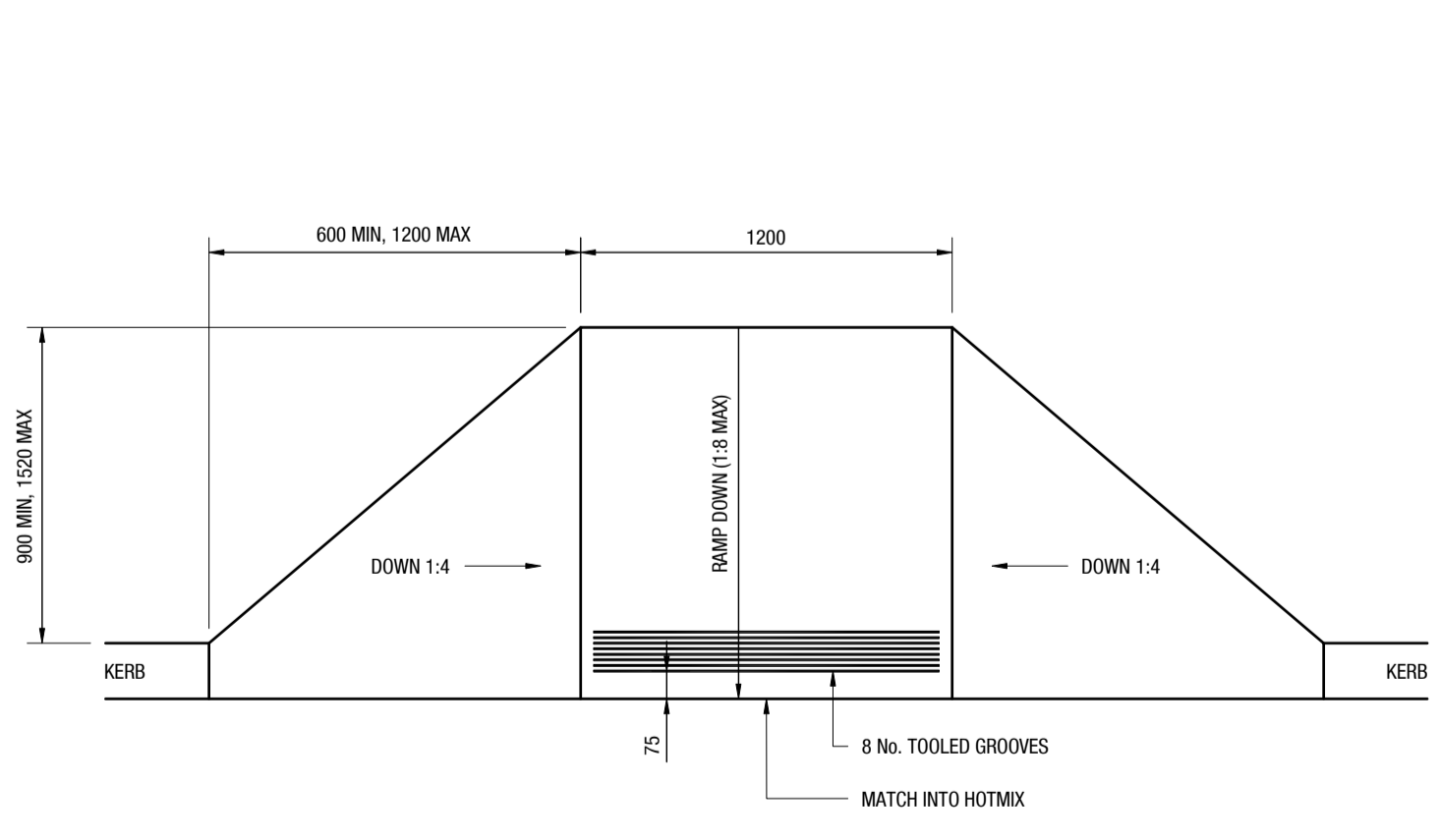
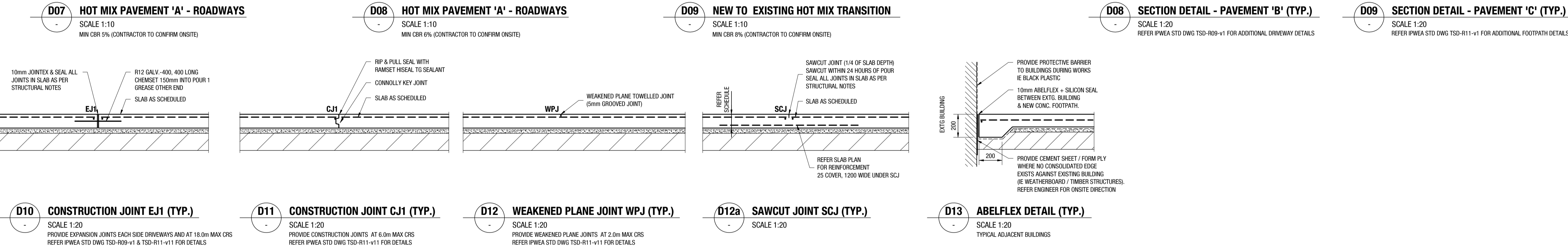
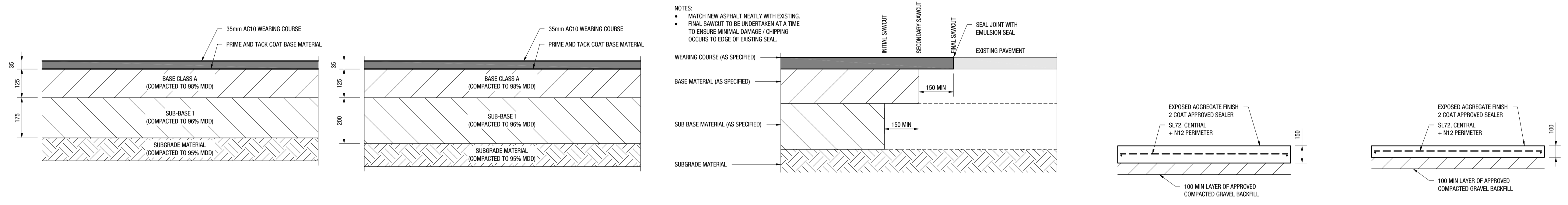
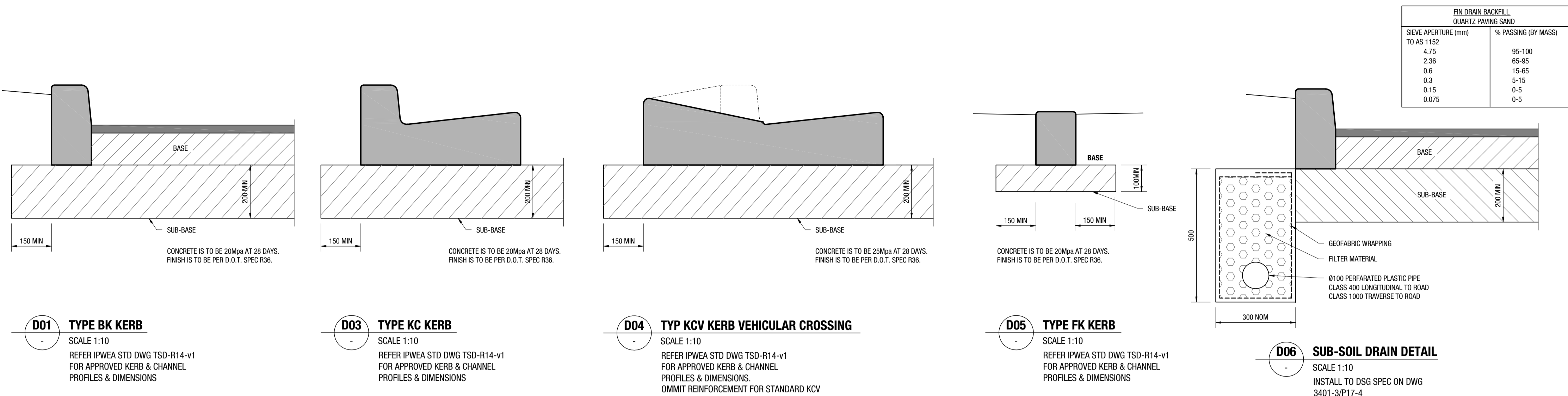
D09 SECTION DETAIL - SIDE ENTRY PIT 'TYPE 1'
 SCALE 1:20
 REFER IPWEA STANDARD DRAWINGS FOR ADDITIONAL SIDE ENTRY PIT DETAILS

D10 DETAIL OF GRATED PIT - TRAFFICABLE AREA
 SCALE 1:20
 REFER IPWEA STANDARD DRAWINGS FOR ALTERNATE PIT CONSTRUCTION DETAILS. APPROVED PRECAST UNIT MAYBE SUBSTITUTED.

D11 DETAIL OF MANHOLE - D ≤ 1200
 SCALE 1:20
 REFER IPWEA STD DWG TSD-SW02-v1 FOR STORMWATER MANHOLE DETAILS
 REFER WSA STD DWG'S FOR SEWER MANHOLE DETAILS

D12 DETAIL OF MANHOLE - D > 1200
 SCALE 1:20

STATUS: PRELIMINARY / INFORMATION		DESIGN BY: -		CLIENT: SOUTHERN MIDLANDS COUNCIL	TITLE: CIVIL SECTIONS & DETAILS - SHEET 1 SCALE: 1:10, 1:20 SHEET SIZE: A1 DWGS IN SET: - PROJECT No: 17.065 DWG No: C701 REV: -
DO NOT SCALE - IF IN DOUBT, ASK THIS DOCUMENT MAY ONLY BE USED FOR THE PURPOSE FOR WHICH IT WAS PREPARED. © RARE INNOVATION PTY LTD. ABN 51 619 598 257		DESIGN CHK: -		PROJECT: OATLANDS AQUATIC CENTRE	
01A REVIEW	-	DRAWN BY: -	Level 1a, 10-14 Paterson Street Launceston TAS 7250 rarein.com.au P.03 6388 9200	ADDRESS: 18 CHURCH STREET OATLANDS	
REV: DESCRIPTION:	BY: DATE:	DRAFT CHK: -		APPROVED: R. JESSON	ACRED. No: CC58481



01A REVIEW		- 00-00-00		STATUS: PRELIMINARY / INFORMATION		DESIGN BY: -		CLIENT: SOUTHERN MIDLANDS COUNCIL		TITLE: CIVIL SECTIONS & DETAILS - SHEET 2	
REV: DESCRIPTION:		BY: DATE:		APPROVED: R. JESSON		DRAWN BY: -		PROJECT: OATLANDS AQUATIC CENTRE		SCALE: 1:10, 1:20 SHEET SIZE: A1 DWGS IN SET: -	
				ACRED. No: CC58481		DRAFT CHK: -		ADDRESS: 18 CHURCH STREET OATLANDS		PROJECT No: 17.065 DWG No: C702 REV: -	
				DATE: 00-00-00		DATE: 00-00-00		rare. rarein.com.au P. 03 6388 9200		Level 1a, 10-14 Paterson Street Launceston TAS 7250	

11889 TASMAN HIGHWAY (PO BOX 382) SWANSEA TASMANIA 7190 T +613 6257 8999 M 0418 826 555 E design@bzowyarc.com.au www.bzowyarchitecture.com.au

BZOWY ARCHITECTURE

REFER SURVEY FOR DETAILED FEATURES + LEVELS

CLIENT
SOUTHERN MIDLANDS

PROJECT
OATLANDS AQUATIC

REVISIONS

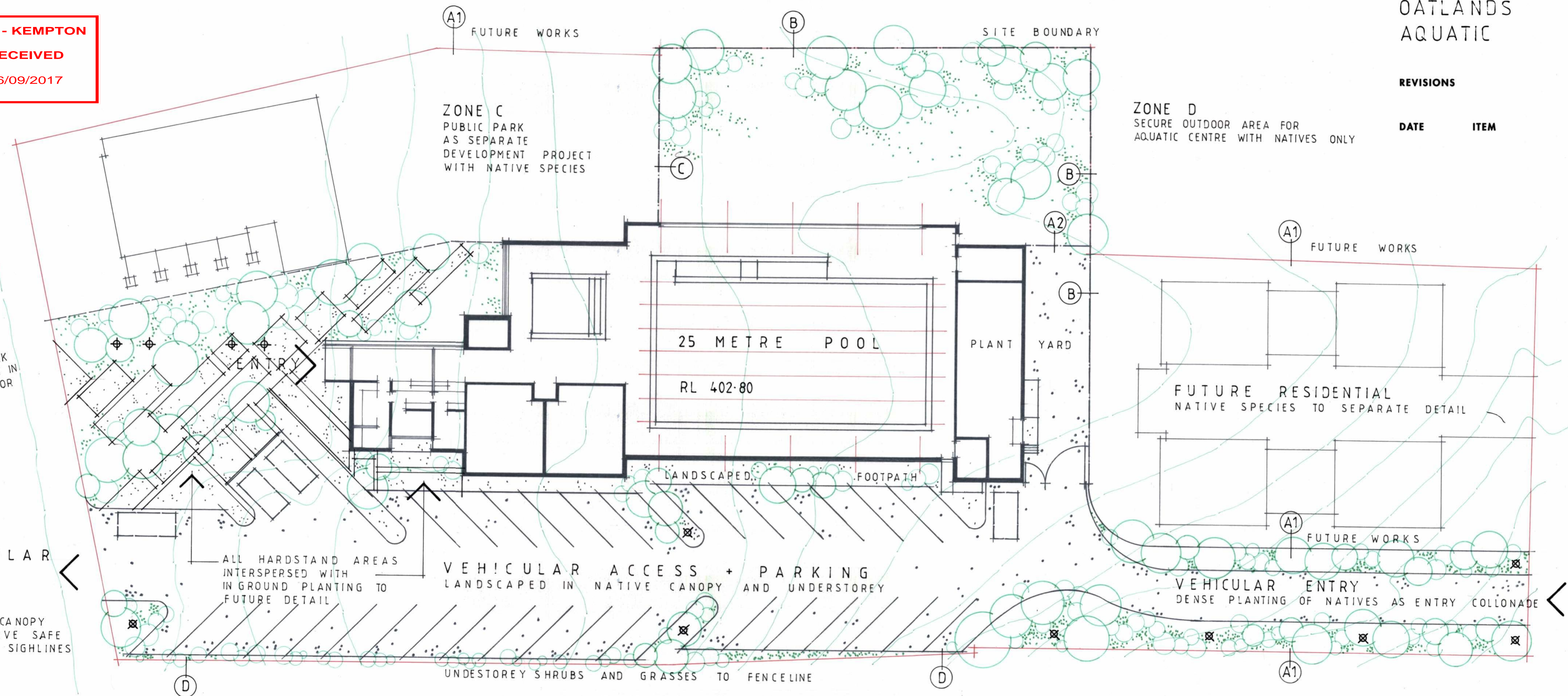
DATE ITEM

SMC - KEMPTON
RECEIVED
26/09/2017

ZONE A+B
REMODELLED PARK AND FORECOURT IN NON NATIVES FOR TIE IN TO HIGH STREET

VEHICULAR EXIT

SPARSE CANOPY TO PRESERVE SAFE VEHICULAR SIGHTLINES



NOTE
SEPARATE SIGNAGE APPLICATION TO BE SUBMITTED MARCH 2018

PRINCIPAL ELEMENTS LEGEND

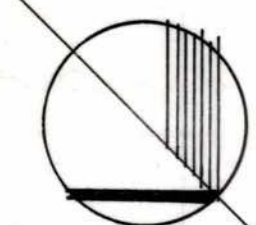
ITEM	MATERIAL	QTY
A1	UNTREATED HARDWOOD VERTICAL BOARD FENCE	1800
A2	UNTREATED HARDWOOD VERTICAL BOARDS	2400
B	A2 FENCE TOPPED WITH 1600mm BLACK CYCLONE	3000
C	BLACK CYCLONE WITH 3 STRAND TOPPING	3000
D	VERTICAL CUSTOMORB GALVANISED	1800
◆	HERITAGE STREETLIGHTS	3000
⊗	BOLLARD LIGHTING	1200
▭	CONCRETE PAVING	
▨	ASPHALT + KERB/GUTTER	

LANDSCAPE SPECIES LEGEND

TYPE	QTY	COMMON NAME	SPECIES
A	10	SILVER BIRCH	BETULA PENDULA
B	15	CHANTECLEER PEAR	PYRUS CALLERYANA
C	15	CHINESE ELM	ULMUS PARVIFOLIA
D	15	SPREADING WATTLE	ACACIA GENISTIFOLIA
E	50	FLAXLILY	DIANELLA BREVICAULIS
F	50	VELVET TUSOCK GRASS	POA RODWAYI
G	100	KANGAROO GRASS	THEMEDA AUSTRALIS
H	100	NARROW TRIGGERPLANT	STYLIDIUM GRAMINIFOLIUM
J	100	DWARF RICEFLOWER	PIMELIA HUMILIS
K	30	WHITE PEPPERMINT	EUCALYPTUS PULCHELLA
L	30	WHITE GUM	EUCALYPTUS VIMINALIS
M	30	BLACK WATTLE	ACACIA MEARNsii
N	30	SILVER WATTLE	ACACIA DEALBATA

DRAWING TITLE
SITE PLAN
LANDSCAPING

ISSUE DRAWING
DEVELOPMENT DA 011
JOB SCALE
170402 1 200
DATE DRAWN
AUGUST 17 R



1 PROJECT BACKGROUND

BRIEF HISTORY

In 2012 – 2013 a project consultant team led by Bzowy Architecture prepared and submitted a Development Application for a multi purpose Aquatic and Dry Activity Centre on the Southern Midlands Council Depot Site at 18 High Street, Oatlands.

From 2013 the key points and outcomes can be summarised as follows:

- the design reflected the majority aspirations of the local and regional community
- the preliminary cost estimate suggested a \$6.76M cost
- the project was intended for Grant Funding Submissions
- Development Approval was granted in September 2013.

DECEMBER 2016

In December 2016 the project was rekindled. Bzowy Architecture and the consultant team were re- engaged to update the project brief and budget to once again collaborate with the Council, Council staff and officers, the community based Steering Committee, the general community and relevant user groups.

By and large the personnel within those Municipal groups involved in 2012 - 2013 remained in their previous roles.

The project brief was re-appraised. The budget was reviewed and modified. The relationships were re-established. Once an agreed brief and general concept was agreed in March 2017, the preparation of a new Development Application was commissioned.

This Development Application reflects local and regional agreement for the provision of an indoor 25m Aquatic Centre at 18 High Street, Oatlands.

The 2012 – 2013 processes of debate, consultation and collaboration were enormously thorough in creating that particular brief and the resultant design.

The depth of the discussions and analyses were such that a considerable amount of consultative data gathered remains relevant in 2017.

Between December 2016 and March 2017, all information and context relevant from 2013 was retained. By consensus, any information and any issues requiring review for the 2017 Development Application were revisited.

This 2017 Development Application represents that consensus.

1.01 THE PROJECT TEAM

To create this Development Application, a dedicated Project Team has been assembled under the operational umbrella of the Council comprising:

- The Steering Committee
- Council Officers
- Council Staff
- The Consultant Team

The process of community debate, consultation, design and presentation has continued.

1.01.01 AQUATIC CENTRE STEERING COMMITTEE

Since 2006 the Steering Committee has comprised an assembly of Council Officers, Councillors, and Council staff together with a number of community members representing particular user groups in social, sports, recreation, educational and health aspects of the Centre.

Together as a Committee they have maintained one principal objective.

“To provide the local and regional community with a central viable facility to enable maximum enjoyment and involvement for the community “

From the Steering Committee 24th August 2012

“.. the location of such a key centre of activity in the heart of Oatlands will fundamentally strengthen the town and contribute to a better future. A busy central business district is a thriving central business district, and a thriving business district means a strong town.”

That objective remains at the core of the 2017 decision making process.

1.01.02 THE ROLE OF THE COUNCIL

Key Council staff and Officers have continued to provide input into the project brief, attending consultation meetings, submitting information with respect to particular aspects of the brief and acting as a sounding board for the Committee and the appointed consultant team.

1.01.03 THE ROLE OF THE COMMUNITY

Through the various communication channels outlined above, the broader local and regional community were invited to review the new brief.

Presentations by the consultant team to all parties proved a valuable context through which the design brief for the centre was agreed upon.

As much as the 2013 works received a significant level of support, this 2017 Development Application represents an almost universal consensus of local and regional community.

1.01.04 THE DESIGN BRIEF

During the initial design process the brief focussed on:

- an indoor 25m swimming pool
- an adjoining toddlers pool
- associated amenities and infrastructure

In comparison to the 2013 proposal, the 2017 outcome has resulted in:

- a significantly more compact building plan form
- a reduction in building scale
- an increase in landscaped area and public amenity
- a reduction in impact on local amenity in vehicular infrastructure
- a reduced capital budget

As this brief evolved, it was agreed that the architecture of the building facilitated the possibility of adding a compact dry activity area. This has been designed as a component that, whilst integrated within this Development Application, may be successfully staged to a later stage.

Vehicular provisions in access, egress and parking reflect the requirements of both aquatic and dry areas, and will be integrated into the project in full from the outset.

1.02 THE APPLICATION

1.02.01 INTRODUCTION

The commission to create this Development Application for the Oatlands Aquatic Centre has served a number of purposes.

The first has been to create this architectural and planning analysis to submit for Development Approval.

The second has been the use of this process to lobby successfully for Grant Funding from State and Federal sources.

The success of that lobbying process by Council and The Mayor has inspired the Community: decades of optimism will finally repay their perseverance.

The responsibilities of the consultant team were extended to provide schematic design in architecture and planning, all services areas, and the design of both structural and civil works, with the aquatic components also investigated in detail.

The purpose of these expanded roles has been to ensure the greatest level of detail possible has been prepared to assist the Quantity Surveyor in preparing their cost estimate.

However, it should be noted that the Development Application only forwards that information as is required by Council to the Approval process.

The expanded schematic design analyses offer a significantly more detailed appraisal of all areas of the Centre. That information is available to the

Development Application process on an information only basis.

Since this expanded data is deemed schematic, it is not suitable for the public domain.

1.02.02 THE CONSULTANT TEAM

The following consultants are the collaborative authors of this submission:

Bzowy Architecture
Project and Consultant Management, Architecture and Planning
Consultation, design, documentation and presentation

SEMF
Assessment of
sewer/wastewater infrastructure
sanitary plumbing concept
electrical demand and supply
mechanical heating and ventilation

David Powick and Associates
Preferred water treatment systems for the pools

Rare Engineering
Structural design of aquatic components
Structural design of sub structure and the building shell
Civil works in vehicular infrastructure and stormwater

Lee Tyers and Associates
Building Surveying

Matrix Management Group Pty Ltd
Indicative Cost Estimate

1.02.03 CONSULTATION

Given the depth of consultation in 2012- 2013, the 2017 process has relied only on re-connecting with all parties with the updated brief. It is fair to say that the response to Council's current approach is unanimously positive.

In brief:

1.02.03.01 Community Consultation

A public information session was held to present the direction proposed for the Development Approval submission. The community welcomed evidence that their brief, their thoughts and ideas remain at the core of the functional design.

Given the success of funding applications, local momentum is extraordinary.

1.02.03.02 Steering Committee

The Committee has universally applauded the evolution of the brief, and have shown great enthusiasm for the reduction in impact of the built scale and the modifications to vehicular infrastructure in respect to local traffic.

Public responses fed back through the Steering Committee support that view.

1.02.03.03 User Groups

Key user groups were again consulted, adding their insight into usage requirements of key user and interest groups.

Programming needs of the aquatic components remain unchanged, while the sensible provision of dry activity areas (as a staged option), is recognised as a valuable possibility.

1.02.03.04 Council and Statutory Authorities

In response to the depth of analysis required at a schematic design stage, the co-consultant team has involved all relevant Statutory Authorities in discussions, particularly with respect to infrastructure and services.

1.02.03.06 The Depot: Site Investigation

In preparing for the development, the Depot Site has once again been analysed with the 2013 Site History Investigation Report updated to reflect current Regulations and Standards in 2017.

The resultant report and the accompanying documentation of associated demolition works to clear and prepare the site has been submitted to Council as a separate Development Application.

1.02.04 PROJECT MANAGEMENT

The project has been implemented through a single commission to Bzowy Architecture, with the co-consultant team commissioned through that Contract.

2 SOUTHERN MIDLANDS PLANNING SCHEME

2.01 DEVELOPMENT DEFINITIONS

2.01.01 INTRODUCTION

The Southern Midlands Planning Scheme 2015 is in force as a planning scheme pursuant to the Land Use Planning and Approvals Act 1993 (the Act).

The Southern Midlands Planning Scheme 2015, its schedules, definitions and provisions form the basis of assessment under which the development of the Oatlands Aquatic Centre will be considered.

2.01.02 OBJECTIVES OF THE DEVELOPMENT

The objectives behind this development are many and varied and are covered in detail in this Development Application. The principal objective is the development of a community resource that will enrich and intertwine social, community, recreation, education, sports and health activities in the Township and Region.

The desire by the Council and Community for an aquatic centre that may serve to attract the broadest possible cross section of users runs in tandem with the need to create a viable and thriving facility.

2.01.03 REFERENCED DEVELOPMENT DEFINITIONS

In the context of The Southern Midlands Planning Scheme 2015 this Report responds to:

21.0 General Business Zone

E5.0 Road and Railways Assets Code

E6.0 Parking and Access Code

E13.0 Historic Heritage Code

2.02 GENERAL BUSINESS ZONE

2.01 ZONE PURPOSE

The Aquatic Centre supports the outline of objectives within the Zone Statements, strengthening the diversity of this aspiration in adding a mix of social, recreation and leisure to the stated mix of office and retail.

2.02.01 USE TABLE

The proposal is under advisement as a Discretionary under the Use Class of use as a Sports and recreation.

However, it is likely the latter may also apply as the facility brief incorporates opportunities for competitive aquatic activities.

2.02.02 USE STANDARDS

The proposed operating hours of the centre fit within the stated objectives. Namely:

6:00am to 10:00pm Mondays to Saturdays inclusive, and
7:00am to 9:00pm Sundays and Public Holidays

Office and administrative tasks are exempted from this schedule.

The centre is to be detailed and constructed to a high degree of thermal efficiency in concert with compliance of the stated acoustic objectives. The key areas of scrutiny will be the plant room areas at the rear of the development, with a setback of some 40 metres from the South Parade title boundary.

It may be noted that these criteria are to be incorporated in the detailed design brief to the services consultants for compliant specification of all plant and equipment.

2.02.03 EXTERNAL LIGHTING

The proposed lighting will comply with the stated objectives; in particular the specified hours of operation. The design incorporates three distinct areas of external lighting, and will be treated as follows:

Forecourt

The landscaped forecourt of the Centre is to be detailed with a series of street lighting poles in a design compatible with those of the High Street.

Secure Outdoor Area

The secure outdoor area will be lit with in ground lighting set within landscape beds, and will operate to the hours of operation of the Centre.

Parking

The parking area will be lit with 900mm lighting bollards in an unobtrusive contemporary design.

There will be a visible impact through the provision of internal lighting in the Centre. The architecture of the Centre directs the large format glazed areas of the Centre towards the central landscaped public access spine. As a result, light spill to the built perimeter of the Centre will be minimal, and largely directed towards the public park and landscaped areas.

Furthermore, the operation of internal lighting will parallel the operating hours of the Centre

2.02.04 COMMERCIAL VEHICLE MOVEMENTS

These will comply with the stated objectives.

Commercial vehicle movements will fall within the proposed operating hours of the centre as defined in the stated objectives. Namely:

6:00am to 10:00pm Mondays to Saturdays inclusive, and
7:00am to 9:00pm Sundays and Public Holidays

The access route for commercial vehicles is shared with the one way access corridor for visitor parking to the Centre. As a result it is expected that commercial traffic will be managed to operate in the early morning operating hours of the Centre, notwithstanding any unexpected or urgent occasional need.

2.02.05 DEVELOPMENT STANDARDS

Planning of the Centre has been based on a central location of the building within the subject site, significantly exceeding the requirements for building setbacks, with the building height falling well within the stated 9.0m maximum.

The three key building zones are at the following RL's and dimensions AFGL.

Floor Level	RL 402.80	
Natural ground at Entrance Facade	RL 402.80	
Natural ground at Plant room east	RL 401.90	
Administration and Entry	RL 408.00	AFGL 5 200mm
Pool Hall	RL 408.00	AFGL 5 200mm
Plant Room	RL 410.00	AFGL

The building is heavily articulated; setbacks vary and the boundary alignments vary along all titles boundaries.

In considering each of the compass point elevations, the closest reference points to each boundary are as follows:

North	16 000mm
West	25 000mm
East	41 470mm
South	16 000mm

We note that the facade to High Street incorporates a number of activity areas which demand minimal glazing in order to fulfil their functional roles.

Blank walls have therefore been treated with a combination of several materials and textures which, in association with carefully placed articulation

of the various surfaces, will ensure the visual impact to the High Street is an enhancement to Street character.

The architectural response to the brief creates a deferential response to the heritage character of the street in the use of scale, material and proportion.

2.02.06 PASSIVE SURVEILLANCE

Over and above full compliance it may be noted that a pair of security gates have been placed at the South Parade entrance to eliminate the access route being used as a vehicular thoroughfare out of operating hours.

A design item on the agenda for the detailed design stage is the potential installation of a vehicular barrier at the High Street junction. However, a minimally intrusive solution such as a retractable or temporary bollard may be installed at the High Street junction.

This corridor will remain usable as a pedestrian corridor, in which case the low level lighting bollards may remain in use as their scale and position is unlikely to have an adverse impact on local amenity.

All remaining outdoor areas will be securely fenced.

A security digital camera system with real time overview is to be installed to the perimeter of the building and will cover both public access and secured areas.

2.02.07 LANDSCAPING

The species selection and placement supports the stated requirement

Overall, the proposal draws together a response to the High Street in compatible non native species with a broader selection of appropriate native species elsewhere.

As a general design principle the approach has been to ensure foliage is either elevated on single trunk species or kept to low level ground species and grasses. There has been a careful selection to avoid any mid height shrubbery both as a visual design element and, as importantly, to eliminate any obstruction of sight lines for amenity and security.

2.02.08 OUTDOOR STORAGE

None is incorporated in the design.

2.02.09 FENCING

In response to the varying conditions around the boundary perimeter of the whole site, a variety of materials, textures and differences in scale have been proposed.

It is the contention of this design proposal that it ensures that fencing does not detract from the appearance of the site or the locality and provides for passive surveillance.

2.03 ROAD AND RAILWAY ASSETS CODE

2.03.01 PURPOSE OF THE CODE

The proposed vehicular access and egress provisions for vehicular traffic fully comply with the stated purpose.

2.03.02 APPLICATION OF THE CODE

The proposal requires the provision of a pair of new vehicular crossings.

2.03.03 USE STANDARDS

The proposal for a large scale multi purpose facility in 2013 proposed a significantly greater scale of facility and subsequent use of land than is now proposed in 2017.

Accompanying that successful development application was a thoroughly researched and detailed traffic impact analysis.

That historical analysis has been reconsidered as a context for the decision making process herein. The document is attached to this Application as Appendix A.

The Scheduled definitions set out in E5.5.1 A1, A2, A3 do not relate to the condition proposed in this Application. Namely:

- A1 The speed limits of access and egress roads are not more than 60kmh. A1 therefore does not apply.
- P2 Similarly therefore does not apply.

- A2 The speed limits of access and egress roads are not more than 60kmh. Furthermore the two junctions proposed are not existing. A2 therefore does not apply.
- P3 Similarly therefore does not apply.

- A3 The proposed two new junctions are not existing. A3 therefore does not apply.
- P3 Similarly therefore does not apply.

Nevertheless, the 2013 analysis was clear in demonstrating no adverse impact on the surrounding corridors of the High Street and South Parade.

The 2017 proposal is for a Centre of greatly reduced area and scale, with an accompanying reduction in vehicular movements.

The 2017 proposal completely eradicates all vehicular movements into and out of Church Street. The 2013 survey data indicated 80 – 90 movements per day related to the Depot Site. There is no evidence to suggest that this figure has reduced between 2013 and 2017.

The reduction in scale reduces the estimated vehicle movements along South Parade, a reduced movement count which can clearly be then further reduced by 50%, give its proposed use as entrance only.

The 2017 proposal is for a Centre of greatly reduced area and scale, accompanied by a reduction in associated parking requirements, described elsewhere herein.

Furthermore, the one way corridor now proposed is a far less impactful access provision on the amenity and daily use of South Parade.

There have been no significant changes in the number and pattern of vehicular movement in the road corridors around the subject site. Given the recent nature of that TIA, it is suggested that it's provisions may still be relied upon.

It is recognised that the Planning Scheme has evolved since the provisions in place in 2013.

However, since the three scheduled definitions do not cover the particulars of this application it is the contention of this Application that it can rely on the historical conclusions of 2013.

Therefore, in discussing the improvements in the 2017 proposal, it seems clear that the reduced building, in leading to reduced vehicle numbers on site, does not require a revised and updated TIA.

2.03.04 ROAD ACCESS AND JUNCTIONS

The proposal offers a one way vehicular movement corridor within the site. The decision to do so has been, in part, influenced by the desire to reduce access and egress off South Parade. The issue of any negative impact on South Parade was of understandable concern to that local area.

The two originally approved junctions between the parking area and South Parade have been reduced to one, with the benefit of one way access only.

2.03.05 SIGHT DISTANCE

The single egress provision to High Street complies with the Table E5.1.

2.04 PARKING AND ACCESS CODE

2.04.01 PURPOSE

The extent, layout and access design of the parking area fully supports the objectives.

2.04.02 APPLICATION REQUIREMENTS

As discussed above, and in the absence of relevant schedules for traffic analysis, we retain our contention that the historical TIA produced as recently as 2103 can still be relied upon.

The revised project brief as described in this proposal offers a significantly reduced building area, significantly improved vehicular access and egress provisions, and a demonstrably improved level of residential amenity in South Parade.

Associated with the reduced provision of activity areas in the Centre, the level of car parking provision is an improved user/ parking space ratio.

Table E6.1 requires 5.6 parking spaces for each 100m² of site area. In itself this is already challenging given that this is an indoor facility, yet the site area incorporates outdoor passive landscaped area.

Nevertheless, in assessing all area incorporated within the project site boundary, that area totals 2780m².

Under the scheduled requirements a provision of 156 car parking spaces, which if provided in accordance with current codes would generate a car park of some 1540m²; an area which actually exceeds the gross building area itself.

There is simply no manner of assessment or response that can approach this archaic proposition.

We choose to rely instead on the historical analysis of 2103 as an expert overview.

Disability provisions remain. An additional enhancement is a dedicated parking provision for a large scale mini bus on site, noting that small 12 seater buses can occupy individual parking spaces if required.

Allocation of dedicated disabled and large scale mini buses will be signed/ defined and thus restricted to those uses.

2.04.03 CAR PARKING SPACES

Table E6.1 references both a swimming pool and a sports and recreation centre. The former requires a level of parking commensurate with an outdoor swimming centre typically associated with a considerably greater water area and landscaped grounds for outdoor use.

The proposal herein is for the provision of an indoor aquatic facility. A key principle of such a facility is the management of programs which vary throughout the daily time table.

This is primarily a management tool to ensure the viability of the centre is maximised. However, with respect to parking and infrastructure provisions, an associated benefit is the dilution of user numbers throughout the operating hours of the Centre.

Furthermore, the extensive provision of landscaped area created to provide sought after amenity both within the defined boundary of the Centre and that intended for general public use has not been considered a usage factor demanding incorporation into the assessment of site area as a basis for parking provisions.

Finally, the parking has been primarily assessed on the use and turnover of facility users as, in the matter of an indoor aquatic facility, those are the key determinants of parking requirements.

In the absence of a specific distinction between a 'swimming pool'; forgivably an obsolete definition, and an indoor aquatic centre, we suggest that the level of parking is commensurate with the development.

2.04.04 MOTOR BIKE AND BICYCLE PROVISIONS

It is noted that these do not form a requirement in this proposal and, as such, have therefore not been documented in this proposal.

However, the overall design strategy has consistently shown allocated areas for bicycle parking, particularly since feedback from community consultation processes has indicated that one of the associated benefits of a central facility location such will encourage pedestrian and bicycle use.

We do not expect to provide on site motor cycle parking, but do expect that final site planning will incorporate a number of bicycle racks in the immediate vicinity of the entrance to the Centre.

2.04.05 SUNDRY PROVISIONS

Again during the consultation process, the issue of dedicated parking spaces for users with a requirement for carers with car parking clearances required for prams and carriers was discussed, much as is provided in contemporary shopping centres.

It has been generally agreed that such a provision is not necessary at the Centre, and is therefore not included. Although not an issue covered by the Scheme, we note that internal circulation provisions around the two aquatic spaces have allocated additional clearance areas for allocated 'parking' of prams and carriers.

2.04.06 PUBLIC TRANSPORT

Although not covered in the requirement provisions of E6.0, the provision of on site parking for public transport, that being through mini buses, has always been an aspiration in community debate.

With the significant reduction in building area, and a far more efficient design of parking and on site vehicular movement, that has now been incorporated in close proximity to the entrance.

This has further contributed to the overall assessment of on site parking provisions.

2.04.07 DESIGN STANDARDS

The conceptual layouts proposed comply with all applicable standards. Not submitted with the Development Application, but nevertheless created as an adjunct to schematic design, a fully detailed civil works design and layout for access and parking underpins the dimensional allowances of all relevant Standards and Codes.

2.05 HISTORIC HERITAGE CODE

2.05.01 PURPOSE

Given the location circumstances of site and building, the planning and architecture has given considerable thought to a deferential series of building volumes, proportions and material textures.

Elements and references allude to a connection with historical forms without resorting to mimicry. Integrating all contemporary responsibilities, the architecture creates it's own moment in time, and offers to contribute to the evolution of Oatlands' history.

Great care has been exhibited in successfully agreeing with and responding to the defined purpose.

2.05.02 APPLICATION REQUIREMENTS

The planning and architectural design process, in collaboration with all stakeholders, has embraced a responsible approach that reflects community recognition that a contemporary insertion into the heritage fabric of the town brings unique challenges.

The balance of those challenges is resolved in this, an agreed and endorsed architecture.

In so doing, the documented proposal requires no further analysis in any application requirements

2.05.03 USE STANDARDS

None are designated or applicable.

2.05.04 DEVELOPMENT STANDARDS

The process of architectural design and planning has fully embraced the inherent responsibilities of all of these criteria in unison.

The articulated assembly of built form masses and subtle shifts in material selection respects the contemporary nature of a building form and scale.

Without resorting to a fatuous reproduction of historical forms, key elements such as the integrated gable and selected pitched roof proportions metaphorically allude to bathing pavilions and waterside structures.

Areas of neutral form emphasise these references.

Given an assessment under E13.8.2 requires a response to performance criteria we contend that this application:

- P1 The design and siting does not result in any detriment to the historical cultural heritage significance of the precinct.
- P2 It is unclear as to the exact nature of specific design criteria. We retain our contention that the architecture enshrined in this

application balances the responsibilities of historical context with contemporary cultural responsibility.

Perhaps the aspirations captured in the design process can best be explained with this set of Agenda notes as presented to the Steering Committee.

2.05.05 ON HERITAGE

This is but one of several presentations used as a platform for stakeholder meetings to explain how a credible design process must respond to the enormity of contemporary issues.

“ There are a number of influential issues that impact upon creating New Development within a Heritage Area. First and foremost: we are not reproducing history: this is not Disneyland. This architecture must respond to advances in:

- ***technology***
- ***construction***
- ***raw materials***
- ***manufacturing***
- ***trades***
- ***costs and budgets***
- ***culture***
- ***society***
- ***health and safety***
- ***disability provisions***
- ***occupational health and safety***
- ***energy***
- ***infrastructure***
- ***environment***
- ***aesthetics***
- ***politics***
- ***community awareness***
- ***design approach***
- ***scale***
- ***building requirements***
- ***planning requirements***
- ***standards and regulations, and finally***
- ***a functional design brief unique to our day and age***

It is therefore impossible to pay attention to all of these impacts and expect that any new building should ‘look the same’. Nor should we.

For example: just looking at scale. There would not have been any rural community activity buildings built between 1850 and 1950 that would have been single span structures of 600m² or more at a single storey open span facility.

If we are not going to ‘pretend’ to be a historical infill in built form, how do we ‘fit’ a new building into an historical precinct without challenging or disturbing the historical fabric.

My view is that the overall flavour/ feel of the building should be as anonymous as possible. Rather than try and copy, we should be modest, deferential and as minimally intrusive as possible. Perhaps an almost invisible architecture.

As a contemporary project, it carries the responsibility of representing this historical era with credibility and a strong sense of ‘our’ own cultural mark on the passage of history.

The balance here in Oatlands will be to create a quiet building.

To use cost effective construction techniques to maximise the brief whilst keeping this to a challenging budget ceiling.

The focus will be to create a modest but inviting approach off the High Street that can use an historical form to project the entrance to the High Street.

The central location of the building, set 40 metres or so back from the Street will ensure that the parapet height of the two storey sections are set well back so as not to be visually intrusive to the Street.

The forms of administration and change rooms are all single storey. To be built cost effectively they must be flat roof forms with all roof cladding invisible from the street. The single level areas establish a graduated upswept visual connection as the perspective created by the articulated plan forms steps back.

Thus we can use the various components as individual masses of built form in order to break up their scale, and to introduce a limited variety of differing textures.

It is highly likely that the majority of key structural elements will be in steel and, with the probable exception of the Pool Halls, will be concealed.

This is a preliminary outline only to open the discussion: some initial points for discussion as a basis for an overall design picture that will evolve over the coming months. “

EARLY THOUGHTS
Bzowy Architecture

March 2017

POSTSCRIPT

The developed architecture, based on a shared understanding of this matrix of influences, has moved beyond simple common agreement.

It appears that the respect evident in the proposed architectural response for both past and future history has the enthusiastic support of Council and the Community.

Peter Freeman Traffic Solutions

Traffic Management and Road Safety Consultant

Traffic Impact Assessment
for
Development Proposal
Oatlands Recreation, Community & Aquatic Centre
High Street
Oatlands

Prepared for Southern Midlands Council

Date 24 May 2013

Contents

1	Introduction.....	1
1.1	Background to development proposal.....	1
1.1.1	Outline of development	1
1.1.2	Traffic Impact Assessment	1
1.1.3	Location of development	1
1.1.4	The applicant.....	1
1.2	Southern Midlands Planning Scheme 1998.....	3
1.3	Department of Infrastructure, Energy and Resources	4
2	Existing Activities	5
2.1	Current use of site	5
2.1.1	Overview	5
2.1.2	Traffic generation.....	5
2.1.3	Vehicle access and movement	5
2.1.4	Parking.....	6
2.1.5	Pedestrian and cycle access	6
2.2	Public road characteristics	6
2.2.1	Function of road network.....	6
2.2.2	Characteristics of road types	7
2.2.3	Traffic Management	8
2.2.4	Vehicle and pedestrian movements	11
2.2.5	Connection to adjacent roads	12
2.2.6	On-road parking	13
2.2.7	Crash history	13
3	Post – development activity	14
3.1	Traffic Generation by the Development.....	14
3.1.1	Basis for estimates.....	14
3.1.2	Trips generated.....	15
3.2	On-site Traffic & Parking.....	17
3.2.1	Overview of parking.....	17
3.2.2	Parking Demand.....	17
3.2.3	Number of parking spaces on-site	18
3.2.4	Access road from South Parade	18
3.2.5	Pedestrian movements	19

3.2.6	Cycle movements	19
3.2.7	Bus parking on High Street.....	19
4	Public Road Traffic Effects.....	20
4.1	Background consideration.....	20
4.1.2	High Street Bus Zone	21
4.1.3	Direction signage	22
5	Assessment and Impact of Traffic Issues.....	23
6	Appendix A Map of road network.....	24
7	Appendix B Works depot vehicle use.....	25
8	Appendix C Sight views to & from junctions	26
9	Appendix D Traffic survey data	1
10	Appendix D cont.....	2
11	Appendix E Useful References	1
12	Appendix F Abbreviations and Glossary	2
13	Appendix G Peter Freeman Traffic Solutions	3

List of Figures

Figure 1 Site layout	2
Figure 2 Aerial image of site	3
Figure 3 Traffic survey High Street / Church Street	11
Figure 4 Approach and exit flows at High Street and Church Street	12

List of Plates

Plate 1 High Street showing pedestrian facility	8
Plate 2 Church Street from South Parade	9
Plate 3 South Parade from Gay Street	10
Plate 4 Gay Street from High Street	10

List of Tables

Table 1 Characteristics of streets	8
Table 2 Current daily traffic movement estimates	12
Table 3 ITE trip generation estimates	15
Table 4 Church Street flows with Aquatic Centre	21

Peter Freeman Traffic Solutions

*This document may only be used for the purposes for which it was commissioned. The document is and shall remain the property of **Peter Freeman Traffic Solutions**. Unauthorised use of this document in any form is prohibited.*

1 INTRODUCTION

1.1 Background to development proposal

1.1.1 Outline of development

The development proposal (the Centre) is primarily to create a social and community use recreational centre consisting of an enclosed aquatic zone together with several multipurpose “dry – activity” zones and an outdoor multi-purpose zone referred to as the Linear Park. The development is to be constructed on an area currently occupied by the Southern Midlands Council works depot. There is substantial pedestrian connectivity around the site both from High Street and from Church Street together with a large surface car park accessed from South Parade. A pedestrian facility across High Street is to be removed and replaced with a bus stop of sufficient length to cater for two buses.

The development also includes boundary changes to the works depot site to incorporate part of a property on the northern periphery recently purchased by council with frontage to High Street. The boundary changes include the transfer to the Centre site of an existing right of way to the property which currently runs along the northern boundary of the depot and connects to an access off South Parade.

1.1.2 Traffic Impact Assessment

This report considers the impact of the proposed development on the amenity and safety of users of the nearby public road system. This is to gauge the effect on other road users and to ensure they are not unreasonably affected by the development.

The report also reviews the existing characteristics of the development site and considers the proposed treatment of traffic accessing the site as well as the provision of parking against the requirements of the planning scheme.

1.1.3 Location of development

The development is located in Oatlands on a large essentially internal block with road frontages to High Street and South Parade and is included in the block bounded by High Street – Church Street – South Parade – Gay Street. It is within the jurisdiction of Southern Midlands Council.

Figure 1 contains an aerial image showing the extent of the site and appendix A contains a map of the nearby road network.

1.1.4 The applicant

Southern Midlands Council



Figure 2 Aerial image of site

1.2 Southern Midlands Planning Scheme 1998

The Scheme considers road, traffic and parking requirements in Part 8 - Road Activity Zones and Schedule 5 - Parking. Some pertinent sections of this part are summarised below:

Planning Scheme	TIA reference
<u>Part 8 Road Activity Zones</u>	
S8.4 The Road Hierarchy <i>sets the strategic road classification according to function</i>	S2.2.1.1
S8.5 Access and New Public Road Junctions <i>any change in existing use requires consideration as a new access minimum sight distance requirement level of risk determined by TIA Attachment 1 provides sight distance required</i>	S3.2.4
S8.9 Deficient Junctions <i>if listed in Table 8.7 or identified by TIA as deficient and material change as a result of the development requires junction to be upgraded</i>	S2.2.1.1
<u>Schedule 5 Parking</u>	
Sch5.5 Parking Provisions <i>safe on-site manoeuvring and ingress and egress requirement for forward exit provision for disabled persons in accordance with AS1428</i>	S3.2.3

Sch 5.6 Parking Space Requirements <i>lists the minimum number of parking spaces according to land use proposed</i> <i>Recreational complex (indoor or outdoor) requires minimum parking supply to be determined by council</i>	S3.2.1
Sch 5.7 Minimum Access Widths and Size of Parking Spaces <i>details design geometry of parking zone</i>	S3.2.3, S3.2.4
Sch 5.8 Parking Area Layouts <i>details parking layout options for scheme</i>	S3.2.3

1.3 Department of Infrastructure, Energy and Resources

A guide to producing a traffic impact assessment report is contained in the document “A framework for Undertaking Traffic Impact Assessments” produced by DIER. The format of this report is based on the content and suggested structure provided in the DIER guide. The document also suggests reference to the RTA Guide to Traffic Generating Developments for information concerning potential traffic flows and parking demand if not covered in the relative planning scheme.

Because the roads to be accessed by the development are not state roads the department has no specific interest in this proposal.

2 EXISTING ACTIVITIES

2.1 Current use of site

2.1.1 Overview

2.1.1.1 Works Depot

The site is used as a works depot for the Southern Midlands Council as well as a local office for Southern Water. It contains various storage units both secure and external, several workshops and a number of informal parking zones for both service vehicles and employees. The site is secured by fencing and has road frontages onto High Street and South Parade. Part of the site fronting High Street contains a small public park area accessed from the footpath which contains a district map and a cabinet displaying community notices. This area is fenced off from the depot and is adjacent to the Midlands Memorial Community Centre.

2.1.1.2 Antiques Outlet

The adjoining property to the north has operated as an Antiques outlet with customer access directly from the footpath and vehicle access to the rear via a right of way off South Parade. The business ceased operation some time ago.

2.1.2 Traffic generation

2.1.2.1 Works Depot

The depot maintains council owned assets such as roads and storm water and covers a wide range of activities requiring access to a supply of items ranging from gravel and pavers to larger poles and pipes. The vehicle mix ranges from larger tip trucks including a grader to utilities, tractors and cars. Deliveries by larger vehicles occur from time to time and 2 forklifts operate on-site.

Most traffic movements occur in the early morning and late afternoon when crews are despatched to and return from scheduled tasks. There are some movements during the day as crews return for scheduled breaks, stores or to arrange new tasks and other council and non council visitors (including Southern Water) attend to other business. Some trips can occur outside normal working hours for unscheduled events. Appendix B contains a summary of a typical business day and overall the number of trips on a busy day could amount to 80 to 90 trips (ie 40 movements in, 40 movements out).

2.1.2.2 Antiques Outlet

The Antiques business would have generated very little on-site traffic movement from South Parade when operating and traffic movements would have been limited to some deliveries and employee parking. It is suggested 4 trips per day (ie 2 inbound, 2 outbound) would be a reasonable estimate.

2.1.3 Vehicle access and movement

2.1.3.1 Works Depot

The main vehicle access to the depot is via a right of way from Church Street which is shared by a number of adjoining properties with varying land uses. An additional rear access is available to South Parade but is not used in the normal course of daily activities. Essentially access to the site is limited to the Church Street right of way to maintain security for the site.

The site has adequate manoeuvring area for vehicles to load / unload and to turn so that egress is in the forward direction. Sight distance from the egress at Church Street is satisfactory as is the view to internal parking zones of the adjoining properties. The driveway is relatively narrow (4.0 metres) and in poor condition and engenders a low speed environment.

2.1.3.2 Antiques Outlet

The access to South Parade is via a long driveway from the actual site and shop. It is gated and the driveway is overgrown and shows signs of only little use in recent times.

2.1.4 Parking

2.1.4.1 Works Depot

The site has large informal areas available for parking of both work and employee vehicles and can accommodate large dimension vehicles. There is no need for the depot operation or employees to utilise public on-road parking.

2.1.4.2 Southern Water

Parking supply is shared with the works depot.

2.1.4.3 Antiques Outlet

There is informal parking for several vehicles as well as turning space to facilitate forward exit to South Parade. Customer parking would have occurred on High Street.

2.1.5 Pedestrian and cycle access

Pedestrian and cycle access to the depot is limited to the vehicle right of way from Church Street. Neither mode is significant in number and there are no cycle storage facilities on-site (although secure storage would be available for employees in one of the sheds).

2.2 Public road characteristics

2.2.1 Function of road network

2.2.1.1 General

All roads in the vicinity of the development site are local roads owned and maintained by Southern Midlands Council. They are identified in the planning scheme as category V roads (local roads) and considered to have a primary function of property access by local traffic. All roads have a speed zone of 50km/h. The roads in general are not heavily trafficked and delays and congestion are not routine. There are no special cycle facilities and the general environment is as a relatively traffic calmed area mainly used by cars.

There are no deficient junctions listed in Table 8 of the scheme that involve any of the roads in the vicinity of the proposed development.

2.2.1.2 High Street

High Street is the main through route in Oatlands from the Midland Highway and provides a road frontage for the majority of local commercial and tourist retail outlets. It also connects to roads servicing residential zones as well as a number of visitor attractions. The road pavement is wide due to its historical function as part of the Midland Highway until a bypass was constructed. It has kerb and gutter and formal footpaths on both sides. On-road parking is

available for most of its length within the built area. Trees have been planted in the parking zone on both sides of the road.

2.2.1.3 Church Street

Church Street services a number of non residential operations (largely government) and includes the Midlands Multi Purpose and Community Health Centre and related organisations, Fire Station, SMC Works Depot, Utas health training and a stone mason. The road has very few residential properties between High Street and South Parade (these are grouped at the South Parade end) and the majority of traffic movements would be generated by the health and works operations. It provides a link to William Street and the Anglican Church which is also a visitor attraction.

2.2.1.4 South Parade

South Parade primarily services a residential zone providing frontage to a number of properties including mainly vacant lots. There are no major traffic generators and the road carries very low traffic flows comprising mainly cars. It provides a link between Church Street and Gay Street.

2.2.1.5 Gay Street

Gay Street services a residential area (6 residential dwellings between South Parade and High Street) and provides a link to William Street and South Parade and to the community hall and Catholic Church which are visitor attractions. There are no major traffic generators although the Catholic Church, hall and Masonic Lodge would generate limited traffic movements from time to time. In general the road carries very low traffic flows comprising mainly cars. Although not connected to the existing works depot site, Gay Street is listed because changes to traffic movements in South Parade may affect existing traffic movements.

2.2.1.6 Special events

Some activities at the churches can create minor short term traffic congestion on the adjacent roads and result in parking on the grass verges. This is reported as occurring on South Parade from time to time. These are rare exceptions to the normal and are not considered to be detrimental to the amenity provided by the roads.

2.2.2 Characteristics of road types

Road function can be broadly defined by the area it services and the speed and traffic flows it accommodates. A useful guide to this is a Tasmanian planning publication by Tascord: "A Manual of Best Practice Guidelines for Residential Development in Tasmania". It defines access streets as having a dominant residential environment where speeds and traffic flows are low. The side roads off High Street would be categorised as access roads although the residential component in Church Street and South Parade is not pronounced. Table 1 below is an extract from Table 8 in the publication.

In general both South Parade (width 5.0 metres) and Gay Street (width 8.0 metres) can be considered as access streets and it is reasonable to conclude that a residential environment is pronounced in Gay Street and would be so in South Parade if dwellings had been constructed on vacant lots. Church Street (width 9.3 metres) is less clear with much of its length between High Street and South Parade involved with health and other services together with small businesses and only two residential dwellings remaining. It is suggested that its role is still to

provide access to those entities but on a higher scale, however it is not considered a collector road (which is higher level) and it should be considered as an access street.

Table 1 provides a guide to higher level flows that can be comfortably accommodated given the road width. It also suggests an on-road parking regime that is appropriate for the road width and traffic flow.

Characteristics of Access Streets¹		
road width (metres)	maximum flow (vpd)	traffic flow
5.0	0 - 300	opposing cars can pass, parking on one side restricts flow to one direction at a time
5.0-5.5	300-1000	opposing cars can pass, parking both side is ok but if parked opposite each other the road is blocked
6.0-7.0	1000 – 2000	opposing vehicles can pass each other while passing a parked car but cannot do this when two cars are parked opposite

1. Extract Tascord: A Manual of Best Practice Guidelines for Residential Development in Tasmania

Table 1 Characteristics of streets

2.2.3 Traffic Management

All roads are 50km/h speed limited and are two-lane two-way with a sealed pavement.

2.2.3.1 High Street

The road has a faded centre line marking and has no parking controls over the kerb side parking in the vicinity of the development site. A pedestrian crossing facility has been constructed which provides a safer crossing point between the Southern Midlands Council administrative building and the Midlands Memorial Community Centre and adjoining park. The facility consists of kerb build-outs on each side of the road which are designed to allow the pedestrian to safely move out past parked cars to look for gaps in the traffic flow and to shorten the crossing distance.



Plate 1 High Street showing pedestrian facility

Apart from the pedestrian facility there are essentially no traffic control devices or signs on High Street in the vicinity of the development site. There is a school pedestrian crossing and associated 40km/h speed zone south of the intersection with Church Street and a section of 45° angle parking on the school side within this zone.

Minor roads intersecting with High Street have the standard “give way” sign and associated holding line markings. There are no issues with right turning from High Street into either Gay Street or Church Street due to the width of High Street allowing vehicles behind to pass to the left of waiting vehicles.

2.2.3.2 Church Street

The northern side of the road has two indents to provide for parking outside the residences and to provide turning access to the fire station and the lane to the depot as well as limited parking for the stone mason operation. The road is 9.3 metres wide at the narrowest point outside the health centre.

There are no traffic control devices installed on Church Street except for the standard linemarking / give way sign arrangement at the intersection with High Street. Sight distance to and from High Street is satisfactory although some moving forward from the holding line is necessary if parking is close to the corner outside the hotel / bakery.



Plate 2 Church Street from South Parade

2.2.3.3 South Parade

The road seal varies in width from 7.6 metres at the junction with Church Street (kerb and gutter installed for approximately 10 metres from the junction) to 4.9 metres midway at the SMC depot rear access. The road has a grassed verge to the edge of seal which varies between 6.0 and 8.0 metres width on both sides. Sight distance is available for the full length of the road although a slight crest at the Church Street end can hide the lower sections of vehicles.

There is no demand for parking on the verges and the only parking observed was adjacent to residences at the Church Street end.

There are no traffic controls at the Gay Street or Church Street intersections and the T junction rule applies requiring South Parade traffic to give way. Sight distance to and from

South Parade at both junctions is acceptable for low speed access roads. There is a 5 tonne load limit applicable to South Parade north of Gay Street. Note this section of South Parade is offset in alignment and forms a separate junction with Gay Street.



Plate 3 South Parade from Gay Street

2.2.3.4 Gay Street

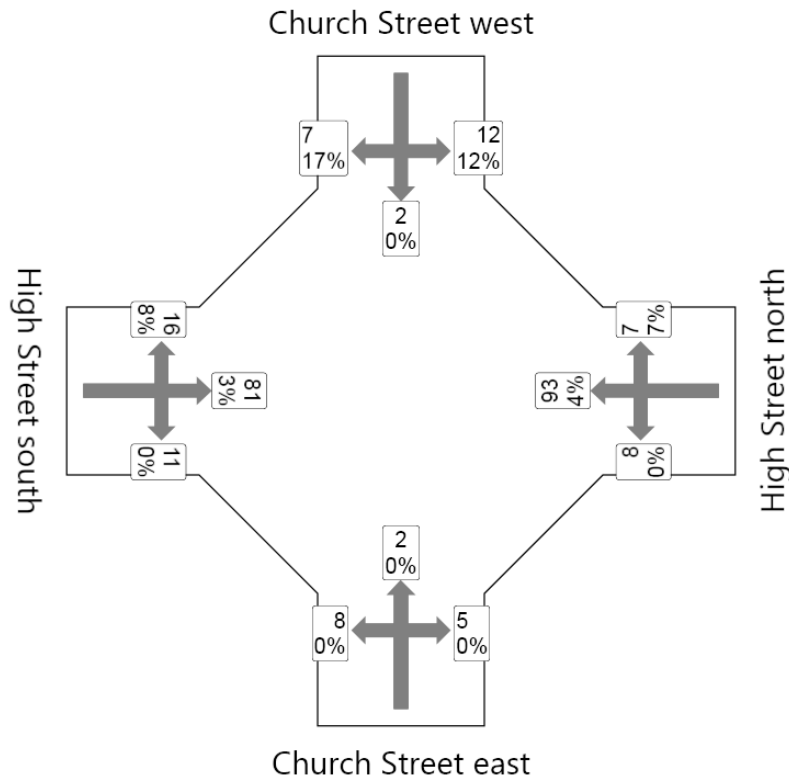
The road is sealed with kerb and gutter on both sides with a width of 8.0 metres at its narrowest. Parking is unrestricted and the travelled section is restricted to single vehicle flow when vehicles are parked on both sides of the road. Sight distance along the road is acceptable. There is a reasonably continuous demand for parking at the High Street end. The standard holding line marking and give way sign arrangement has been installed at the junction with High Street.



Plate 4 Gay Street from High Street

2.2.4 Vehicle and pedestrian movements

A survey was undertaken at the intersection of High Street and Church Street to ascertain general levels of traffic activity. Figure 3 below indicates the turning movements for the busiest hour which occurred during the early afternoon (refer Appendix D for the full data). Figure 4 contains the hourly road flows for the same busiest hour.



Notes arrows indicate flow direction and box contains flow & percent heavy vehicles

Figure 3 Traffic survey High Street / Church Street

The survey indicated that in general the flows were light and contained a low percentage of heavy vehicles. Nearly all heavy vehicles in Church Street were associated with truck movements from the works depot. The level of service for the intersection was very good at level A which indicates traffic can flow unrestrained by other vehicles. Note that the flows in Church Street are representative of the situation at the High Street end and would be less at the South Parade end because of traffic parking or turning into premises.

Table 2 contains estimates of daily flow range for each of the roads. Some special events may cause a particular day movement to exceed the figures provided. Note that heavy vehicle flows on High Street are minimal and are essentially non-existent on the side roads except to and from the works depot.

Although not surveyed it is expected that night flows on any road is very low and for Church Street, South Parade and Gay Street would be of the order of 2 – 4 vehicles per hour.

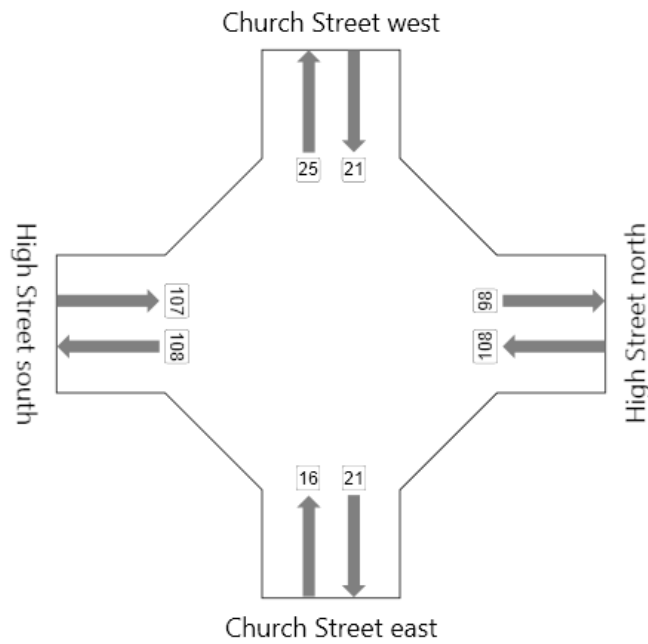


Figure 4 Approach and exit flows at High Street and Church Street

Daily Traffic Movement Estimates				
road	daily vehicle flows		non motorised ¹	
	current	maximum ²	pedestrian	cycle
High Street	800-1200	3000	light	very light
Church Street	300-400	600	light	very light
South Parade	<30	300	very light	very light
Gay Street	<50	300	very light to light ³	very light

Notes

1. Allocated in the context of overall Oatlands demand (eg high near Callington Mill)
2. Comfortable level of use rather than absolute maximum capacity
3. Medium near High Street

Table 2 Current daily traffic movement estimates

2.2.5 Connection to adjacent roads

Main Street has a good connection to the Midland Highway which facilitates travel to the north and south of the state as well as other locations within the municipality to the west. There is also a connection via the Tunnack Main Road to the east. In essence the proposed development site is easily reached from nearby towns and smaller settlements within the community.

2.2.6 On-road parking

2.2.6.1 High Street

Kerbside parking is permitted without restriction. It allows most businesses to have parking adjacent to their premises which is particularly important near visitor oriented shops. Observation suggests that most vehicles are not long stay and suggests there is a good turn-over which frees up space for later arrivals including visitors. It also appears that employees park in the side roads rather than High Street which provides maximum space for short stay parkers. In the area near the proposed development the demand is at low to medium level which reflects the absence of retail outlets in the immediate area (and that the council office opposite has off-road parking at the rear).

2.2.6.2 Church Street

Kerb side parking is relatively well used outside and near to the health centre. A length of kerb along the health centre frontage has been allocated to angle parking which allows a higher density of parking. The kerb opposite has a “No Parking” zone which applies at all times. It allows vehicles to stop for a short term but the driver must stay with the vehicle. The primary purpose of the restriction is to maintain the integrity of the road width. There are some off-road parking areas available for health centre employees and visitors. These appeared well used and suggest most spaces are occupied by employees which obviates the need for them to park on-road.

In general in the context of Oatlands it is considered the on-road parking demand to be medium level (ie always availability of spaces, not fully occupied all day).

2.2.6.3 South Parade

No parking restrictions have been applied along either side of the road. There are reports of parking on the verge at irregular times due to special occasions at local churches. It has been also reported that some parking is evident at the Church Street end and it is thought this is used by people attending the health centre. In general parking demand is very light.

2.2.6.4 Gay Street

There are no restrictions on parking along the length of the road and mostly the parking would be by local residents or their visitors, particularly towards the South Parade end. In general the demand for parking is light. There is a higher demand for parking at the High Street end of the road due to the bank, community hall and Masonic Lodge activities.

2.2.7 Crash history

The Department of Infrastructure, Energy and Environment database records that there have been no crashes reported for the High Street / Church Street / South Parade / Gay Street block over the past 5 years. This indicates that the road network in the vicinity of the proposed development has provided a safe environment for users.

3 POST – DEVELOPMENT ACTIVITY

3.1 Traffic Generation by the Development

3.1.1 Basis for estimates

In consideration of the detail of activities that could evolve at the Centre over time, it is proposed that these could be grouped into two levels that will generate traffic:

- Individual or small group activities (eg health activities, non organised swimming, outdoor court games, staff movements). These could occur as continuous activities which will result in an underlying traffic movement to and from the site during opening hours and a light demand for parking.
- Special activities (eg netball game, inter schools swimming event, combined usage of most activity areas). These will result in a higher number of attendances which will typically be organised at a specific time over a short period resulting in peak traffic movements prior to and after the event and a high demand for parking.

School trips will have some vehicle attendance except for special school activities such as inter-school games when higher levels would occur. Most students from outer lying areas will travel by organised bus trips. It is suggested 3 – 4 buses for special school events which would be held relatively infrequently. On a typically daily basis 2 bus visits per day during the morning and afternoon could occur.

It is expected that weekend day use could be higher than week day use (excluding schools visits).

Apart from the buses nearly all trips will be by car or smaller trades vans or utilities.

The activities of the Centre could be split into three according to the building structure:

- Multi-purpose outdoor court zone (linear park - netball, tennis)
- Aquatic (learn to swim, training, competitive events)
- Multi-purpose indoor activities (fitness & seniors classes, gymnastics, sporting clubs)

The following references were considered to gain an oversight into the approximate trip generation that could occur for the Centre:

1. The Southern Midlands Planning Scheme has no guide for traffic generation.
2. The RTA Guide to Traffic Generating Development has two activities that would match components of the Centre:

Recreational facilities:

- Outdoor Court: daily trips 45 / court (if well utilised)

- Gym: for metropolitan sub-regional area, daily 45trips /100m² GFA¹, with a peak hour of 9 trips/hour

3. Institute of Transportation Engineers (ITE)² data on traffic generation for a recreational community centre is summarised in Table 3 below.

Institute of Transportation Engineers Trip Generation, 8th Edition					
Based on land use: Recreational Community Centre					
Period	trips per 100m ² GFA	estimated number of trips for Aquatic Centre ^a	percent entering	entering / (per hour)	exiting / (per hour)
7-9 am	1.74	33	61%	20 / (10)	13 / (7)
4-6 pm	1.56	30	37%	11 / (6)	19 / (10)
AM peak hour	2.89	55	53%	29 / (29)	26 / (26)
PM peak hour	2.57	49	40%	20 / (20)	29 / (29)
Saturday ^b	9.79	186	50%	93 / (8)	93 / (8)
Saturday highest hour	1.15	22	54%	12 / (12)	10 / (10)
Sunday ^b	14.6	278	50%	139 / (12)	139 / (12)
Sunday highest hour	1.59	30	56%	17 / (17)	13 / (13)

Notes

a. For the purposes of this report the gross floor area is rounded to 1900 m²

b. 12 hour total period

Table 3 ITE trip generation estimates

3.1.2 Trips generated

The trips estimated in Table 3 are very general but appear reasonable for use as a guide. They provide a basis for estimating possible traffic movements to and from the site and consequent movements within the local road network. The high peak hour flows appear excessive for the Oatlands area and would relate to larger populated areas with concentrated commuter traffic flows, however they could be used to estimate the trips relating to a special activity or event. Note that a trip represents a one-way movement and a vehicle that enters and later exits the Centre is undertaking 2 trips.

3.1.2.1 Underlying trips

Based on the suggested ITE rates given in Table 3, the average number of trips range from 8 to 12 trips per hour in each direction. This excludes the AM and PM peak hour rates which more relate to larger population centres with much higher commuting levels. The trips per hour includes staff movements and would seem to represent a

¹ Gross Floor Area

² US reference document based on surveys of various land use activities

reasonable figure to base estimates on. This could relate to a game of tennis, limited swimming activity and an organised session in one of the multi-purpose rooms occurring concurrently but with varying start and finish times. For the purposes of this report the 12 trips per hour rate (12 enter, 12 exit) will be adopted as an underlying maximum hourly rate of movement and it suggests an average of (say) 12 – 15 people on the site at any time with some sharing of transport.

3.1.2.2 Peak trips

Peak traffic movements are related to organised activities or multiple activities occurring concurrently. The ITE rates suggest an average maximum movement of 29 trips in each direction could be generated during commuting peak periods. For the Centre this is consistent with for example a netball game attracting 10 – 15 spectators and some transport sharing. It is expected that the underlying activities will continue in addition to the special activity so the maximum trips generated for the site could be up to 41 movements (12 + 41) in each direction per hour and probably limited to once per day.

It is considered that most of the peak trip activities will be organised after normal working hours when normal daytime traffic flows have ceased.

From time to time a major tournament or activity could be programmed that creates a higher attendance than the peak trips suggested above. It is proposed that these be considered exceptional and if considered necessary some form of local traffic management be employed to manage parking and on-road movements. This is a quite normal approach for special events in all Tasmanian communities.

3.1.2.3 Reduction in traffic

A reasonable level of traffic including larger trucks existing on Church Street is due to the works depot and Southern Water operations. Once the depot is closed prior to the Centre construction the “existing” traffic movements to and from High Street will be reduced. The most significant effect will be the virtual elimination in the number of heavy vehicle movements.

3.2 On-site Traffic & Parking

3.2.1 Overview of parking

An observation of parking within the town suggests that it would be desirable to retain on-road parking on High Street for the commercial activities along the road frontage (ie short term local and visitor parking). The same applies to Church Street and Gay Street near High Street and adjacent to the health centre in Church Street for clients and customers of the various services offered there. This need for on-road parking diminishes after business hours and the parking demand reduces considerably except in the vicinity of the hotel / bakery (note that the Health Centre has off-road parking to service after-hours requirements). Some after hours parking would occur near the community hall in Gay Street from time to time. The ready availability of on-road parking will be attractive to some users of the Centre and it is reasonable to assume that some parking will occur after hours. This is not considered an undesirable use from a community point of view.

Weekend demand should be considered the same as for weekday periods in that parking on High Street should not be encouraged during the visitor season. This would appear to be less important during the low visitor period.

Parking on the verge in South Street is not considered to be attractive to users of the Centre due to the closer availability of off-road parking on the site. Gay Street is not attractive for parking due to the absence of a direct connection to the Centre site. Notwithstanding this, a significant event could result in overflow parking occurring on these roads and it is suggested this would not be an adverse occurrence.

3.2.2 Parking Demand

Parking demand will vary depending on the activity levels and the time of day. It is suggested the heaviest demand will occur during the evenings after business hours and on weekends. This is when organised events for adults are likely to be arranged and the majority of attendees will travel by car.

References and estimates provide the following information:

1. Planning Scheme has “Recreational complex indoor / outdoor – as determined by council”.
2. RTA guide has two activities that would match:
 - Tennis Court: parking 3 spaces per court
 - Gym: for metropolitan sub-regional area, parking 7.5 spaces /100m² GFA (multi-purpose rooms area = 50m², 4 spaces)
3. A scenario of usage could be outside court (3 spaces), pool (20 spaces), multi-purpose rooms (15 spaces), staff (5 spaces) giving a floating demand for 43 spaces. Note that the number of people attending may be higher depending on the extent of shared transport (eg families) and in this scenario the number of people on-site might be 60 to 70.
4. If the maximum trip rate discussed in S3.1.2.2 is considered, a turn-over of 41 vehicles could occur during an hour (41 in, 41 out). This suggests a parking supply in the order of 40 - 45 spaces would be adequate. As discussed in Section 3.2.1, not all of the trips will terminate in the on-site car park with parking in High Street expected to be the next choice. The

estimates provided above represent the demand for the Centre and would be reduced by the amount of on-road parking.

It is not considered attractive for clients of the health centre to park in the Centre car park due to the availability of closer parking both on-road and off-road.

Special occurrences at the Church will probably result in utilisation of the Centre car park for short periods, typically during the day. It would be an extraordinary coincidence for a major Church event and Centre event to run concurrently.

3.2.3 Number of parking spaces on-site

It is proposed to install a total of 47 spaces. This includes 2 disabled spaces with a shared clear zone near the ramp which provides access to the building entrance. This number would appear to be adequate to service most parking demand with an exception being infrequently organised significant events.

The layout is to the planning scheme S5.8 Parking Area Layout - 90 Degree Parking design but with 5.4 metre x 2.5 metre spaces and an aisle width of 5.8 metres which is consistent with the Australian Standard 2890.1.2004 for User Class 2.

The 2 x disabled spaces are designed to Australian Standard AS2890.6.2009

Note that service vehicle parking is available adjacent to the service yard and is accessed by forward or reverse movement to the ramp which connects the service yard to the car park zone.

Emergency vehicle access can be via the car park, via the lane from Church Street to a mini roundabout at the main entrance and from High Street (parking within the bus zone).

A number of cycle racks will be provided adjacent to the front entrance.

3.2.4 Access road from South Parade

Two access roads are proposed connecting the car park to South Parade. They will be 5.8 metres wide (to match the 5.8 metres aisle within the car park) and will facilitate two way entry and exit and provide a two-way system within the parking zone. This optimises the car park layout, removes the need to provide turning space and ensures all vehicles will exit in a forward direction. The standard parking layout also provides a good sight view within the parking zone.

Sight distance to and from the accesses is available in South Parade from the junctions at Church Street and Gay Street. Appendix C contains images of the sight view to and from the accesses.

Given the anticipated higher level of activity in the evenings it is suggested that exiting traffic should be directed to Church Street by signage. This will encourage most to travel in this direction to High Street rather than travelling via Gay Street which has a higher concentration of residential dwellings. Given the possibility of a high exit rate from time to time, the junction at Church Street and High Streets are unlikely to be overloaded except for short periods where limited queuing might develop. This is primarily caused by the need for drivers

to slow and ensure there is no traffic to give way to. Given the very low opposing flows the queuing will not persist for very long.

Some signage will be required to direct traffic to the service bay and to the disabled spaces as well as to the exit. A sign is also required to direct pedestrians to the main entry location.

3.2.5 Pedestrian movements

Pedestrian will be able to move around the site in car free zones and will be able to connect to the public footpaths in High Street (via a purpose built walkway) and Church Street (via the right of way lane) and to South Street (via the car park).

3.2.6 Cycle movements

Cycle connections to the three roads will be via the same zones used by pedestrians.

3.2.7 Bus parking on High Street

In order to provide a safe loading / unloading place for students travelling by bus to the Centre it is proposed to remove an existing under-utilised pedestrian facility which is adjacent to the Centre's High Street frontage and replace it with a two bus bus stop. This will allow buses to stop for a short period and will provide students with a close and easy access to the Centre.

4 PUBLIC ROAD TRAFFIC EFFECTS

4.1 Background consideration

Oatlands has very little traffic control signage on any of its road network except in the vicinity of the school and at junctions. The introduction of traffic controls such as parking restrictions generally requires the installation of numerous signs. These may detract from the historical streetscape and it is proposed that restrictions of this nature be considered after the Centre is established and operating for a period and the issue is confirmed by survey (eg day time parking on High Street – refer S3.2.1). The cost of installing traffic control signage is low and retro fitting should not be an issue.

It is also considered that no permanent traffic related treatments be installed to cater for exceptional events at the Centre as these should be managed on the day / night by short term temporary measures.

Pedestrian access to the site is good and cyclists will have access from the three roads.

4.1.1.1 High Street

Traffic flows are unlikely to build to an unreasonable level in High Street in the long term. Any increases due to the proposed Aquatic Centre will occur via existing roads (ie the car park access is not directly to High Street) or limited on-road parking close to the Centre at nights. Turns to and from side roads will remain fairly low on an hourly basis (refer Table 4 below) and are not expected to become congested (except for minor levels during significant events). The High Street junctions at Church Street and Gay Street have acceptable sight distances for the speed zone and are marked and signed appropriately. No changes are proposed.

It is considered there is a need to encourage Aquatic Centre attendees to use the car park off South Parade rather than to take up nearby on-road parking in High Street. The intention is to keep High Street free for locals shopping and for visitors. If a parking problem becomes apparent, parking restrictions (eg 1 hour parking) can be introduced.

The removal of the pedestrian facility across High Street is unlikely to affect many users and is offset by the provision of a safe bus stop location for school visits.

4.1.1.2 Church Street

This road is already carrying a reasonable quantum of traffic and will have to carry the bulk of the Centre traffic travelling to the car park off South Parade. As discussed in S3.1.2.3 the current level of traffic flow will be reduced as a result of closure of the works depot operations. Table 4 below indicates the change in flows after the Centre is commissioned. This should result in only a low impact to the few remaining residences along the road.

4.1.1.3 South Parade

This road is very lightly trafficked and the additional flows to and from the Centre car park will amount to a sizeable percentage increase albeit not in the context of actual numbers. The resulting daily flow could be in the order of 240 vehicles to and from Church Street (48 to and from Gay Street) which is trending to its maximum. It is unlikely that parking will occur on

the verge when off-road parking is available in the Centre car park. Note there are very few residences in South Parade.

The junction of Church Street and South Street is sufficiently engineered to cater for the estimated additional traffic movements. There is effective sight distance for the full length of both roads.

Church Street traffic flows				
	eastbound/hour	westbound/hour	both ways/hour	total/day
current	21	25	46	400
less works depot ¹	(2)	(2)	(4)	(80)
plus Centre ²	10	10	20	240
Resulting flow	29	33	62	560

Notes

1. refer S2.1.2.1 & Appendix B
2. 12 hour opening & 20% travel via Gay Street assumed

Table 4 Church Street flows with the Centre

4.1.1.4 Gay Street

Because Gay Street is relatively constrained in terms of width, particularly when parking occurs, it is preferred that little additional traffic be encouraged to access the Centre via this route. The junction of Gay Street and South Parade is sufficiently engineered to cater for additional traffic and sight distance is available for essentially the full length of both roads.

It is unlikely that any Centre related parking will occur on this road due to the lack of direct pedestrian connection to the Centre. The estimates above suggest 3 – 4 vehicles per hour additional flow might occur.

4.1.1.5 Peak activities

The traffic flows generated by a peak trips scenario (refer S3.1.2.2) will create some delay within the car park and is likely to cause limited queuing at the South Parade / Church Street and Church Street / High Street junctions. A sudden exodus of (say) 30 – 40 vehicles could take up to 7 – 8 minutes to clear. These delays are due to the need to manoeuvre within the car park and to give way at the junctions (ie slow to check for opposing traffic) and are not the result of a congested network. In general once clear of the immediate vicinity vehicles will be able to free flow and will readily clear the area.

4.1.2 High Street Bus Zone

The development proposal includes the provision of a bus zone in High Street which will facilitate the drop off and pick up of school groups. The zone will allow 2 buses to park and also be signed to allow emergency vehicles to park within it when a situation requires it.

It is envisaged that buses and coaches will park elsewhere whilst waiting.

4.1.3 Direction signage

Direction signage to the car park will be required in High Street and Church Street. These should be based on Australian Standard guide signs comprising a “P sign with direction arrow and name plate”. The location of the signs can be determined when other signage relating to the Centre is considered.

5 ASSESSMENT AND IMPACT OF TRAFFIC ISSUES

There are no obvious safety issues that will be created on the public road system by the development. The modest additional traffic flows will not change the safety risk to road users and the reduction in heavy vehicle movements in Church Street and High Street due to the relocation of the works depot will provide an improved road environment for the community.

South Parade will undergo the most significant change as its current traffic levels are very low. The road can technically cope with the estimated flows.

From time to time a major tournament or activity could be programmed that creates a higher attendance than normal. These can be considered exceptional and if necessary some form of traffic management be instigated to manage parking and on-road movements.

School based activities will be important and transport via bus to the specific bus stop on High Street will provide a safe and easily managed option. The site is also within easy walking distance from the local school.

There is sufficient parking on-site to cater for most demand and on-road parking is regarded as convenience based rather than the car park being full.

6 APPENDIX A MAP OF ROAD NETWORK



Base Image by *Tasmap*, © State of Tasmania

7 APPENDIX B WORKS DEPOT VEHICLE USE

There are 12 council employees and 2 Southern Water employees based on the site. The council fleet comprises 12 vehicles plus 2 tractors, 2 forklifts and 1 grader and 2 vehicles are used by Southern Water. Typical vehicle movements to and from the site are:

Period	trips¹	direction	vehicle
early morning	12 - 14	entry	commuting vehicle
morning	10 - 12	exit	work vehicle depart
during day ²	8 - 10	entry / exit	work vehicle visit
during day ³	10 - 20	entry / exit	work vehicle visit
afternoon	10 - 12	entry	work vehicle return
late afternoon	12 - 14	exit	commuting vehicle
total trips	82		

Notes

1. 1 x trip is in one directions, entry & exit comprises 2 trips
- 2 .by depot staff for breaks, lunch
3. includes up to 10 vehicles by other staff / visitors per day

8 APPENDIX C SIGHT VIEWS TO & FROM JUNCTIONS



View from Church Street north to car park accesses



View from near car park accesses south to Church Street



View from Gay Street south to car park accesses



View from near car park accesses north to Gay Street

9 APPENDIX D TRAFFIC SURVEY DATA

Survey Time	High Street / Church Street			23/10/2012, 10:00 to 12:00 am			Church Street from north			Church Street from east			Total all
	left	through	right	left	through	right	left	through	right	left	through	right	
10:00 start													
10:15 car	5	12	2	2	0	0	1	16	1	1	0	0	40
truck								1					1
10:30 car	3	31	1	2	0	4	0	15	1	1	0	1	59
truck				1				1					2
10:45 car	6	17	2	0	0	1	2	17	1	1	2	1	50
truck	1	1		1				2					5
11:00 car	6	19	2	0	0	1	0	16	3	2	0	0	49
truck	1							1					2
Total 1 hr car	20	79	7	4	0	6	3	64	6	5	2	2	198
truck	2	1	0	2	0	0	0	5	0	0	0	0	10
11:15 car	1	24	0	1	0	1	2	16	1	0	0	0	46
truck							1	1					2
11:30 car	7	9	2	3	1	3	1	21	3	2	0	0	52
truck													0
11:45 car	2	14	0	1	1	0	1	12	0	0	0	1	32
truck													0
12:00 car	3	17	1	2	1	2	0	17	0	2	0	1	46
truck								1					1
Total 1 hr car	13	64	3	7	3	6	4	66	4	4	0	2	176
truck	0	0	0	0	0	1	0	2	0	0	0	0	3
Total 2 hrs car	33	143	10	11	3	12	7	130	10	9	2	4	374
truck	2	1	0	2	0	1	0	7	0	0	0	0	13
Percent trucks	6%	1%	0%	18%	0%	8%	0%	5%	0%	0%	0%	0%	3%

10 APPENDIX D CONT

Survey Time	High Street / Church Street			Church Street from south			Church Street from west			High Street from north			Church Street from east			Total all
	left	through	right	left	through	right	left	through	right	left	through	right	left	through	right	
13:00 start																
13:15 car	4	21	1	3	1	1	1	1	20	2	0	1	2	0	1	
truck				2		1	1		1							
13:30 car	2	26	4	3	0	4	4	27	2	2	2	2	2	2	2	
truck	1	1						1								
13:45 car	5	22	1	2	1	0	3	24	2	2	3	0	0	0	0	
truck						1	1	1								
14:00 car	4	8	4	3	0	2	0	17	1	1	1	0	0	2		
truck																
Total 1 hr car	15	77	10	11	2	7	8	88	7	8	2	5	240			
truck	1	1	0	2	0	2	0	3	0	0	0	0	9			
14:15 car	4	23	1	1	0	1	0	18	1	1	1	0	0	0		
truck		2														
14:30 car	2	17	1	0	0	1	0	19	1	1	1	0				
truck						1		2	1							
14:45 car	1	9	2	4	2	4	0	19	2	4	0	0				
truck	1							1								
15:00 car	4	13	1	1	0	5	0	18	3	1	0	1				
truck		1														
Total 1 hr car	11	62	5	6	2	11	0	74	7	7	2	1	188			
truck	1	3	0	0	0	1	0	3	1	0	0	0	9			
Total 2 hrs car	26	139	15	17	4	18	8	162	14	15	4	6	428			
truck	2	4	0	2	0	3	0	6	1	0	0	0	18			
Percent trucks	8%	3%	0%	12%	0%	17%	0%	4%	7%	0%	0%	0%	4%			

11 APPENDIX E USEFUL REFERENCES

Australian Standard 1742 - Manual of Uniform Traffic Control Devices

Australian Standard 1428 - Design for Access and Mobility

Australian Standard 2890.1:2004 & 1993, - Parking Facilities

Austrroads Guide to Traffic Engineering Practice Part 4 – Parking

Austrroads Guide to Traffic Engineering Practice Part 5 Intersections at Grade

Austrroads Guide to Traffic Engineering Practice Part 8 Traffic Control Devices

Austrroads Urban Road Design

Austrroads Rural Road Design

DIER web site:-

A Framework for Undertaking Traffic Impact Assessments

Standard Brief for Professional Services

Standard Specification for Roadworks

DIER Crash Statistics

DIER Traffic Statistics

Institute of Transportation Engineers Trip Generation

Southern Midlands Planning Scheme

RTA NSW – Guide to Traffic Generating Developments

Tasmanian Code for Residential development

Traffic (Road Rules) Regulations 1999

12 APPENDIX F ABBREVIATIONS AND GLOSSARY

Access – any place where vehicles and/or pedestrians move between a road and land abutting a road

Annual Average Daily Traffic – (AADT) is the number of vehicles, including trucks, in both directions averaged over all days of the year. It is seasonally adjusted to account for the time of year that the count was taken.

Approach Sight Distance – (ASD) normal car stopping distance and is measured from eye height to ground level to ensure driver sees road markings.

Austroads – national association of road transport and traffic authorities in Australia and New Zealand

Entering Sight Distance – (ESD) is the sight distance required for minor road drivers to enter a major road via a left or right turn, such that traffic on the major road is unimpeded.

Local Road – road owned and maintained by local council

Road Authority – Department of Infrastructure, Energy and Resources for state roads, local council for other roads.

Safe Intersection Sight Distance – (SISD) provides sufficient distance for a driver of a vehicle on the major road to observe a vehicle on the minor road approach moving into a collision situation (e.g. stalling across the major road).

State Road – is a road that is owned by DIER and under the provisions of the Roads and Jetties Act.

Trip – a trip is a one-way journey either to or from a particular location

vpd – vehicles per day

vph – vehicle per hour

13 APPENDIX G PETER FREEMAN TRAFFIC SOLUTIONS

Peter Freeman Traffic Solutions is an engineering consultancy specialising in the field of traffic management encompassing engineering design, traffic impact assessment, traffic modelling, and road safety audit of the road system.

The Principal, Peter Freeman, is an experienced professional engineer in the field of traffic management with 23 years work experience in the Tasmanian Government which included the full gambit of state-wide traffic and road safety engineering, traffic signals and road network performance and, prior to that, several years in the United Kingdom working in the signalised intersection design and commissioning fields and including traffic signal equipment design and testing. The last five years with the Department of Infrastructure, Energy and Resources was as manager of the Traffic Management Branch. Hands-on work experience includes:-

- **Traffic engineering design**
 - traffic control devices such as traffic signals, roundabouts, intersections
 - traffic calming and speed control schemes
 - provision of pedestrian and cycle facilities
 - linemarking and regulatory and warning signs
- **Accident diagnosis and safety audits**
 - review accident data and road environment
 - develop and appraise individual and mass action countermeasures
 - preparation of black spot programs
 - safety auditing of new designs and existing roads
- **Traffic movement and parking**
 - traffic generation and impact assessments
 - car park layout and design
 - heavy vehicle routes
 - pedestrian and cycle connectivity
- **Road network analysis and traffic modelling**
 - operational efficiency of intersections or networks
 - analysis of new or existing traffic control devices
 - future network analysis
- **Traffic signals and intelligent transport systems**
 - stand alone and network based traffic signal timing
 - small scale electronic (ITS) solutions to localised traffic issues
- **Conversant with relevant Australian engineering documents** including Australian Standards AS 1428 (Disability Access)
AS 1742 (Traffic Control Devices)
AS 2890 (Parking Facilities)
Austroads Guide to Traffic Engineering Practice Series
Austroads Guide to Traffic Management Series (new, part released)
Urban and Rural Road Design Series
Road Safety Audit guidelines, and the Australian Road Rules
- **Tasmanian representative on national committees** overseeing:-
 - standardisation of traffic management practice and development of guides
 - road safety engineering
 - optimising road network efficiency
 - performance based standards for heavy vehicles
 - area-wide control of traffic signals
 - performance and standards for traffic signal equipment
- **Local Government processes**
 - familiar with the Tasmanian planning process and approvals process for traffic control devices

- **Familiarity with specialised software:-**
AASIDRA
ARRB Road Safety Risk Manager
Paramics (basic level)

Peter Freeman Traffic Solutions (Peter Freeman B.Eng)

ABN 77 869 210 815

Ph (03) 6223 2840, Mob 0438 232 840

Email freems@southcom.com.au

To: SMC Mail
Subject: re: D.A. of Aquatic Centre

I have a few words to say in response to the invitation to comment on the DA.

I see that the Centre's opening hours indicated on the DA dated 15.10.2017 are 7-9 Mon-Sat & 8 - 8 Sunday, yet later on in the Planning Scheme is stated:

" 2.02.02 USE STANDARDS

6:00am to 10:00pm Mondays to Saturdays inclusive, and 7:00am to 9:00pm Sundays and Public Holidays "

which is a difference of 2 hours per day, equating to one extra day per week.. I can only hope that the opening hours stated on the DA are the ones to be adhered to initially and subsequently further reduced when it is realized that opening 14 hours per day plus allowance for staff attendance (all 8 of them, or is it 12? - not quite clear on that) before and after hours is not only unnecessary, but also too expensive to maintain. In fact, another Callington Mill fiasco.

As to the absurd, and to use Mr. Bzowy's own word "fatuous" (defined in the dictionary as "silly, foolish, stupid, inane, nonsensical, childish, puerile, infantile, idiotic, brainless, mindless, vacuous, imbecilic, asinine, witless, empty-headed, hare-brained") drivell under the heading of 2.05 HISTORIC HERITAGE CODE, I am agog (Word Origin: Old French en gogues 'in mirth') to see the invisible architecture in all its contemporary glory.

There are many more objections which could be voiced, but I am certain there will be others more articulate than I who will bring them to your notice.

I fervently hope I do not have the chance to say "told you so" in two years' time.

AQUATIC CENTRE.

Rec'd 1 DEC 2017

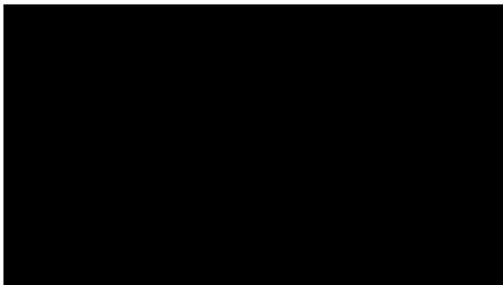
File no

For

1. HERITAGE AREA.
2. POOL IS SPORT + RECREATION AREA TABLE 8.2.
3. DOES NOT COMPLY WITH SOUTHERN MIDLANDS INTERIM PLANNING SCHEME
4. CT. FISH BUILDING IS A COMMERCIAL BUILDING IN A GENERAL BUSINESS AREA ZONE. WILL BE NEEDED FOR BUSINESS PREMISES IN THE FUTURE.
DEMOLITION REMOVE FISH FAMILY HERITAGE. A SIGNIFICANT FAMILY CONNECTION TO THIS SITE. FOR 120 YEARS
5. EXTRA TRAFFIC IMPACTS ON BUSINESS IN THIS AREA



AGENDA ITEM 11.1.2



SOUTHERN
MIDLANDS
COUNCIL



LETTER OF
RECEIPT REQUESTED
PLEASE

VIA EMAIL

THANK YOU

- Oatlands Office: 71 High Street, Oatlands Phone (03) 6254 5000 Fax (03) 6254 5014
- Kempton Office: 85 Main Street, Kempton Phone (03) 6259 3011 Fax (03) 6259 1327

Address all correspondence to: The General Manager, PO Box 21, Oatlands Tasmania 7120

Email Address: mail@southernmidlands.tas.gov.au ABN 68 653 459 589

With Compliments

SOUTHERN MIDLANDS COUNCIL

Cutlands.

Rec'd - 1 DEC 2017

1. 12. 17

File no _____

Page no _____

MR. Tim Kirkwood,
General Manager,
Southern Midlands Council.

Dear Sir,

I am writing to express my objections to the proposed Aquatic Centre development at 18 Church st. and 68 and 70 High st. Cutlands.

It is my view that the chosen site is inappropriate because it will not be in keeping with the Historic Heritage Code designed to protect development in towns such as Cutlands. Congratulations to the Council for closing the Council Works Depot. This is very laudable and long overdue but the largely recreational facility of an Aquatic Centre, should be sited in a recreational area. It is drawing a long bow indeed to justify the Aquatic Centre as a business enterprise contributing to the development of a 'strong business hub;' the Council's fundamental and guiding principle. The area surrounding the proposed centre consists of private dwellings, two community halls, a medical centre and ambulance and fire brigade facilities. This is no business hub.

There are a number of other areas that could be chosen that would pose no conflict to the surrounding area as does this current proposal. Sites for consideration could include an area in the vicinity of the current sports grounds or the caravan parking area adjacent to The Collington Mill. Both of these areas would allow greater parking and bus turning facilities, would not aggravate local residents with undue noise or lighting and would not clutter High st. with increased traffic.

AGENDA ITEM 11.1.2

This would free the proposed site to become a beautiful green zone of park and gardens in the heart of Otlands... a town of roses, of mural paintings and other art works. An area to draw in tourists and be used by locals alike. This is a vision for the future of this site.

Shortsightedness, in the past, sited the existing pool in an inappropriate location, I am hoping that in the vision for the future, the same mistake won't happen again.

yours sincerely,



AGENDA ITEM 11.1.2

The General Manager
PO Box 21
Oatlands 7120
30 November 2107

SOUTHERN MIDLANDS COUNCIL

Rec'd - 1 DEC 2017

File no _____
Date _____

Dear Mr Kirkwood

Representation regarding DA 2017-104

1. Location in the Oatlands Township Precinct

- (a) A building of this scale, appearance and size, complete with car parking will affect the amenity, ambience and character of this part of the heritage township of Oatlands. The sheer bulk of the building means that it is intrusive in this part of the town. The building is far too high.
- (b) This development within the Oatlands Township Precinct must comply with the provisions of the Historic Heritage Code. Use of zincalume instead of galvanized iron and ecoply cladding are not appropriate for the precinct.
- (c) An application for a permit to put up such a building in a location that is surrounded by so many historic buildings should be accompanied by a report from an expert heritage architect.
- (d) There is no information in this application about what earthworks will be required. I am concerned about the impact of earthworks on the fragile colonial foundations of all the surrounding historic buildings. Trucks clearing overburden from the site should be banned from using South Parade.

2. Traffic on South Parade and Gay Street

The increase in traffic along South Parade and Gay Street will be a big problem for several reasons:

- (a) The surface of South Parade is of low grade as it was poured over the road surface after it was only lightly graded. This surface copes with the present light traffic flow but will not support the sort of increase that will result from this development
- (b) South Parade has a crest that can hide people walking along it. There are no paved footpaths, or indeed any footpaths at all. Inmates from the hospital and Hawthorn respite centre are pushed along this road. Motorised wheelchair users often choose this road. A large family often walks along it leading miniature ponies. These people often walk with their backs to approaching traffic which may not see them until it is

AGENDA ITEM 11.1.2

too late. Modern cars make very little noise so that they are hard to avoid if someone has his back turned to approaching traffic.

- (c) Cars often speed around the intersection of Gay Street and South Parade, and often drive partly or wholly on the wrong side of the road. One car today came round at speed into South Parade and used three quarters of the road. This is one of many acts of reckless driving that I have witnessed on this corner over the years. It is a blind corner. I am surprised that no pedestrian or motorist has been killed or injured. There have been many near misses. If there is going to be increased usage of South Parade, speed humps and paved footpaths must be installed.

3. Noise

- (a) There will be a large amount of noise while this building is under construction, and this problem will go on constantly after the Centre comes into operation. The proposed opening hours are too long. Noise will disturb hospital and respite care patients. Many people in the hospital or in the residential zone nearby are elderly and this development will unreasonably interfere with their sleep and enjoyment of what should be a tranquil area.
- (b) The noise of the plant equipment will be unacceptable. Inmates of the respite centre need their rest undisturbed or they may become harder to manage.
- (c) Patients in the hospital need quiet to recover from their illnesses.
- (d) Continuous plant noise that is claimed to be within the legal dB limits in fact becomes very disturbing over long periods and it will affect the mental health of residents who find that they cannot adjust to the continual drone.

These are the major reasons why I believe that this DA should not be granted a permit in its present form, and I believe that the development it proposes should not go ahead on this site.



The General Manager
PO Box 21
Oatlands 7120
29 November 2017

AGENDA ITEM 11.1.2

SOUTHERN MIDLANDS COUNCIL

Rec'd - 1 DEC 2017

File no _____

PLAC: AC

Dear Mr Kirkwood

Representation on DA 2017-104

Please note that, while this representation focuses on weighing the development application against the provisions of the 2015 Interim Planning Scheme, I have not changed my opinion that this is the wrong site for this development, and that no amount of plans, strategies and wishful thinking can make it the right site.

As it will be convenient to use acronyms for various entities I am listing these here:

IPS = Southern Midlands Interim Planning Scheme of 2015

ASS = Applicant's Supporting Statement, with reference to specific page number if given

TIA = Traffic Impact Assessment report of 2013 done by Peter Freeman Traffic Solutions

masl = metres above sea level

1. IPS: General Business Zone

(1) Since the first Aquatic Centre DA was approved in 2013, the site of this development has been rezoned so that it all now falls within the General Business Zone. Around this site, to the south west, north east and northwest, several properties remain in the Residential Zone - in Church Street, 10 South Parade, and Gay Street - and some of these lie within 50 metres of the development proposed by this DA. This means that this application has to satisfy the Use Standards specified in the IPS, and these include 21.3.2: **Noise**.

The objective of Use Standard 21.3.2 is *'to ensure that noise emissions do not cause environmental harm and do not have unreasonable impact on residential amenity on land within a residential zone'*.

Noise will be generated by the Aquatic Centre in two main ways: (a) activities during its opening hours and (b) noise emanating from its Plant Room which will operate continuously for 24 hours each day. The IPS states clearly the permissible dB noise levels for these operations. The DA applicant says that

AGENDA ITEM 11.1.2

the development will comply with the stated acoustic objectives but does not provide any evidence to indicate that this development will fall within the permissible dB range.

He also says that 'a key area of scrutiny will be the plant room areas at the rear of the development'. From the attached DA drawings, DA 006 shows that much of the Plant Room will have no roof and its ends will be 40% open, with the result that noise emissions will escape quite freely. The Plant Room is the part of the development closest to several residences in the Residential Zone and their amenity will therefore be affected by any unreasonable noise arising from this development. This adverse effect might occur at any time but will be most predictable during the evening as elderly residents tend to have earlier bedtimes. (DA 006 is described as coming under Stage Two of the development but, following my enquiry on 28 November, the applicant has now clarified this by saying that the entire Plant Room – i.e. ground and first level floors – will be built in Stage One, although the contents of the first floor will increase in Stage Two).

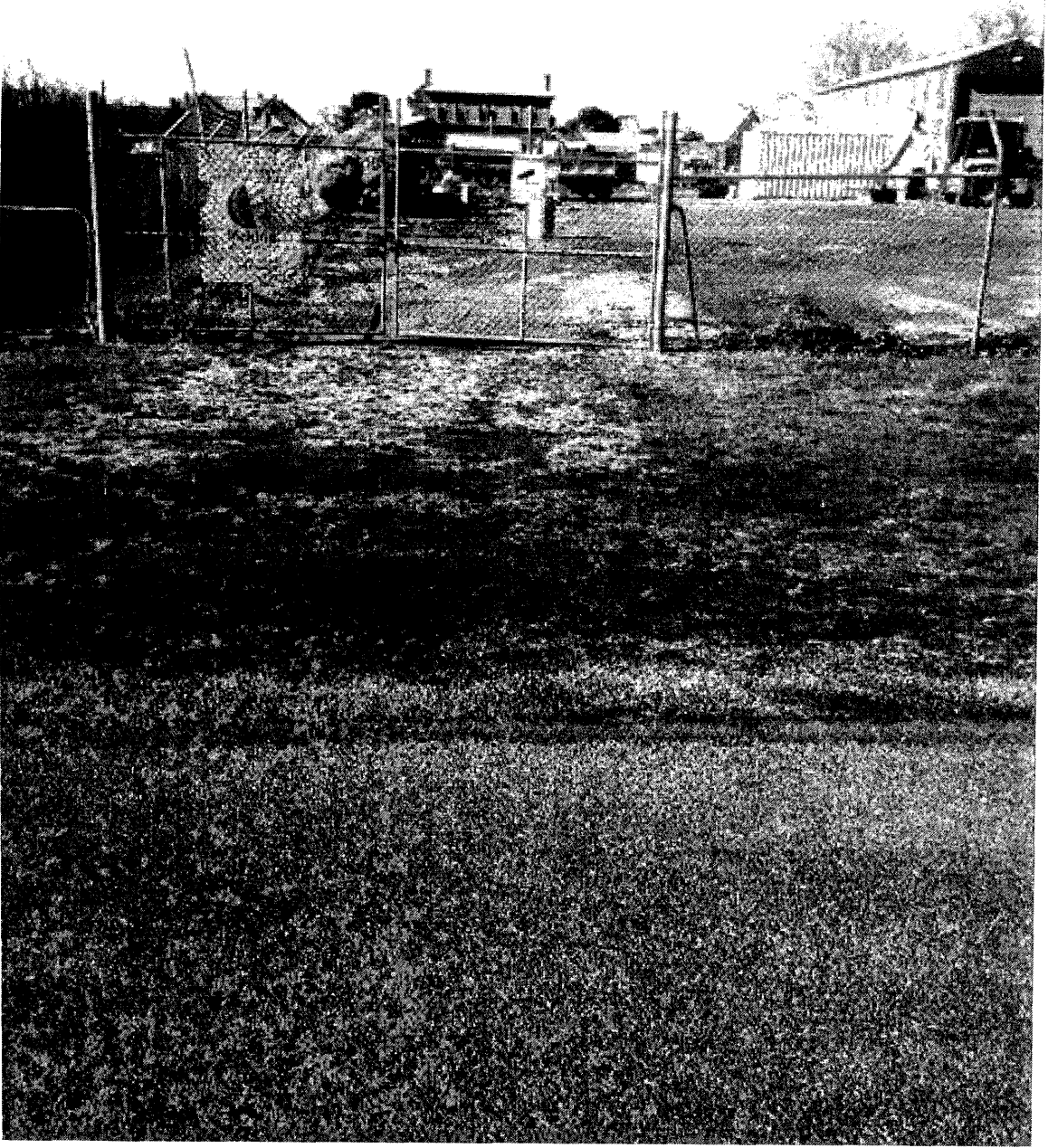
I contend that no permit should be issued for this development until it is established that the noise levels to be generated will comply with Use Standard 21:3:2, and therefore achieve the objective of this Standard.

(2) The IPS states at 21.4.1 its Development Standard on building height in the General Business Zone, i.e. that the height must be no more than 9 metres. The applicant says at page 8 of ASS that the building height falls '*well within the stated 9 m maximum*', and gives the heights of various sections of the structure above floor level.

'Floor level' is not the same as 'natural ground level'. It is the level achieved by building up on the site to create a level base on which to build the main structure. This site is not naturally level; it slopes upwards from a natural ground level of 399.40 masl at its lowest point (the entrance to the proposed carpark) to 403.20 masl at its frontage on High Street, i.e. there is a difference in levels of almost four metres over the site. The Aquatic Centre is to occupy land on the higher southeastern portion of the site, and the creation of a level building base (i.e. 'floor level') for it requires land to be built up, especially towards the northwest of the site where the Plant Room is located. The maximum building up at the Plant Room (at its lowest corner) will involve raising the floor level by 1.2 metres above the natural ground level.

On my enquiry (28 November) the applicant has given the height of the Plant Room as 7.2 metres above the floor level – not above the natural ground level. The Plant Room height will in fact vary from 8.2 metres to 8.4 metres above the natural ground level. While this means that the building will still be under 9 metres high, you must also consider how the building will be perceived because of the rise in the land from the Midlands Highway to High Street. At the Council meeting on 22 November I asked Councillors to gain an impression of just what this Plant Room will look like by coming to South Parade and viewing the 6 ½ metre high shed then standing on some of the land to be used for the Plant Room. However, as men arrived early on 23 November to demolish this shed, viewing it may have been

AGENDA ITEM 11.1.2

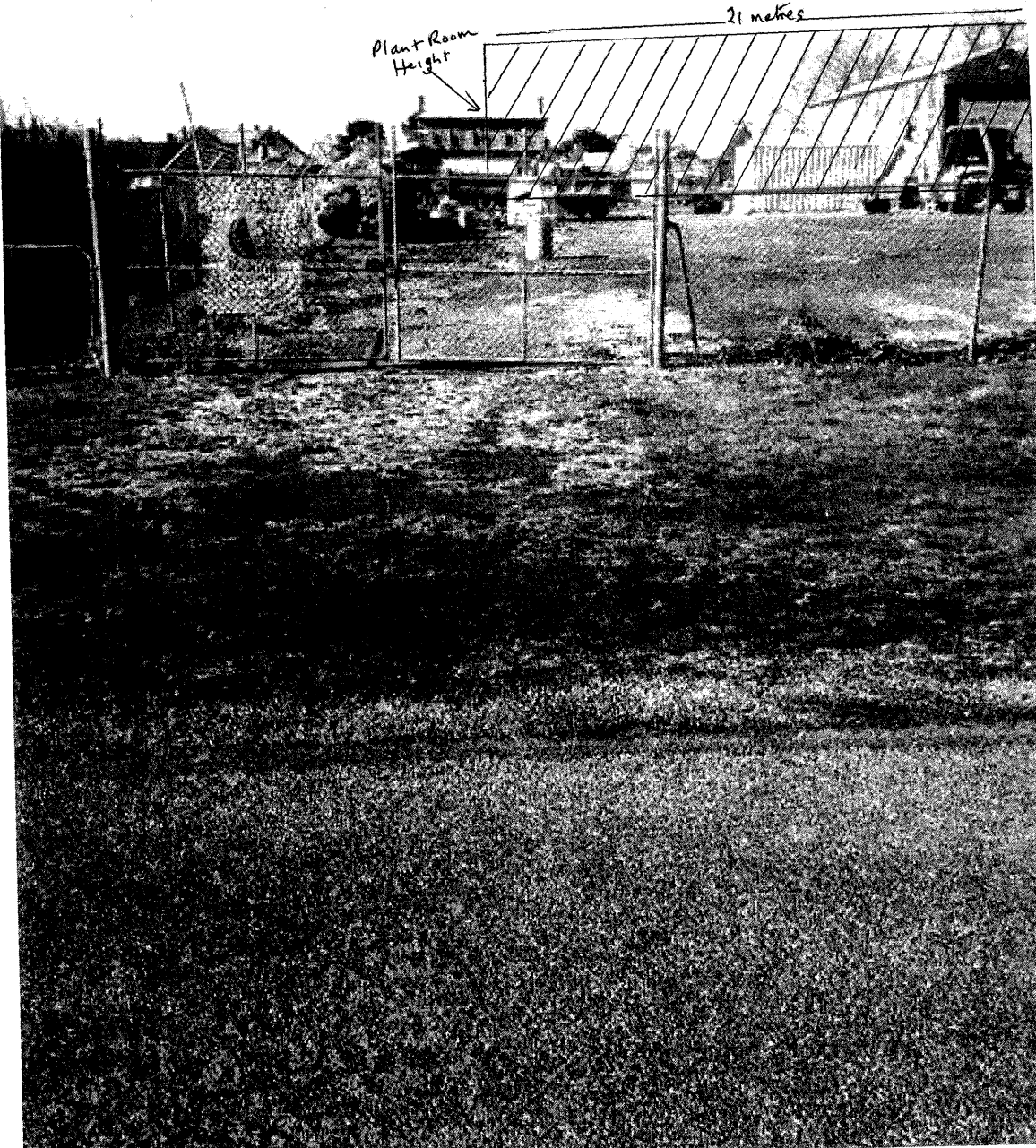


View from S. Parade

6½ metre high shed.

PHOTOGRAPH 1

AGENDA ITEM 11.1.2



View from S. Parade
Estimated Plant Room Height and
Breath.

PHOTOGRAPH 2

AGENDA ITEM 11.1.2

impossible. I am therefore including in this representation a photograph of that 6 ½ metre high shed (Photograph 1).

I contend that no permit should be issued for this DA as the height of this structure should be considered both technically and perceptually, and from any location to the northwest of the site it will be perceived as far higher than 9 metres tall.

2. IPS: Codes

(1) IPS E13.0: Historic Heritage Code

This DA has to be assessed against a number of IPS Codes. It is convenient to begin with the Historic Heritage Code as my main concern under this Code follows on from what I have just said in respect of the height of the structure. Under the IPS this entire site falls within the Oatlands Township Precinct and under the IPS E13.8.2 the objective of the Code is to *'ensure that development undertaken within a heritage precinct is sympathetic to the character of the precinct'*. The performance criteria (P1 and P2) for this objective include compliance with the design criteria listed in Table E13.2. Table E13.2 sets out what is required in the design of 'buildings and works' in this precinct. Its design criteria include at 1(c) that buildings **'must address the street, unless at the rear of a site'**, and at 1(d) that **'buildings must not visually dominate the streetscape.....'**

It is clear from what is said in the ASS at p.15-17 that the applicant is well aware that the DA does not meet some of the design criteria listed in Table E13.2, and at best is aspirational. Specifically the applicant states that *'my view is that the overall flavor/feel of the building should be as anonymous as possible. Rather than try and copy, we should be modest, deferential and as minimally intrusive as possible. Perhaps an almost invisible architecture'*. (p.16).

This may be what the applicant would like to achieve, but it is nonsense when the impact of the building is considered. While the site itself has a rear, the Aquatic Centre comprises one integrated structure and all of it 'must address the street' as required under Design Criteria 1(c) in Table E13.2. The phrase 'the street' embraces any or all of the streets in the Oatlands Township Precinct, and includes South Parade. I have drawn on a copy of the photograph provided above what the appearance of this structure will be as viewed from the northwest, i.e. from South Parade, Gay Street and William Street (Photograph 2). This photograph shows the height of the Plant Room and its width of 21 metres across the site (the width is given in Drawing 400A). The words 'modest, deferential, minimally intrusive, almost invisible' cannot be applied accurately to this structure, and its effect is to dominate the streetscape visually.

There is no point in having an Oatlands Township Precinct in the IPS if an applicant can dismiss the design criteria for buildings and works in this precinct with the argument used here that the architecture of the proposed building *'creates its own moment in time, and offers to contribute to the evolution of Oatlands' history'* (ASS p. 15). The architect of any appalling building might reasonably make the same claim. Acceptance of this point of view by the Council will set a dangerous precedent for the future, and predictably have the consequence that the Council will either be unable to reject a building application

AGENDA ITEM 11.1.2

in the Oatlands Township Precinct or face an increased likelihood of fighting appeals if it does reject an application. I have no doubt that this design might be fitting in a different location but in this precinct it will be a sow's ear in a silk purse, a blot on the town.

I contend that a permit should not be issued for this DA as it fails to achieve the objective stated at IPS E13.8.2 because it does not satisfy performance criteria P1 and P2 for this objective.

(2) E5.0: Road and Railway Assets Code

As the existing access points on South Parade to 70 High Street and the old Works Depot are to be combined into a new access to the car park for the Aquatic Centre, E5.2.1 would appear to apply to this DA, as this development *'intensifies the use of an existing access'*. The applicant in ASS (p. 10) however states that, as this new access – the word 'junction' is used in ASS - has not been created, E5.5.1 does not apply. Given that the new access is only going to re-model the existing accesses, it is questionable if this is an accurate interpretation. E5.5.1(A3) states that *'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'*.

If E5.5.1(3) does not apply, then E5.6.2 will. The objective of E5.6.2 is: *'to ensure that the safety and efficiency of roads is not reduced by the creation of new accesses and junctions'*. Where this new access is built in an area subject to a speed limit of 60 km/h or less – as is the case in South Parade – Performance Criterion P2 states that the access must be *'safe and not unreasonably impact on the efficiency of the road, having regard to (a) the nature and frequency of the traffic generated by the use; (b) the nature of the road; (c) the speed limit;....(f) any traffic impact assessment....'*. While E5.5.1(A3) specifies a limit to the increase in traffic caused by developing a site, E5.6.2 does not, and clearly this is why the applicant wants to avoid the application of E5.5.1.

Before considering these elements of Performance Criterion P2, I need to draw attention to the following statement in the TIA (p.7): *'South Parade primarily services a residential zone providing frontage to a number of properties including mainly vacant lots'*. The last part of this statement is inaccurate as a description of the western section of South Parade, i.e. between Gay Street and Church Street, where there are no vacant lots. As it is this section which will be most affected by the proposed development, this is a serious misrepresentation. When the corner lots having frontages on to South Parade/Gay Street, and South Parade/Church Street are taken into consideration, this western section has six residential properties, five of which have driveways which debouch on to South Parade.

E5.6.2: Performance Criterion P2 (a)The nature and frequency of the traffic arising from the new use.

The 2013 TIA estimated that the normal daily traffic flow along all of South Parade (eastern and western sections) was less than 30 vehicles, and at night the flow would be of the order of 2 - 4 vehicles per hour. This accords with the experience of the residents on this street. It also stated that the 2013 development proposal would generate a daily flow of traffic along South Parade of 288 vehicles, most of

AGENDA ITEM 11.1.2

which would be entering or leaving the proposed car park. The 2017 applicant (p.11 ASS) claims that the present DA will reduce this expected volume of traffic by 50% or more because only the entrance to the car park is to be located on it. While this is an improvement, it is still obvious that there will be an increase of at least 400% in the traffic flow along this residential street if this DA is approved. In contrast to the present flow, traffic accessing the car park will potentially begin to arrive at 7 a.m. and continue until 9 p.m. from Monday to Saturday, and from 8 a.m. to 8 p.m. on Sunday – in other words the frequency of traffic on South Parade will increase dramatically.

E5.6.2: Performance Criterion P2 (b) The nature of the road. The 2013 TIA gave various details, none of which have changed, about the state of the South Parade road. It does not possess footpaths, and the kerbs from Gay Street and Church Streets extend into it for very short distances. For most of its length it is narrow, and in the section opposite the development site it is just 4.9 metres wide. There is a crest in the road just west of the western boundary of the old Works Depot, and this is of major concern because it partially blocks the line of sight along the road. Small children and mobile chair users are particularly at risk because of this crest. As South Parade is likely to have increased pedestrian use once the car park corridor to High Street becomes available, it is essential that this development incorporates measures to promote the safety of both pedestrians and drivers before the Aquatic Centre begins operations. When I made this point in my representation on the 2013 DA, the response was that the situation would be monitored for two years. That is simply not good enough.

E5.6.2: Performance Criterion P2 (c) The speed limit. The speed limit along South Parade and surrounding streets is 50 km/h but all the residents along South Parade have regular experiences of cars which exceed this speed greatly, and particularly in the evening. I have also seen a police chase along this road which resulted in an animal being killed by the car under pursuit. It is not good enough to say that motorists should drive to the 50 km/h limit as it is demonstrable that many ignore the limit. It is essential that measures be adopted to force motorists to slow down all along this road, and the most effective measure that is used elsewhere is the installation of speed humps across the breadth of the road. The road should have these at each end and on the approaches to the car park access.

E5.6.2: Performance Criterion P2 (f) Any traffic impact assessment. The applicant has elected to rely on the 2013 TIA, and advances as one reason for this the claim that there have been no significant changes in the number and pattern of vehicular movements in the streets around the development site. Two points should be made here. (1) It would appear that the 2013 TIA collected actual vehicular movement data on just one day, 23 October 2012, and for just four hours altogether that day which was a Tuesday (TIA Appendix D). It may be argued that conclusions based on such a small survey are unreliable. (2) Comments made by the TIA about the impact of the development on traffic at the junction of Church Street and High Street would have reflected conditions at the time, an important one of which was that the shop on the corner of Church and High Streets had closed down after it was sold in 2011 and was not operating in 2012. Today this building is now occupied by Cellarbrations which is well frequented with an according increase in cars parking outside it on High Street.

I contend that no permit should be issued for this development until it incorporates measures, including the installation of speed humps, to ensure that the safety of residents, pedestrians and

AGENDA ITEM 11.1.2

other users of South Parade is not reduced as a consequence of the increased traffic flow to the car park access on this road.

(3) E6.0: Parking and Access Code

The DA proposes that there will be parking for vehicles on a one-way corridor leading from an access point on South Parade to an exit point on High Street. This is a much better proposal than the 2013 DA put forward because it reduces the number and frequency of vehicle movements on South Parade, Gay Street and Church Street, all of which nevertheless are going to experience very substantial increases in their traffic flows as cars come to the access point in South Parade. The risk of accidents and the safety threat to pedestrians and motorists alike is therefore reduced, but not eliminated, by this re-design. The siting of the proposed car park is also much better because it achieves the objective of E6.7.12.

However, the problems of this site for this proposed development are well illustrated by the obvious inability of the DA to comply with the number of parking spaces specified in Table E6.1 and the likelihood that user cars will overspill on to the verges of South Parade which means that the DA will not achieve the objective stated by E6.6.1, i.e. *'to ensure that (b) a use or development does not detract from the amenity of users or the locality by (1) preventing regular parking overspill'*.

(4) E2.1 Potentially Contaminated Land Code

The DA gives no information as to how the proposal will address this Code, apart from a brief statement on page 5 of ASS that there has been a separate DA to the Council. Importantly, there is no information as to whether this Aquatic Centre is to require excavations – the 'dirty great hole' referred to in March – or whether it is to be built up on a platform of concrete. Similarly there is no timeframe given for how demolition of the sheds and soil remediation are to accompany the building of the Aquatic Centre – for example, will all of this precede the beginning of construction, or will one or more sheds be retained and put to temporary use?

I would remind Council that the results of SEMF tests and analysis are to be made available to the public as soon as possible after the Council receives them.

3. Stormwater

From the RARE drawings (specifically C101) provided with the DA, it appears that there will be a new stormwater drain directing water down to South Parade, and that this water will then be disposed of by the **existing** stormwater infrastructure. I have concerns that the existing infrastructure will be inadequate, as the size of the building will generate a far larger flow of concentrated stormwater than presently happens. For years past, when there has been heavy rain, a large volume of water has poured

AGENDA ITEM 11.1.2

off the old Works Depot site on to my land, and this is diffused water, not concentrated into one channel. As the stormwater infrastructure passes through my property, I do not think that the existing pipe or pipes may be able to manage what is bound to be a far large inflow, once this structure is built. I request that this issue be given attention now, proactively, rather than reactively once the system floods.

Yours sincerely



PO Box 71
Oatlands 7120

1/12/2017

The General Manager
Southern Midlands Council
PO Box 21
Oatlands 7120

DA 2017 - 104

Dear Tim

With regard to the DA 2017 – 104 Oatlands Aquatic although the design by the applicant bzy architecture is a good one I wish to object to the DA 2017-104 on the grounds that it is an inappropriate development for the site selected by the Council and owned by the Southern Midlands Council at the old Council Depot at 18 Church Street and 68, 69 & 70 High Street, Oatlands for the reasons detailed below. It does not comply with the SM Interim Planning Scheme 2015 and associated Codes and so a permit for this development on this site should be refused.

1. Heritage and Use of Building Materials

The Development is situated within the 'Oatlands Township Precinct' a precinct identified in Council's own planning scheme, the SM Interim Planning Scheme 2015, as the *town is of historic cultural heritage significance* because its characteristics and features demonstrate a township comprising a concentration of highly intact historic buildings of the Old Colonial Georgian and Victorian styles. The proposed development because of its size and scale (and use) will significantly negate and undermine the village character of the historic township of Oatlands the nature of which has been identified, acknowledged and protected by the creation of its own special precinct.

The significance of this place is bestowed ***because of the collective heritage value of individual places as a group for their streetscape or townscape values*** - ref. E13.2.1 of the SM Interim Planning Scheme 2015.

Under Section E13.2.1 of the SM Interim Planning Scheme 2015 the application of the E13.0 Historic Heritage Code, “applies to development involving land defined in this code as any of the following: (a) a Heritage Place (b) a Heritage Precinct....”

So the intention of this part of the Scheme is that it should clearly apply to development of LAND in an identified Precinct and as the proposed site for this development clearly falls within the Oatlands Township Precinct as per the Planning Scheme then it so applies.

The reason for the identification of the Oatlands Township Precinct as a Heritage Precinct is to ensure protection of the characteristics and features of the heritage precinct *as a whole*. The development must comply with the applicable provisions of **cl.E13.8** of the Historic Heritage Code of the Planning Scheme.

Performance Criteria P1 to P4 of cl.E13.8.2 of the Code require that a development not result in detriment or detract from the historic cultural heritage significance of the Precinct. **E13.2 Application:**

E13.2.1 This code applies to development involving land defined in this code as any of the following:

- . (a) a Heritage Place;
- . (b) **a Heritage Precinct;**

Unfortunately, the development application in this case does not go into any great detail how each of the design and siting requirements in **Table E13.2** will be satisfied or addressed by the development. So from the limited information that is available in the DA, this proposed development on this site as detailed below, does not comply.

Clause **E13.8.2 P2** requires any development to comply with the specific requirements about the design and siting in **Table E13.2**

E13.8.2 Buildings and Works other than Demolition ||

Objective:

To ensure that development undertaken within a heritage precinct is sympathetic to the character of the precinct.

Performance Criteria

P1

Design and siting of buildings and works must not result in detriment to the historic cultural heritage significance of the precinct, as listed in Table E13.2.

The siting of this development within the Oatlands Township Precinct will result in detriment to the historic cultural heritage significance of the precinct as the

interposition of such a building of the scale, appearance and size of Oatlands Aquatic and its associated car park will have an unnecessarily negative impact on the heritage nature and value of this part of the historic town of Oatlands as per **'Table E13.2 HP1 Design Criteria 1 (a) the scale, roof pitch, building height, bulk, rhythm, materials and colour of the of new buildings...should respect the principles of the Georgian architectural style dominant in the precinct...'** and this proposed new building does not meet all these criteria. The scale and bulk of the building is far greater than any other building in the Precinct - within this context the proportions of the building with respect to the context of others in the Precinct the building itself has a ground floor area of 1850 m² and multiple roof heights across this large area of over 8 m. Thus this building does not respect the principles of Georgian architectural style dominant in the precinct even accounting for the larger buildings in the precinct such as the Town Hall, Gaol and Mill because although these buildings are comparable in height (or with the Mill tower, taller), due to the much smaller ground floor areas the overall scale and bulk of these existing heritage buildings are much less and much more contained. So the proposed new building is completely out of character in this heritage precinct designated part of Oatlands.

The physical characteristics of the proposed building development are overly intrusive and bulky compared to the scale of the surrounding mostly small heritage cottages in Gay Street, South Parade and High Street. With an approximate height of 8 metres of multiple roof points the size is too high, well beyond the roof heights and breadths of the surrounding heritage buildings.

The effect of such a building design will be to dwarf and dilute the heritage characteristics of this part of the town by the intrusion of such a large, contemporary public building.

Likewise the rhythm – the scale of the building means that even with 'the integrated gable and selected pitched roof proportions' (p.15 DA) the rhythm is not reflective of heritage buildings within the heritage precinct as the North East Elevation shows there are 4 and two halves pitched roofs more reflective of an industrial building such as a factory than of the existing Georgian forms in the town, and there are also large areas of flat rooves in the NE and SE Elevations again NOT reflective of forms in the town. The applicant's statement that the built 'Areas of neutral form emphasise these references' (ibid) is clearly further not supported by the plans which show large areas of wall surface and glazing which are neither 'invisible' or 'neutral' as claimed.

The materials proposed for the building do not comply with Table13.2 HP1 Design Criteria 1(a) above, with zincalume being used for the roof and Ecoply structural plywood cladding for the external walls. **Design Criteria 1(f)** states that "external wall building material must be any of the following: (i) sandstone of a colour matching that commonly found in Oatlands' buildings (ii) weatherboard (traditional profiles) (iii) rendered, painted or limewash brickwork (iv) unpainted brick of a traditional form and colour laid with a traditional bond; (v) traditional Tasmanian

vertical board (non-residential buildings only); (vi) corrugated profile steel cladding, painted/colorbond or galvanised iron (not zincalume or similar). **Design Criteria 1(g)** roof form and material must be consistent with the following: ... (iii) avoidance of large unbroken expanses of roof and very long roof lines (iv) roof material either custom orb (corrugated profile) sheeting, timber shingles and slate. Steel sheeting must be either traditional galvanised or painted; **Design Criteria 1(h)** wall height sufficient to provide for lintels above doors and windows, with wall space above;

The proposed building does not meet the above design criteria.

The proposed external treatment of the building with Ecoply cladding and zincalume roofing, which although strong and positive design features in another setting, in a Heritage Precinct such as this, these features will not harmonise with the historic fabric of surrounding buildings.

In summary, the siting of this large Recreation facility within the Heritage Township Precinct goes *against* the objective in the SM Interim Planning Scheme 2015 of “(d) **Historic cultural heritage values are recognised, retained, and protected** with(in) the region for their **character, culture, sense of place**, contribution to our understanding of history and contribution to the region’s competitive advantage,” (p. 14)

This development *on this site within the Heritage Precinct* does not comply with the Planning Scheme. Conversely, **there are large parts of Oatlands that are NOT of heritage value and are not included in the heritage precinct, where the construction of this development as detailed in these plans would be quite appropriate.**

2. Zoning

Siting of the proposed development on a site zoned ‘General Business’ zone 21 under the SM Interim Planning Scheme 2015 instead of in a more appropriate ‘Recreation Zone’ which as well as being most the appropriate zone for an active recreational facility, is contrary to the Planning Scheme Objectives listed in the scheme in particular as stated in “**Objective 3.0.10 – R Liveability: Regional Objectives Desired Outcomes: (a) An integrated open space and recreation scheme that responds to existing and emerging needs in the community...**” (p.14) in that this site does not form part of such a scheme and because of the constraints of the site in terms of its size and being surrounded by mostly residential buildings; and it is also not able to meet “emerging needs” for future recreation development as identified in the Southern Midlands Recreation Plan 2005 which included the possible disadvantages of the proposed site as “land area and configuration is awkward to design facility layout...” and “limited site area for associated facilities...” (p. 69)

The Description of Use stated in the DA as “Recreation” is not correct – it should be “Sport and Recreation” as per the Use Class Table 8.2 in the SM Interim Planning Scheme 2015 (p. 32)

This development should be located in a Recreation Zone, zone 18, where no permit is required for Sports and Recreation Use, or in a Community Purpose Zone, zone 17, where Sports and Recreation is a permitted use, as these areas are presumably selected for their all round suitability for such active use including minimal impact on residential amenity, unlike this site proposed by Council where there will be maximal negative impacts on surrounding residences – five directly adjoining the site, and another eleven significantly impacted by the increase in traffic along residential streets.

The purpose of the General Business Zone as per 21.1.1 of the SM Interim Planning Scheme 2015 is

21.1.1.1

To provide for business, community, food, professional and retail facilities serving a town or group of suburbs.

21.1.1.2

To ensure the rural service centres provide for the daily and weekly needs of the community.

21.1.1.3

To provide for a mix of retail and [office](#) based employment servicing the local area, the broader rural region and the tourism [market](#), including at least one supermarket and a range of specialty shops.

21.1.1.4

To provide a safe, comfortable and pleasant environment for workers, residents and visitors through the provision of high quality urban spaces and urban design.

This development although a community facility is not a food, professional or retail facility, but primarily a Sport and Recreation facility with office and retail components functions supportive of and *secondary* to, the primary function of providing an active recreation facility.

And further, such a facility in this location will not “provide a safe, comfortable and pleasant environment for...residents...through the provision of high quality urban spaces and design.” as it will detrimentally affect the quality of the residential amenity of at least 16 surrounding residences.

The intended demolition of the CT Fish building at 70 High Street is contrary to the stated purpose of the General Business Zone as this building is a commercial building for retail or business use. By demolishing this building not only is the long association of the prominent Fish family with this site obliterated, the commercial nature of Oatlands’ Business Zone is diminished with the opportunity for future business use here completely removed.

3. Traffic and Vehicle impacts

Such a development will significantly increase the traffic egress through this part of the heritage town of Oatlands.

The current development application relies on the Traffic Impact Assessment (TIA) submitted for a previous development application for the use under a previous planning scheme.

Based on the figures in the old TIA, the proposed development will significantly increase the number of vehicle movements from the site, as compared to those that currently enter and leave the Council depot site (estimated in TIA as 80 movements per day). The TIA estimates the development will result in between 8-12 movements per hour *in each direction* (i.e. total 16-24 trips per hour from the site). The traffic generated would be substantially more than the current use. It is arguable that, for this reason, the development does not comply with **cl.E5.5.1 A3**, which requires:

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.

So using the figures from the TIA, the development with average opening hours of 15 hours a day will generate between 240 and 360 vehicle movements per day which is well above the allowable 100 to 120 vehicle movements per day, as per the above formula, using an existing access or junction. As there will be two existing junctions being used (South Parade and Gay Street, South Parade and Church Street) for incoming traffic, this will therefore produce 120 to 180 vehicle movements per day x 0.5 at each junction i.e. 60 to 90 vehicle movements per day across these two existing junctions, still well above the allowable increase of 20 % (16) or 40 movements per day.

As the development is likely to fail to meet this acceptable solution, it must comply with **Performance Criteria P3 of cl.E5.5.1** which requires:

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:

- (a) *the increase in traffic caused by the use;*
- (b) *the nature of the traffic generated by the use;*
- (c) *the nature and efficiency of the access or the junction;*
- (d) *the nature and category of the road;*
- (e) *the speed limit and traffic flow of the road;*
- (f) *any alternative access to a road;*

- (g) *the need for the use;*
- (h) *any traffic impact assessment; and*
- (i) *any written advice received from the road authority*

With a sole ingress point in South Parade, which currently has very light traffic as stated in the Peter Freeman Traffic Solutions Report, there will be a substantial increase in average traffic along South Parade and Gay and Church Streets and at times of peak use, such as sporting events, a very considerable increase as the calculated figures represent an average not a peak. Such a traffic volume generated by the development at the existing junctions will not be safe and will unreasonably impact on the efficiency of those affected roads taking into account those matters listed in **cl.E5.5.1 P3**. Council should refuse to issue a permit on the basis that the application has not demonstrated that the development can comply with **cl.E5.5.1 P3**.

The **E5.0 Road and Railway Assets Code** also applies to the development of a new vehicle crossing or junction (**E5.2.1**) so it applies to the proposed exit access from the site into High Street and as the speed limit of High Street is less than 60 km/h **Performance Criteria P3 of cl.E5.5.1** applies.

With a new access point proposed as the sole vehicle egress point where the existing CT Fish building stands at 70 High Street, the increase in traffic here will be 100%. A new outflow of traffic onto High Street will be created, right at the point of the current created pedestrian crossing opposite the Town Hall, and over a busy pedestrian footpath used by people to go to the bank, the Community centre, and surrounding shops. This will create a dangerous bottle neck particularly as High Street in this vicinity is already heavily used by vehicles accessing the Community centre and Bargain centre, the Town Hall, and nearby shops. This egress will intensify the congestion and will make this area dangerous to pedestrians particularly the elderly or less physically abled who do use the footpath and access buildings in this part of the town.

This new access exit point cannot meet the Performance Criteria P3 of cl.E5.5 as it will not be safe and will unreasonably impact on the efficiency of the road due to the estimated increase in volume of traffic to be generated of 240 to 260 vehicle movements per day according to the previous TIA, and the fact that it will be across a busy and well utilised pedestrian way, even if the exit traffic is allowed to only proceed in one direction left onto High Street.

Additionally there is the question of sight distances as per **Table E5.1 Safe intersection sight distance**. The Safe Intersection Sight Distance for a Vehicle speed of 50 km/h from this table is 80 metres and it is doubtful that for cars travelling along High Street that a sight distance of 80 metres would be achieved with this exit access. *Also the DA does not demonstrate that the Sight Lines as per E5.6.4 (b) will be met by this proposed new access.*

4. Parking

It is clear that the development will not provide the 5.6 car parking spaces required per 100m² of site area as required for swimming pools in **Table E6.1 of the Parking and Access Code** of the Scheme. The development proposes to provide only 36 parking spaces. As the floor area of the building is 1375 m² (ground floor) (Stage 1) the requirement is actually 77 car parking spaces and with a Stage 2 (first floor) area of 475 m² another 26.6 (27) car parking spaces are required, a total of 104 car parking spaces for this development.

So, if the development does not provide either 77 or 104 car parking spaces then the development must comply with **cl. E6.6.1 P1** of the Scheme, which provides:

*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**:*

- (a) *car parking demand;*
- (b) *the availability of onstreet and public car parking in the locality;*
- (c) *the availability and frequency of public transport within a 400m walking distance of the site;*
- (d) *the availability and likely use of other modes of transport;*
- (e) *the availability and suitability of alternative arrangements for car parking provision;*
- (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 consolidation of shared car parking spaces;*
- (g) *any car parking deficiency or surplus associated with the existing use of the land;*
- (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;*
- (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;*
- (j) *any verified prior payment of a financial contribution in lieu of parking for the land;*
- (k) *any relevant parking plan for the area adopted by Council;*
- (l) *the impact on the historic cultural heritage significance of the site if subject to the Local Heritage Code;*

As there are already issues with insufficient parking in this part of High Street due to heavy use of the Bargain Centre, Community Centre for meetings and community uses, and for shopping at the shops nearby this area of High Street is already at capacity for a large part of the day in terms of car parking. Church Street does have some street parking but once again there are times when the parking is full due to the proximity to the Health centre and Nursing Home. Overflow parking from the site into South Parade and Gay Streets is therefore highly likely, but bearing in mind

that the Community Hall & Masonic clubs in the latter also use the on street parking. There is no public off street parking available in reasonable proximity to the Pool site.

As Oatlands is a country town there is very limited public transport and none that services the town itself.

The impact of having insufficient car parking spaces available at the Pool site will be surrounding streets congested by parking especially at times of peak demand such as events or carnivals at the pool and especially if these coincide with events at the Community Hall, the Community centre, the Health Centre or Nursing home. This will have a substantial negative impact on the safety and amenity of road users and residents in this area.

The Scheme requirement of either 77 or 104 car parking spaces for a development of this size should not be foregone and so the development should not be permitted to proceed on this site as it is not able to meet the reasonable requirements of the Scheme on this matter.

5. Negative impacts on the residential amenity and the right to quiet enjoyment of residences and residents in South Parade (4), High Street (2), Church Street (11) and Gay Street (3).

(1) Noise

It is unclear from the application documents whether or not the aquatic centre will comply with **Acceptable Solution A1 to cl.21.3.2** which sets out the noise limits for emissions for developments in the General Business Zone, with emissions to be measured at the boundary of a Residential Zone. The application states that:

The centre is to be detailed and constructed to a high degree of thermal efficiency in concert with compliance of the stated acoustic objectives. The key areas of scrutiny will be the plant room areas at the rear of the development, with a setback of some 40 metres from the South Parade title boundary.

It may be noted that these criteria are to be incorporated in the detailed design brief to the services consultants for compliant specification of all plant and equipment.

While it may be possible for the detailed design brief for the development to require plant and equipment to comply with the limits in **cl.21.3.2 A1**, it is less clear whether the noise from the actual use of the pool and associated outdoor activity areas will comply with the noise limits. If these activities exceed the noise limits in the acceptable solution, in order to gain a permit, the development will need to satisfy **Performance Criteria P1 of cl.21.3.2** which requires that "Noise emissions

measured at the boundary of a residential zone must not cause environmental harm within the residential zone.”

Environmental harm is defined as “any adverse effect on the environment (of whatever degree or duration) and includes an environmental nuisance”, and “environmental nuisance” is defined as “the emission, discharge, depositing or disturbance of a pollutant [which include noise] that unreasonably interferes with, or is likely to unreasonably interfere with, a person's enjoyment of the environment”.

There is no information in the application that can assure the Council that the noise limits in **cl.21.3.2 A1** will not be exceeded by the development.

There is no actual evidence provided to support the claim made in the DA on page 17 that this will be a ‘quiet building’.

The constant noise produced by the plant running 24 hours a day seven days a week is likely to produce an unacceptable level of constant background noise particularly in the context that this part of the town is very quiet *most of the time* and this never ending background noise is likely to “unreasonably interfere” with surrounding residents’ enjoyment of their properties. Constant noise is a known and established environmental stressor. Then there will also be the noise produced by the significant increase in vehicle movements and associated noise such as the opening and closing of car doors and voices of many people in the car park as they make their way into & out of the building. *Obviously this noise cannot be controlled by building measures such as insulation.*

A Sport and Recreation facility on this site as proposed in this DA 2017- 104 will have an unacceptable detrimental impact on the lives of the people that live around this site due to the creation of “environmental nuisance” as defined in the Planning Scheme. The pool will be open most of the 365 days in a year, for long hours producing constant traffic in streets some of which currently have very light traffic; with its concomitant vehicle noise, as well as noise from the car park as people get in & out of their cars opening & closing or slamming doors, noise from people themselves. There will be noise from the facility itself with plant noise and when events are on or the centre is in peak use this is likely to be considerable and certainly well above the levels currently experienced by these residents. The Gay Street residences directly adjacent to the site will have a car park over their back fence and will be particularly impacted by a new public facility almost in their backyard.

There will also be an increase in light pollution in the area over which the residents will have no control.

To propose putting such a facility so close to so many residences *if allowed* is a very negative indictment of the Planning scheme.

The issue of amenity is one easily dismissed as being of no or little consequence especially when it is not in your backyard or close to, as in this case.

*However, I do recall that Southern Midlands Council does take this matter seriously as recently there was an issue of a single camper using the Colebrook Park behind the History Room to camp the night, which was raised at a Council meeting and Council decided to take action to prevent such a recurrence in the interests of the residential amenity of the **one house** with a boundary adjacent to the chosen camping site and protect the residential amenity at that one residence into the future.*

How then, given all the lack of likely compliance with the Planning Scheme detailed above, **can this Development be allowed to proceed on the proposed site when it will impact not just one household for one night or even the odd night in the tourist season, but many households, day and night, year after year after year ?**

The site chosen by the Council of the day for the current pool was a mistake but no doubt it was believed to be a great solution particularly given that the appreciation of heritage was limited at that time. However, in this day and age there is no excuse for poor judgement and decision making given the resources at the Council's disposal including the financial resources available to build this aquatic centre. This Council has an amazing opportunity to use proper foresight and good judgement to reject this proposed development on a site in the middle of the heritage town of Oatlands so designated in the SM Interim Planning Scheme 2015 as the 'Oatlands Township Precinct' by Southern Midlands Council itself ,and choose another site in Oatlands for a Sport and Recreation facility that will meet the 'emerging needs' of this community for the next fifty years.

Yours sincerely,

