



*The City with Spirit*

## NOTICE OF MEETING

Notice is hereby given that an **Ordinary Council** meeting of the Devonport City Council will be held in the Council Chambers, 17 Fenton Way, on Monday 26 September 2016, commencing at 5:30pm.

**The meeting will be open to the public at 5:30pm.**

## QUALIFIED PERSONS

In accordance with Section 65 of the *Local Government Act 1993*, I confirm that the reports in this agenda contain advice, information and recommendations given by a person who has the qualifications or experience necessary to give such advice, information or recommendation.

Paul West  
GENERAL MANAGER

**21 September 2016**

### October 2016

Meeting	Date	Commencement Time
Infrastructure Works & Development Committee	10 October 2016	5:30pm
Community Services Committee	17 October 2016	5:30pm
Council Meeting	24 October 2016	5:30pm

**AGENDA FOR AN ORDINARY MEETING OF DEVONPORT CITY COUNCIL  
HELD ON MONDAY 26 SEPTEMBER 2016 AT THE COUNCIL CHAMBERS AT 5:30PM**

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Agenda of an ordinary meeting of the **Devonport City Council** to be held at the Council Chambers, 17 Fenton Way, Devonport on Monday, 26 September 2016 commencing at 5:30pm.

**PRESENT**

		<b>Present</b>	<b>Apology</b>
Chair	Ald S L Martin (Mayor)		
	Ald A L Rockliff (Deputy Mayor)		
	Ald C D Emmerton		
	Ald G F Goodwin		
	Ald A J Jarman		
	Ald L M Laycock		
	Ald J F Matthews		
	Ald T M Milne		
	Ald L M Perry		

**ACKNOWLEDGEMENT OF COUNTRY**

Council acknowledges and pays respect to the Tasmanian Aboriginal community as the traditional and original owners and continuing custodians of this land.

**IN ATTENDANCE**

All persons in attendance are advised that it is Council policy to record Council Meetings, in accordance with Council's Audio Recording Policy. The audio recording of this meeting will be made available to the public on Council's website for a minimum period of six months. Members of the public in attendance at the meeting who do not wish for their words to be recorded and/or published on the website, should contact a relevant Council Officer and advise of their wishes prior to the start of the meeting.

**1.0 APOLOGIES**

**2.0 DECLARATIONS OF INTEREST**

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**3.0 PROCEDURAL**

**3.1 CONFIRMATION OF MINUTES**

**3.1.1 COUNCIL MEETING - 22 AUGUST 2016**

**RECOMMENDATION**

That the minutes of the Council meeting held on 22 August 2016 as circulated be confirmed.

### 3.2 PUBLIC QUESTION TIME

Members of the public are invited to ask questions in accordance with the following resolution of Council (Min Ref 54/16):

1. Public participation shall take place at Council meetings in accordance with Regulation 31 of the *Local Government (meeting Procedures) Regulations 2015*.
  2. Public participation will be the first agenda item following the formal motions; Apologies, Minutes and Declarations of Interest.
  3. A maximum period of time of 30 minutes in total will be allowed for public participation.
  4. A maximum period of time of 3 minutes will be allowed for each individual.
  5. A member of the public may give written notice to the General Manager 7 days before an ordinary meeting of Council of a question to be asked at that meeting.
  6. A member of the public will be entitled to ask questions relating to the activities of Council, giving an explanation that is necessary to give background to the question and ask supplementary or follow up questions relating to that specific matter that may come to light as a result of the answer.
  7. Questions do not have to be lodged prior to the meeting, however they would be preferably provided in writing.
  8. A question by any member of the public and an answer to that question are not to be debated.
  9. The Chairperson may refuse to accept a question. If the Chairperson refuses to accept a question, the Chairperson is to give reason for doing so.
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### 3.2.1 Responses to questions raised at prior meetings

Meeting held 22 August 2016

**Reproduced below** is the response dated 29 August 2016 to Mr Malcolm Gardam's question:

*"I refer to your questions at Council's meeting on 22 August 2016 regarding the LIVING CITY Food Pavilion as follows:*

I refer to your questions dated 29 June 2016, resubmitted 25 July 2016 and new questions 3 and 4 dated 14 August 2016 relating to the Food Pavilion, Council has responded that **"Council is not yet in a position to provide any further information than what has been previously advised in regard to this question."** It is noted that the Mayor has publicly pledged that rates will not rise as a result of LIVING CITY in order to afford comfort to the ratepayers. Will the Mayor now pledge that the following shall apply to commercial arrangements relating to the Food Pavilion?

- Q1 That Council shall ensure legally binding agreements are formalised in advance to establish a position of certainty of tenants (...in the form of secured tenant commitments.") to justify proceeding with construction of the Food Pavilion as stated by Council.
- Q2 That Council shall ensure Food Pavilion lease arrangements include personal guarantees where a corporate entity is entering into the agreement plus a realistic term of say 10 years to support a period of known returns.
- Q3 That Council shall secure the stated Food Pavilion commercial income streams, as per the publicly released budget, and protection necessary to support LIVING CITY Stage 1 being financially viable in its own right as stated by Council.

#### **Response**

*As advised in previous correspondence, Council is not yet in a position to provide further details regarding the Food Pavilion, however be assured contractual arrangements will be in accordance with normal practice, including formal approval by Council resolution.*

Meeting held 22 August 2016

**Reproduced below** is the response dated 30 August 2016 to Mr Douglas Janney's question:

*"In reply to your questions raised at the 22 August 2016 Council meeting, the following responses are provided:*

2 trees of between 75 and 100 years total growth (growth rings not counted) at the corner of Lovett Street and Lawrence Drive in the Reserve have been cut down further reducing Devonport's trees asset. The wood does not appear to be diseased. Furthermore it appears that the stumps will not be shaped into seats.

- Q1 Why have the trees been cut down?

*Concerns were raised regarding the stability of these trees from local residents. In accordance with Council's Tree Policy, the trees were inspected and a hazardous tree assessment undertaken.*

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*The assessment confirmed that the health of the tree was a concern and that if/when the trees failed there was a high risk to public safety, both pedestrians and road users.*

- Q2 Was an independent Arborist's report done on the said trees health?

*The trees were inspected by a qualified Council officer who has a Diploma in Horticulture and he determined they were a safety risk.*

- Q3 What number of like tree type will be planted to help maintain the total tree asset?

*A number of possible locations for new plantings have been identified and Council has a budget of \$20,000 this financial year for tree replacements. The new tree plantings will be suitable for the location but are unlikely to be gum trees in the urban areas.*

- Q4 When will the activity in Q3 occur?

*It has been suggested that the most appropriate time for planting will be early autumn 2017.*

- Q5 Where will the planted trees be located?

*Actual locations are yet to be determined.*

- Q6 If Q1 relates to a utility service requirement what compensation is that utility providing?

*The reason for the tree removal was public safety and therefore not associated with any utility service."*

## **RECOMMENDATION**

That the responses to questions from Mr Malcom Gardam and Mr Douglas Janney at the August Council meeting be noted.

### **3.2.2 Questions on notice from the public**

#### **MR MALCOM GARDAM - LIVING CITY – RISK REGISTER**

The following question on notice was received from Mr Malcolm Gardam on 18 September 2016

##### ***"LIVING CITY – Stage 1 Questions (File 32161)***

***Living City Risk Register*** – in previous correspondence exchanges you have advised on behalf of Council that the P+I developed Devonport LIVING CITY Risk Matrix and Risk Register dated 10 March 2016, as presented with the report to Council dated 22 February 2016, was not an assessment against the current funding model. You also previously advised that "Council continues to assess and manage risks associated with LIVING CITY as they arise." which is simply astounding as it implies that Council ignores the fundamental principle of risk assessment to identify potential risks and establish appropriate mitigation processes to prevent those risks materialising. Your statement tells me that Council is applying a reactive and not a proactive approach to risk in regards to LIVING CITY.

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Council also confirmed in the minutes of the 21<sup>st</sup> March 2016 that "Council has prepared a risk register specifically for LIVING CITY. The register is monitored and updated regularly."

**Q1** Will Council please provide a current updated copy of the Devonport LIVING CITY Risk Matrix and Risk Register?

**Council Appointed Superintendent** – I previously questioned as to who was the Council appointed Superintendent in accordance with the adopted AS 4300 building contract (**Contract**). Written advice from Council on the 26<sup>th</sup> July 2016 as "Yet to be finalised."

Considering that building **Contracts** have been signed for some time now and AS 4300 stipulates that "The Principal shall ensure that at all times there is a Superintendent..." can Council please respond to the following.

**Q2** Who is the Council appointed Superintendent under the **Contract**?

**Q3** Who is the nominated Superintendent's Representative(s) under the **Contract**?

**Q4** Provide advice as to the qualifications, competencies and previous experience of those appointments in relation to projects of equivalent value and type similar to LIVING CITY Stage 1?

Please provide responses in writing and ensure inclusion in the next Ordinary Meeting Agenda."

## DISCUSSION

In relation to the question received 18 September 2016 it is proposed that Mr Gardam be advised of the following:

"The questions you raised in regard to LIVING CITY Stage 1 were listed on the Council meeting agenda on 26 September 2016. The Council authorised that the following responses be provided:

Q.1 The copy of the Risk Register previously provided to you remains current at this time. Council's Development Managers P+i Group are in the process of updating the Risk Register which will be provided to the Council's Audit Panel for comment at its November 2016 meeting. An updated Risk Register, including any amendments, will be provided to Council at its December 2016 meeting.

Q.2 In fact your assumption that the Building Contract has been signed for some time is incorrect. Council at its meeting on 29 July 2016 authorised the General Manager to execute a design and construct contract with Fairbrother Pty Ltd based on a guaranteed maximum price contract sum of no more than \$59,440,000 (ex GST). It is expected that the building contract will be finalised in the near future and this will be reported to Council at the time of signing. At the same time advice will also be provided on the appointment of the Superintendent and the Superintendent's Representative under the Contract.

Q.3 Refer Q.2 above.

Q.4 Refer Q.2 above however be assured that Council will appoint a Superintendent and Superintendent's Representative who have the qualifications, competencies and experience necessary to undertake the role.

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**RECOMMENDATION**

That Council in relation to the correspondence received from Mr Malcolm Gardam, note the response proposed and authorise its release.

**3.2.3 Question without notice from the public**

**3.3 QUESTIONS ON NOTICE FROM ALDERMEN**

At the time of compilation of the agenda no questions on notice from Aldermen were received.

### **3.4 NOTICES OF MOTION**

#### **3.4.1 FUNDING AND ASSISTANCE - HOME HILL - NOTICE OF MOTION - ALD L M LAYCOCK**

**File: 22973 D434303**

In accordance with Regulation 16(5) of the *Local Government (Meeting Procedures) Regulations 2015*, a notice of motion has been received from Alderman L M Laycock.

#### **ATTACHMENTS**

Nil

#### **MOTION**

"That Council seek to develop a stronger relationship with the Australian Councils of National Trusts (ACNT)/National Trusts of Australia to explore opportunities for funding and assistance available to complete actions within the Home Hill strategic plan."

#### **SUPPORT**

There were no supporting comments provided.

#### **OFFICER'S COMMENTS**

The Australian Council of National Trusts (ACNT) is the peak body and national voice in Canberra of the eight State and Territory National Trust bodies. Council currently have a formal partnership agreement in place with National Trust Australia (Tasmania) to ensure the ongoing sustainability of Home Hill, expiring in June 2017 and generally communicate through this body.

The Chief Executive Officer of National Trusts of Australia recently visited Home Hill and there may be some benefit in maintaining a direct relationship with him and his team in conjunction with maintaining contact with National Trust Australia (Tasmania).

Council and the National Trust Australia (Tasmania) developed in partnership a strategic plan for Home Hill to ensure a key element of Australia's political history is not lost to future generations. Still in its early stages, actions are at various stages of completion.

As part of this document strategic objectives have been developed to assist with mapping a clear path between the present state of Home Hill and the vision for the historic property's future. The objectives are:

- Infrastructure - Develop and implement infrastructure initiatives that will ensure Home Hill is an aesthetically pleasant, safe and accessible place to visit.
- Preservation and Restoration - Ensure the conservation and protection of Home Hill's history, collection, home and surrounding grounds in ways that meet the highest professional practice.
- Business Planning and Development - Develop and implement sound business management principles and practices to ensure proposed initiatives contribute to the long term sustainability of Home Hill.
- Tourism Development - Maximise tourism opportunities by improving the quality of visitor experiences to match or exceed customer expectations.



**Report to Council meeting on 26 September 2016**

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- Funding - Ensure the long term conservation of Home Hill through the allocation of available resources in partnership with relevant funding bodies.
- Partnerships - Identify and develop partnerships between key stakeholders, the Cradle Coast Authority, State and Federal governments.
- Marketing and Promotion - Increase and improve visitor and community awareness of Home Hill through flexible and competitive marketing and promotion strategies.

The suggested motion does not have any financial implications but may in turn provide greater opportunity to be aware of, and access, funding sources coordinated through the national body.

### **3.4.2 WELCOME EVENT - DEVONPORT BASED SEA ROAD BASS STRAIT CARGO VESSEL - NOTICE OF MOTION - ALD L M LAYCOCK**

File: 28778 D439483

In accordance with Regulation 16(5) of the *Local Government (Meeting Procedures) Regulations 2015*, a notice of motion has been received from Alderman L M Laycock.

#### **ATTACHMENTS**

1. Bass Strait's First Green Cargo Vessel

#### **MOTION**

"That Council:

1. acknowledge the importance of the new Devonport based Sea Road Bass Strait cargo vessel to the regional economy; and
2. work with the Devonport Chamber of Commerce and Industry and other interested community members to facilitate a suitable welcome event by the people of Devonport on the ship's arrival in early December."

#### **SUPPORT**

There were no supporting comments provided.

#### **OFFICER'S COMMENTS**

A flyer on the ship promoting it as the first "green" cargo vessel for Bass Strait shipping has been attached for the information of Aldermen.



# BASS STRAIT'S FIRST "GREEN" CARGO VESSEL

*SeaRoad securing its commitment to Bass Strait and keeping Tasmania connected*

SeaRoad has partnered with German ship builder Flensburger Schiffbau-Gesellschaft mbH & Co Kg for the construction of the first of our LNG fuelled roll on - roll off cargo ships. The delivery of the 182m long vessel is planned for late 2016.

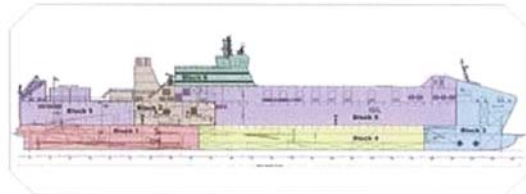
The vessel, which will be purpose built to service Bass Strait, will:

- Embrace clean air technology
- Support energy efficiency
- Increase freight capacity by more than 50%
- Allow for faster transit times, and
- Permit longer time in ports

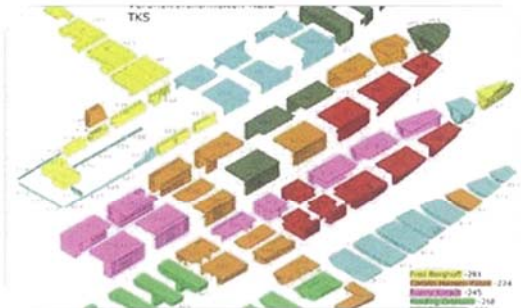
Flensburger [FSG] specialise in RoRo, Ropax, military cargo and specialised vessels. FSG is located in the town of Flensburg, on the Baltic coast near the south-eastern corner of the Danish peninsula.

The ship will be built under cover in modules, which are assembled in the shipyard, and launched directly from the facility prior to the superstructure being added to the hull.

The fitout including the superstructure block will be undertaken alongside at the yard.



The new vessel will boast a particularly flexible cargo carrying capability and be able to transport containers, including reefer units, trailers, cars, hazardous cargo and livestock. Liquefied natural gas propulsion makes the vessel Bass Strait's first "green ship".



[www.searoad.net](http://www.searoad.net)

*Fuelled by Australian LNG*

SHIP DETAILS AND PARTICULARS

LENGTH	182 metres
BEAM	26.60 metres
DRAUGHT	6.35 metres
DEADWEIGHT	8,500 tonnes
CARGO DEADWEIGHT CAPACITY	6,750 tonnes
MAIN ENGINE	2 x MaK M46DF [7200kW each]
FUEL	LNG Primary MDO Secondary and 1% for pilot ignition
SERVICE SPEED	20.5 Knots
CLASSIFICATION	DNV GL
FLAG	Australian
CARGO TYPE	Containers, trailers, cars and other mobile or wheeled freight
ACCESS	Two stern ramps, one to garage deck and one to weather deck
AUXILIARY ENGINES	2 x 3000kW dual fuel medium speed MaK M34DF 2 x generators at 3600 KVA each 1 x Emergency generator at 1120KVA [diesel driven]
STEERING EQUIPMENT	2 x twist flow type rudders fitted with Costa bulbs 2 x Bow thrusters at 1000kW each with controllable pitch propellers

The ship has 3 cargo decks consisting of:



- Car capacity approx 100-110
- Cassettes up to 100 tonnes can be stowed in out-board slots
- Deck slots for 70 cassettes and 80 LM - other wheeled cargo
- 20 SAT slots for trailers
- Accommodate dangerous goods, livestock & general freight



"GREEN" FUELLED - AUSTRALIAN LNG

LNG offers huge advantages, especially for ships in the light of ever-tightening emission regulations. While different technologies can be used to comply with air emission limits, LNG technology is the only option that can meet existing and upcoming requirements for the main types of emissions (SOx, NOx, PM, CO2).

All of the ship's engines [except Emergency Generator] are dual fuel engines burning LNG as the primary fuel. The key advantages of LNG are:

- significantly reduced emissions
- risk of oil pollution is minimised
- maintenance intervals increase by 100%
- sustainable future environmental benefits





### **3.4.3 FUTURE FUNDING ARRANGEMENTS - MERSEY COMMUNITY HOSPITAL - NOTICE OF MOTION - ALD S L MARTIN**

File: 27716 D439390

In accordance with Regulation 16(5) of the *Local Government (Meeting Procedures) Regulations 2015*, a notice of motion has been received from Alderman S L Martin.

#### **ATTACHMENTS**

1. Letter - Minister for Health - Future of Mersey Community Hospital - Ongoing Funding

#### **MOTION**

"That Council authorise the Mayor to travel to Canberra to meet with and lobby Federal representatives regarding the future funding arrangements for the Mersey Community Hospital."

#### **SUPPORT**

Further to concerns regarding the recurrent funding of the Mersey Community Hospital recently made public by the Devonport Chamber of Commerce & Industry, the Devonport & Cradle Country Tourism Inc and the Greater Mersey Community I seek the support of Council to travel to Canberra to meet with Federal Representatives.

If approved, it is proposed that appointments be sought with:

- Federal Minister for Health, Sussan Ley
- Shadow Minister for Health, Catherine King
- Tasmanian Senators

to discuss the ongoing and future funding of the Mersey Community Hospital. It is also proposed that local community leaders, together with State and Federal representatives be invited to be part of the delegation (at their own cost). Prior to any proposed visit a meeting of relevant stakeholders would be facilitated to produce a list of priorities/ concerns and to nominate a lead spokesperson, which may be the Mayor of Latrobe.

A copy of a letter forwarded to Minister Ley on 8 September 2016, signed by the Mayor of Devonport, the President of the Devonport Chamber of Commerce & Industry and the Chairman of the Devonport & Cradle Country Tourism Inc is attached for the information of Aldermen.

#### **OFFICER'S COMMENTS**

The Mersey Community Hospital funding arrangements continue to be a source of concern for the community.



8<sup>th</sup> September 2016

The Hon. Sussan Ley, Minister for Health  
PO Box 6022  
House of Representatives  
Parliament House  
CANBERRA ACT 2600

Dear Minister Ley,

We respectfully convey to you our serious concerns surrounding the future of the Mersey Community Hospital (Mersey), specifically, the ongoing funding.

At a time when we as a City are investing so much into infrastructure and services in our CBD, it seems counter-intuitive to send mixed signals about the future of our hospital.

Hospitals and schools are at the top of the list when people are deciding where to live, particularly professionals with young families that will educate their children here, work and pay rates and taxes - we need to have these basic services on offer to continue to attract new people to the area, as well as service the local community.

From a tourism perspective, the Mersey is a vital piece of infrastructure with close proximity to the Port of Devonport (where the Spirit of Tasmania docks) and the Devonport Airport (where QantasLink arrives). It provides our visitors confidence in a safe touring environment, particularly when majority of our visitors are 40+ years, however, it doesn't matter what age you are when you need a hospital. It is also a great assurance for our young people travelling around the state.

It is extremely important that the people of Mersey have equity of access to and the costs associated with access to all health services. It is well documented that having health services close to home is pivotal to the health and well-being of a community.

This should be about people, not political game/gain or budget savings. For far too long has the political powers procrastinated with the health and well-being of our people. The provision of surety and longevity around the funding of the Mersey should be an immediate priority to incite confidence not only in our community but that of the community of health professionals and counteract the need for expensive locums.

Ambiguity around such a critical piece of infrastructure at a time when Devonport is trying to capitalise on population growth in our catchment and significant CBD development is unhelpful; the uncertainty is compounded by lack of federal government representation on the NW Coast.

The Mersey is vital for our regions health service, our burgeoning tourism industry and a key pillar of our economic growth strategy.

We therefore implore you to provide the Mersey with funding and service commitment through a long term Heads of Agreement, as a matter of urgency and look forward your expedition of such and your earliest reply.

Yours sincerely,



**Mayor Steve Martin**  
Devonport City Council



**President Stacey Sheehan**  
Devonport Chamber of  
Commerce & Industry



**Chairman Debbie Grice**  
Devonport & Cradle  
Country Tourism Inc

**Devonport City Council**

Mayor Steve Martin  
17 Fenton Way, PO Box 604, Devonport TAS 7310  
Phone: 03 6424 0523 Email: [smartin@devonport.tas.gov.au](mailto:smartin@devonport.tas.gov.au)

**Devonport Chamber of Commerce & Industry**

Stacey Sheehan, President  
21 Best Street, PO Box 301, Devonport TAS 7310  
Phone: 03 6420 6000 Email: [stacey.sheehan@collinsre.com.au](mailto:stacey.sheehan@collinsre.com.au)

**Devonport & Cradle Country Tourism Inc.**

Debbie Grice, Chairman  
PO Box 592, Devonport TAS 7310  
Phone: 03 6424 4922 Email: [debbie.grice@alhgroup.com.au](mailto:debbie.grice@alhgroup.com.au)

### **3.4.4 FORMATION OF SPECIAL INTEREST GROUP - YOUTH ENGAGEMENT - NOTICE OF MOTION - ALD A J JARMAN**

File: 31361 D439715

In accordance with Regulation 16(5) of the *Local Government (Meeting Procedures) Regulations 2015*, a notice of motion has been received from Alderman A J Jarman.

#### **ATTACHMENTS**

Nil

#### **MOTION**

"That Council consider a new special interest group for Youth Engagement to be formed and ready for the first term of 2017."

#### **SUPPORT**

Council is lacking in a group that involves our young people of Devonport directly. There is a Youth Engagement strategy that our Community section is drafting and there are plans to work on this regionally with other councils as well. I believe we need to start with involving our own local young people through both Primary, High schools and Colleges as well as other young peer groups in our City. We previously had a youth engagement officer here at council which ceased and we did have The Zone and also a PCYC which have both folded.

I have been speaking with interested young, dynamic community members who want to be part of this group as mentors for our Youth. They are from diverse areas of the community which will enhance our range of assistance we can offer. I have also been in contact with all our local school principals who are all enthusiastic and ready to assist with collecting a great range of students to be part of this forum commencing Term One of 2017.

If we look to the Devonport City Council Strategic Plan there are many areas which we can be a part of including just as an example:

- 4.8.3 Assist in the celebration, promotion and development of Youth
- 4.1.1.1 Health and well-being of Primary school children
- 4.5.1.1 Healthy Communities
- 4.4.4.1 Bike Park at East Devonport
- 4.7.5.1 Initiative or event that embraces Diversity

Let alone the new Digital Strategy that council is embracing.

I believe this group is necessary to council bringing in ideas and empowering our Youth directly, so that they may have a say in Devonport City's future.

#### **OFFICER'S COMMENTS**

There are a range of issues common for young people across the country, as listed below. The level of involvement (if any) to address these issues varies between councils.



**Report to Council meeting on 26 September 2016**

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1. Employment - to encourage the development of sustainable employment opportunities for young people.
2. Recreation/Entertainment - to ensure that a range of recreational and entertainment activities exist for young people in the community.
3. Public Space - to develop public spaces where young people can meet together safely.
4. Health and Wellbeing - to ensure access to a range of services and facilities for young people in the community that promote good health and well being
5. Safe Community - to develop safe communities for both young people and the general community.
6. Arts and Culture - to ensure young people's participation in the cultural life of the community.
7. Housing - to encourage the availability of a range of safe, affordable housing options for young people.
8. Community Pride - to encourage a feeling of community pride amongst young people and the community and to foster community relations.
9. Transport - to encourage the development of safe, affordable transport for young people.
10. Education and Training - to ensure young people have access to a range of educational and training opportunities.
11. Justice/Law - to ensure young people's rights are recognised within the community and that the incidence of crime is addressed.

Council has a number of programs and arrangements in place to work with the Youth of Devonport. Central to this is a partnership agreement with Youth, Family and Community Connections which was established to replace the void created by the closure of The Zone. This agreement establishes a set of principles and actions with an aim to:

- 5.1 enhance Youth services in Devonport;
- 5.2 address social exclusion by connecting young people with others, to work, education, volunteering and other opportunities;
- 5.3 address difficulties that socially excluded Youth have in navigating the increasingly complex array of services provided by other public and private providers;
- 5.4 value add to increase services – as a non-profit community organisation YAFF has access to grants and additional partnership opportunities not available to Council, easing the potential impost on ratepayers and improving the potential income and services to the youth in Devonport.

A Regional Youth Strategy is soon to commence between Latrobe, Kentish and Devonport Councils.

Other areas of Council have strong ties with youth, across a range of community and recreation areas. An example of this is the DROOGS, the Devonport Regional Gallery's Young Members Committee. The DROOGS started in 2009 and offer a range of creative art projects in the community, encouraging a sense of ownership and belonging amongst the younger generations and the Gallery. The committee, mainly consisting of local senior secondary students, meets regularly at the Gallery to discuss initiatives and ideas specifically designed to engage with other young people in the region.

Should Council progress a special interest group relating to Youth, a terms of reference and recruitment for members would occur between now and the proposed commencement date in February 2018.

An alternate option to consider would be to revision the Building Families Special Interest Group Terms of Reference to incorporate a broader youth focus. The Building Families Committee is established to provide advice, support and collaboration between relevant organisations to allow children and their families/carers reach their full potential and enhance their quality of life and is generally aimed at the 0-5 age group. A change of this nature would remove the resource implications of a new special interest group to administer.

Council staff are of the view that creating a further special interest group specifically around youth would potentially be counterproductive and would likely duplicate existing services/programs on offer. Servicing another special interest group will likely impact on the capacity of the staffing resources in the Community Services area to meet current expectations.

An alternative motion that Council may like to consider to the Notice of Motion proposed by Ald Jarman is:

*That Council prior to considering the formation of a specific special interest group for youth engagement:*

- (a) consider the outcomes of the Regional Youth Strategy soon to commence between Latrobe, Kentish and Devonport Councils;*
- (b) canvas the views of existing service providers on the identified needs and service gaps relating to youth engagement within Devonport; and*
- (c) in the meantime, consult with the Building Families Special Interest Group about increasing the scope of its role to incorporate a broader youth focus, including adding additional youth representatives.*

## **4.0 PLANNING AUTHORITY MATTERS**

**The Mayor will now announce that Council intends to act as a Planning Authority under the *Land Use Planning and Approvals Act 1993* for the consideration of Agenda Item 4.1.**

Council is required by Regulation 8(3) of the *Local Government (Meeting Procedures) Regulations 2015* to deal with items as a Planning Authority under the LUPA 1993 in a sequential manner.

The following item is to be dealt with at the meeting of Council in its capacity as a Planning Authority.

- 4.1 Report on Submissions received during Public Advertising Period - AM2016.02 Rezoning from General Residential to Central Business - 83 Stewart Street Devonport and PA2016.0009 - Vehicle Fuel Sales and Service (Service Station Redevelopment) - 83 Stewart Street, 114-116 William Street and 118 William Street Devonport - (D439679)

## **4.1 REPORT ON SUBMISSIONS RECEIVED DURING PUBLIC ADVERTISING PERIOD - AM2016.02 REZONING FROM GENERAL RESIDENTIAL TO CENTRAL BUSINESS - 83 STEWART STREET DEVONPORT AND PA2016.0009 - VEHICLE FUEL SALES AND SERVICE (SERVICE STATION REDEVELOPMENT) - 83 STEWART STREET, 114-116 WILLIAM STREET AND 118 WILLIAM STREET DEVONPORT**

File: 32208 D439679

### **RELEVANCE TO COUNCIL'S PLANS & POLICIES**

Council's Strategic Plan 2009-2030:

- Strategy 2.1.1 Apply and review the Devonport Interim Planning Scheme as required, to ensure it delivers local community character and appropriate land use.
- Strategy 2.1.2 Provide high quality, consistent and responsive development assessment and compliance processes.
- Strategy 2.1.3 Work in partnership with neighbouring councils, State Government and other key stakeholders on regional planning and development issues.

### **PURPOSE**

This report is presented to allow Council to fulfil its statutory responsibility to forward a report to the Tasmanian Planning Commission under s.39 of the *Land Use Planning and Approvals Act 1993* (the *Act*) about the merit of the representations received during the public exhibition of draft amendment AM2016.02 to the *Devonport Interim Planning Scheme 2013* and associated planning permit PA2016.0009.

### **BACKGROUND**

At its meeting on 25 July 2016, Council acting as a Planning Authority initiated a draft amendment (minute132/16 refers) to rezone 83 Stewart Street, Devonport from General Residential to Central Business. Council also granted conditional approval for a service station redevelopment on the property (subject to the rezoning being ratified by the TPC) as well as 114-116 William Street and 118 William Street, Devonport. A copy of the combined application documentation and associated planning permit is appended as Attachment 4.

The combined application was advertised for a four week period in accordance with the requirements stipulated under the *Act*. The public advertising period concluded on 27 August 2016 and a total of three representations were received. An evaluation of each representation is discussed below in this report.

### **COMMENTARY**

Council received three representations within the public scrutiny period. One of the representations was from the applicant who requested that Council consider modifying a condition and supporting note on the planning permit. The remaining two representations were from adjoining residential neighbours who oppose the draft amendment and associated planning permit.

A breakdown of each representation is provided below along with a Council comment. For information purposes, each representation is provided as an individual attachment at the conclusion of this report.

### Representation 1 - GHD obo IASM Investments

GHD is the applicant for the draft amendment and service station redevelopment. A copy of GHD's representation is appended as Attachment 1.

#### Summary of issues raised by GHD

- Wording on condition 3 of PA2016.0009; and
- Wording on Advice section in regard to condition 3 of PA2016.0009.

#### Planning Response

GHD's representation is referring to the following condition and supporting advice on planning permit PA2016.0009:

1. **Prior to or at the time of lodgement of the building application, the height of the acoustic fence is to be ratified by a suitably qualified acoustic engineer (refer to Advice section below).**

Supporting advice to condition 3:

*Prior to the lodgement of the building application, the height of the acoustic fence is to be ratified by a suitably qualified acoustic engineer. The current plans indicate a 2.5m high acoustic fence, however, the noise assessment which was completed as part of the planning application considered the acoustic fence to be 300mm above the eave level of the adjoining property to the east (multiple dwellings at 81 Stewart Street). Taking into account the eave line of the neighbouring property the fence will need to be in excess of 3m in height. In addition, the acoustic engineer will need to take into account the design of the fence with architectural relief design methods.*

The intention of the condition from Council was to ensure the height of the acoustic fence was appropriate to ensure noise levels were acceptable for adjoining residential properties. GHD has submitted that the permit condition fails to provide flexibility and a 2.5m acoustic fence proposed as part of the submission can work effectively and comply with the acceptable noise levels stipulated within the Environmental Noise Assessment by Vipac Engineers and Scientists Pty Ltd. Within their representation, GHD state the following:

*"There is potential to maintain the proposed 2.5m high boundary wall through a combination of micro-siting of mechanical equipment, and design of related acoustic enclosures and barriers to achieve the recommended assessment criteria of 40dBA at sensitive locations for mechanical plant operations and drive through traffic, and 45dBA at sensitive locations for maximum transient noise levels generated at the air/water service point."*

It is considered a positive outcome if the acoustic fence can work effectively at a height of 2.5m. The 'visual bulk' of the fence will be noticeably reduced and appropriate separation between the service station redevelopment and the existing adjoining residential properties will remain.

GHD has recommended that condition 3 of PA2016.0009 is amended along with the supporting advice section. The proposed rewording is set out below in red.

3. **Prior to or at the time of lodgement of the building application, the height of the acoustic fence is to be ratified by a suitably qualified acoustic engineer, or alternatively the location and design of acoustic enclosures or barriers confirmed as appropriate to achieve the recommended acoustic assessment criteria (refer to Advice section below).**

Supporting advice to condition 3

*Prior to the lodgement of the building application, the height of the acoustic fence, and/or micro siting of plant and location and design of acoustic enclosures or barriers, is to be ratified by a suitably qualified acoustic engineer as achieving the recommended noise emission levels identified in the Vipac Report 421319-01 dated 16 May, 2016 and submitted with PA2016.0009.*

The rewording is supported and it is recommended that Council acting as a Planning Authority amend condition 3 and the advice section on PA2016.0009. It is noted that condition 4 of PA2016.0009 required the acoustic fence to be designed with architectural relief methods and this condition was not a point of objection in the GHD's representation.

**Representation 2 - Beverley Carey of 2/81 Stewart Street, Devonport**

Ms Carey is the owner and occupier of 2/81 Stewart Street which adjoins 83 Stewart Street and 114-116 William Street to the immediate east. Ms Carey's representation is appended as **Attachment 2**.

**Summary of issues raised by Ms Carey**

- The height, overshadowing and visual bulk of acoustic wall proposed along the boundary between Ms Carey's property and the development site;
- The proposed laneway along the eastern side boundary of 83 Stewart Street to carwash facility located at 114-116 William Street will be utilised as a thoroughfare and a traffic shortcut; and
- Concerns regarding re-sale value of property.

**Planning Response**

From the previous representation, it has been identified that the acoustic wall can be designed to a height of 2.5m and the site can still operate within tolerable noise levels. It is acknowledged the acoustic wall will overshadow Ms Carey's unit, in particular areas of private open space from mid-afternoon, however, the overshadowing impact will be similar to that of a 2.1m high boundary fence which can be erected without a planning permit (refer Limited Exemptions section of *The Devonport Interim Planning Scheme 2013* (DIPS)). Furthermore, a condition on draft planning permit PA2016.0009 requires the acoustic fence to be designed with architectural relief methods and this will mitigate the height and visual bulk of the fence.

In regard to the laneway being used as a thoroughfare and a traffic shortcut, this is considered to be highly unlikely. If the traffic is congested at the Stewart Street and William Street intersection any motorist electing to use the laneway as a shortcut will have the same congestion issues when exiting the site from either William Street or Steele Street. In relation to motorists speeding in the laneway, this will be alleviated by the width of the access strip and the constraints from the acoustic wall and service station building. Although not a requirement from Council, the developer can install traffic calming devices such as speed humps to reduce vehicle speed within this section of the site if desired.

Economic concerns regarding property valuation and re-sale of the property is not a planning consideration.

Ms Carey's representation is noted, however no additional changes to the draft amendment and planning permit are proposed.

**Representation 3 – Mrs CW Stott & Mr RJ Stott of 1/81 Stewart Street, Devonport**

Mrs Stott is the owner and occupier of 1/81 Stewart Street which adjoins 83 Stewart Street and 114-116 William Street to the immediate east. The representation is attached as **Attachment 3**.

**Summary of issues raised by Mrs CW Stott & Mr RJ Stott**

- The service station redevelopment is not an appropriate use in the Central Business zone;
- Hours of operation;
- Approval of draft amendment and permit with 'conditions';
- Unsafe and inappropriate layout;
- Neighbours amenity;
- Proposed laneway to carwash facility inappropriate; and
- Unresolved Environmental issues

**Planning Response**

The proposed service station redevelopment falls under the use class 'Vehicle fuel sales and service' under the DIPS. As the representation identifies, this particular use is 'Discretionary' within the Central Business zone subject to qualifiers. In this case, the proposal satisfies the prescribed qualifiers. The representation argues that the use is inappropriate for the zone and the zone standards fail to support the application. The development was assessed against Central Business provision 22.3.1 -*Discretionary permit use* and was found to satisfy this standard. No further comment is warranted regarding this aspect of the representation.

The service station has operated at 118 William Street well before the municipality's first planning scheme came into effect. It is agreed that the operating hours of the service station have expanded since its initial commencement and this would be common for most service stations operating in the area. In regard to controlling operating hours for the service station redevelopment, this is difficult to justify. The reasons for this are that there are no provisions in the Central Business zone regarding control of operating hours and the *Desired Future Character Statements* for the zone state that uses within this zone are likely to have extended hours of operation. Therefore, a condition restricting operating hours may not be able to be defended as a permit condition.

In regard to the representor's concerns regarding 'approval with conditions', this is considered not to be a valid argument. Planning conditions are normal for any development application and if a condition is not adhered to, civil enforcement proceedings can be initiated.

The layout of the service station redevelopment has been assessed against the applicable provisions in the DIPS and has been found to satisfy these standards. This includes the proposed laneway to the carwash facility at 114-116 William Street. As part of the application package, a Traffic Impact Assessment has been submitted and Council's City Infrastructure & Works Department has issued an 'In Principle Agreement for Roads and Stormwater' which forms part of the planning permit approval.

Amenity concerns from the acoustic wall have been previously addressed and as this property adjoins the same boundary, as a result, no additional comments are required.

Report to Council meeting on 26 September 2016

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The unresolved environmental issue regarding the nuisance of the car wash to adjoining neighbouring properties is noted but not relevant to the outcome of this draft amendment and permit application.

Mr RJ Stott & Mrs CW Stott's representation is to be noted, however no additional changes to the draft amendment and planning permit are proposed.

**FINANCIAL IMPLICATIONS**

There are no financial implications associated with this report.

**CONCLUSION**

Following a detailed assessment of the representations received, it is recommended that condition 3 of PA2016.0009 be reworded and the supporting advice for this condition also be changed.

It is important to note that regardless of the Planning Authority's determination following consideration of the matters set out in this report the final decision will be made by the Tasmanian Planning Commission after a hearing is conducted and associated parties invited to provide evidence to assist in the decision.

**ATTACHMENTS**

1. Representation - GHD
2. Representation - Beverley Carey
3. Representation - CW & RJ Stott
4. Website - Public Notice - AM2016.02 & PA2016.0009

**RECOMMENDATION**

That Council:

- (a) forward a copy of this report to the Tasmanian Planning Commission in accordance with the requirements of Section 39 of the *Land Use Planning and Approvals Act 1993*; and
- (b) amend Planning Permit PA2016.0009 for Vehicle Fuel Sales and Service (Service Station redevelopment – including demolition) – Assessment against Performance Criteria under clause 22.3.1, 22.4.2, 22.4.5 & Sign Code (E7) by modifying condition 3 and applicable advice to read as follows:
  3. Prior to or at the time of lodgement of the building application, the height of the acoustic fence is to be ratified by a suitably qualified acoustic engineer, or alternatively the location and design of acoustic enclosures or barriers confirmed as appropriate to achieve the recommended acoustic assessment criteria (refer to Advice section below).

Prior to the lodgement of the building application, the height of the acoustic fence, and/or micro siting of plant and location and design of acoustic enclosures or barriers, is to be ratified by a suitably qualified acoustic engineer as achieving the recommended noise emission levels identified in the Vipac Report 421319-01 dated 16 May, 2016 and submitted with PA2016.0009.

Author:	Alex Mountney	Endorsed By:	Brian May
Position:	Cadet Planner	Position:	Development Manager





19 August 2016

Paul West  
General Manager  
Devonport City Council  
17 Fenton Way  
DEVONPORT TAS 7310

Our ref: 32/17088  
Your ref: 65090

Dear Paul

**AM2016.02 Rezoning from General Residential to Central Business  
83 Stewart Street, Devonport and PA2016.0009**

I refer to the public notification of the above matter on 30 July, 2016 and submit the following representation on behalf of IASM Pty Ltd with respect to proposed permit condition 3. The condition currently states:

3. *Prior to or at the time of lodgement of the building application, the height of the acoustic fence is to be ratified by a suitably qualified acoustic engineer (refer to Advice section below).*

*Advice: The following is provided for information purposes:*

*Prior to the lodgement of the building application, the height of the acoustic fence is to be ratified by a suitably qualified acoustic engineer. The current plans indicate a 2.5m high acoustic fence, however, the noise assessment which was completed as part of the planning application considered the fence to be 300mm above the eave level of the adjoining property to the east (multiple dwellings at 81 Stewart Street). Taking into account the eave line of the neighbouring property the fence will need to be in excess of 3m in height. In addition, the acoustic engineer will need to take into account the design of the fence with architectural relief design methods.*

It is submitted that the permit condition and advice does not provide sufficient flexibility in the design and assessment process for retention of a 2.5m high wall as proposed in the submitted plans. There is potential to maintain the proposed 2.5m high boundary wall through a combination of micro-siting of mechanical equipment, and design of related acoustic enclosures and barriers to achieve the recommended assessment criteria of 40dBA at sensitive locations for mechanical plant operations and drive through traffic, and 45dBA at sensitive locations for maximum transient noise levels generated at the air/water service point.

A recommended alternative wording of condition 3 is proposed as follows:

3. *Prior to or at the time of lodgement of the building application, the height of the acoustic fence is to be ratified by a suitably qualified acoustic engineer, or alternatively the location and design of acoustic enclosures or barriers confirmed as appropriate to achieve the recommended acoustic assessment criteria (refer to Advice section below).*

It is also submitted that the advice statement can be simplified. Reference needs to be made in the advice to the alternative option of designing the barriers and/or enclosures to achieve the recommended dBA levels. The recommended additional text is provided (in red), and the further advices in relation to the height of the wall relative to the eaves height of the adjacent properties should be deleted.

*Advice:*

*Prior to the lodgement of the building application, the height of the acoustic fence, and/or micro siting of plant and location and design of acoustic enclosures or barriers, is to be ratified by a suitably qualified acoustic engineer as achieving the recommended noise emission levels identified in the Vipac Report 421319-01 dated 16 May, 2016 and submitted with PA2016.0009.*

Should further information be required please do not hesitate in contacting me.

Sincerely  
GHD Pty Ltd



**Alex Brownlie**  
Principal Planner  
03 6210 0701

25/08/2016 D436263

2/81 Stewart Street  
Devonport TAS 7310

24 August 2016

The Devonport City Council  
Fenton Way  
Devonport TAS 7310

Dear Sir/Madam,

**Re: Re-zoning of 83 Stewart St, Devonport and associated proposed Service Station alterations**

I have now lived at 2/81 Stewart Street for over 18 years. My late husband and I moved to this area as we were 'down-sizing' from our large family home. It also brought us closer to family in the area. When we moved in we were surrounded by other residential properties – i.e. 83 Stewart Street and a property that's now the location of the car wash in William Street. My home is now in danger of being brought closer to a commercial zone through stealth.


Given the proposals relating to the service station development, it would now appear that the block at 83 Stewart will become the new shop of the proposed re-development with a lane-way running along my boundary fence. I've been advised that an acoustic wall is also planned along my boundary fence which could be in excess of 3 metres high. This poses a significant concern in terms of the shade effect this will create on my property. In addition, the composition and appearance of this wall are also a concern. I certainly would not like to feel like I've been placed behind the walls of a prison.

The proposed lane-way itself is also a concern given the number of vehicles who already use the vacant block at 83 Stewart and the path from the car wash through Hungry Jacks as a thoroughfare to avoid traffic lines at the Steele and William Streets roundabout. Unless there is some way of controlling the amount and speed of traffic through this proposed lane-way, it may only serve to promote use of this facility as a thoroughfare.

I also have further concerns around detrimental effects on the re-sale value of my property if the proposed development goes ahead and will explore possible compensation measures if necessary.

As such, I would like to be further informed on exact details and nature of the proposed acoustic wall before any final decisions are made along with any other significant changes/alterations that may impact me and my property.

Yours sincerely,



Beverley J Carey

The General Manager  
Devonport City Council

Dear Sir,

*Devonport Interim Planning Scheme 2013* (DIPS) and associated S.43A permit:  
Draft Amendment AM2016.02

Thank you for allowing the opportunity to provide a representation on the proposal to rezone the land next door at 83 Stewart Street to allow a service station.

Having reviewed the application documents and the Devonport Interim Planning Scheme and held discussions with planning staff it is clear the proposed development is not appropriate.

The Central Business zone is not intended for a Service Station that is why a service station is not a permitted use. Even as a discretionary use the Zone Standards do not support it. The term "fuel sales" in the application misrepresents the principal activity at a service station. The principal activity at a service station is the refueling of motor vehicles. Refueling of motor vehicles does not align with grocery or general retailing or with any of the other services listed in the discretionary permit use in the planning scheme. (see table below).

**22.3.1 Discretionary permit use**

<p><b>Objective:</b></p> <p>Use in the Central Business zone is to -</p> <p>(a) provide for the routine requirements of local residents for grocery and general retailing, personal care, business, professional and refreshment services;</p> <p>(b) offer a higher order of complexity and sophistication in business, retail, community; and professional services to residents and visitors of the municipal area and the region;</p>
-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Refueling of motor vehicles is not a permitted or discretionary use for this zone. The planning scheme provides other zones suitable for these types of activities. The application should not be approved as it is in contravention to the intended use of the Central Business zone in the scheme.

**HOURS OF OPERATION**

The Service Station operated under the previous planning scheme as a non-conforming use in a Residential Zone. During this time the operations at this site were intensified by extending trading to 24 hours a day. This appears to have been done without any request to, or approval of the Council. To assume that the existing hours of operation should now transfer over to an expanded development is not appropriate. Any operations at the site should not be permitted to extend beyond reasonable business hours.

## APPROVAL WITH CONDITIONS

The application suggests that *“ameliorating impacts on the neighbouring residential properties ... can be dealt with by permit conditions.”*

If the rezoning and development was approved [with conditions] there would be no guarantee for the neighbors that these conditions would be continually adhered to. The existing car wash has already been pulled up for operating outside the permitted hours of operation (refer to attached correspondence). Permit conditions have been ignored in the past and provide no guaranteed assurance for neighbors.

## UNSAFE AND INAPPROPRIATE LAYOUT

The layout of the development is not compatible with the neighboring area with the proposed Loading and Service yard directly adjacent to the neighbor's outdoor living area. Note that the proposed wall is not sound proof (ie it only attenuates the sound). The reverberation of sound from the solid walls and the potential for the headlights of turning vehicles accessing from Stewart Street to shine onto private residences are both a concern. The fuel filling point is closer to the residences than with the existing operation with the prevailing wind directing the fumes towards the residential area.

The site design does not embrace the principles of CPTED (crime prevention through environmental design) eg the building has no windows on the east elevation to provide passive surveillance of the laneway.

## NEIGHBOURS AMENITY

Overshadowing is another major concern - the recommended 3.0m high wall will prevent valuable winter sunlight into the living areas of the adjacent villa units. There is likely to be a reduction of at least 2 hours of vital winter sunlight if the wall is constructed as proposed. A major reduction in overall natural light into the home units is very disturbing, particularly for elderly residents who spend the majority of time in and around the home.

## ROADWAY

The 4.0m wide roadway parallel and abutting the neighboring outdoor living areas should not be allowed. It appears to only be included to provide a fast track to the Car Wash and adjacent Drive Thru Takeaway outlet. The Car Wash was approved as a stand-alone “Commercial Premises” with access and egress from William Street. The takeaway outlet has adequate access already. The 4.0m wide roadway should not be included.

## OTHER CONCERNS

The use of the residential (Stewart St) for large fuel tankers to access the site should not be acceptable. Major roads (ie William St) are provided for this type of activity not minor streets like Stewart Street.

## UNRESOLVED ENVIRONMENTAL ISSUES

There is still the unresolved matter of the environmental nuisance created by the car wash which is referred to in the attached correspondence. This too is an example of why refueling and vehicle maintenance activities need to be remote from residential properties. The use of the existing car wash to support the application for an extended service station is not valid while the unresolved environmental matter remains outstanding.

## SUMMARY

Clearly the development is not compatible with the neighboring residential area. A development that requires a 3.0m high blockwork wall as a barrier plainly shows that the activities on either side of the wall are not compatible.

If the Planning Authority believes the Central Business zoning is appropriate for refueling of motor vehicles, then an appropriate (non-physical) barrier needs to be in place i.e. not a 3m high wall. An acceptable barrier would be - retaining the existing General Residential Zone of 83 Stewart Street. This would provide the necessary barrier and would allow for appropriate treatment between the two incompatible activities.

## CONCLUSION

The development is not compatible with the neighboring residential area. The zoning does not support a service station as the refueling of motor vehicles is not a permitted or discretionary use in the Central Business zone.

We implore the Council to reject the rezoning of 83 Stewart Street and; not to approve any further expansion of the service station in the Central Business zone.

Yours Sincerely

Mrs C.W. Stott and Mr R. J. Stott

Unit 1  
81 Stewart Street  
DEVONPORT

25 August 2016



Unit 1  
81 Stewart Street  
DEVONPORT TAS 7310

11 February 2014

General Manager  
Devonport City Council  
44-48 Best Street  
DEVONPORT TAS 7310

Dear Sir

I want to bring to your attention that the Car Wash in William Street is operating until 3 o'clock in the morning. The latest that they were permitted to open was 11pm. Can something be done about this? It is causing a continual disturbance.

Of equal concern is the spray that continually drifts and settles on the roofs of our home units. The chemicals in the spray have caused lichen to grow rapidly. See photo. As the nearest neighbours we are coping the worst of it, but even our neighbours in the other units have some growing. Surely this spray drift is an environmental nuisance that needs to be addressed? I was thinking of going to the Environmental Protection Authority. But can Council please do something do about this?

Yours Sincerely

Mrs C.W. Stott

P.S. Could this letter be passed onto the Mayor and Alderman so they know what is going on? Thank You.





## Devonport City Council

# PUBLIC NOTICE

### **NOTICE OF PUBLIC EXHIBITION OF DRAFT AMENDMENT TO THE DEVONPORT INTERIM PLANNING SCHEME 2013 AND ASSOCIATED PERMIT – LAND USE PLANNING AND APPROVALS ACT 1993, S.38 & S.43F**

Notice is hereby given of the public exhibition of the following draft amendment to the *Devonport Interim Planning Scheme 2013* (DIPS) and associated S.43A permit:

Draft Amendment AM2016.02 seeks to:

- Rezone 83 Stewart Street, Devonport (CT 216837/2) from General Residential to Central Business

The associated planning application, PA2016.0009 at 83 Stewart Street, 114-116 William Street and 118 William Street Devonport allows for:

- Service Station Redevelopment (including demolition) – assessment against performance criteria under clause 22.3.1, 22.4.2 and 22.4.5 and Sign Code (E7).

The application documents can be inspected at the Council Offices located at 17 Fenton Way, Devonport during ordinary office hours. The details are also available on Council's website [www.devonport.tas.gov.au](http://www.devonport.tas.gov.au).

In accordance with S. 39(1) & S.43F of the *Land Use Planning & Approvals Act 1993* representations in relation to the draft amendment and permit may be submitted to the General Manager, Devonport City Council, PO Box 604, Devonport or by email to [council@devonport.tas.gov.au](mailto:council@devonport.tas.gov.au) on or before 27 August 2016.

Dated 30 July 2016

Paul West  
GENERAL MANAGER





## Devonport City Council Planning Permit

**Permit Number:** PA2016.0009 (32205)  
AM2016.02 (32208)

**Development Address:** 114-116 & 118 William Street Devonport  
83 Stewart Street Devonport

**Applicant Details:** GHD Pty Ltd obo IASM Investments Pty Ltd  
2 Salamanca Square  
Hobart 7000

**This Permit allows for:** Vehicle Fuel Sales and Service (site redevelopment) and rezoning from General Residential to Central Business

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**The following conditions apply to this permit:**

1. Unless altered by subsequent conditions of this permit the service station redevelopment is to be generally developed in accordance with the submitted plans and documentation referenced as:
  - Development Plans referenced as: *Project Devonport – TAS, 114-118 William Street, CNR Stewart Street* (Project No. 66158) by Richmond + Ross Pty Ltd; and
  - Planning Submission by GHD obo IASM investments Pty Ltd dated May 2016 (including Traffic Impact Assessment & Noise Assessment)
2. The developer is to comply with Council's In-Principle Agreement for Roads and Stormwater dated 24/06/2016.
3. Prior to or at the time of lodgement of the building application, the height of the acoustic fence is to be ratified by a suitably qualified acoustic engineer (refer to Advice section below).
4. The acoustic fence on the eastern side boundary is to be designed with architectural relief design methods. Details regarding this are to be submitted prior to or at the time of the building application being lodged (refer to Advice section below).
5. The developer is to comply with the conditions contained in the Submission to Planning Authority Notice which TasWater has required to be included in the planning permit, pursuant to section 56P(1) of the *Water and Sewerage Industry Act 2008*.

Advice: The following is provided for information purposes.

Prior to the lodgement of the building application, the height of the acoustic fence is to be ratified by a suitably qualified acoustic engineer. The current plans indicate a 2.5m high acoustic fence, however, the noise assessment which was completed as part of the planning application considered the acoustic fence to be 300mm above the eave level of the adjoining property to the east (multiple dwellings at

Signed _____
Dated _____

81 Stewart Street). Taking into account the eave line of the neighbouring property the fence will need to be in excess of 3m in height. In addition, the acoustic engineer will need to take into account the design of the fence with architectural relief design methods.

The developer is to take all reasonable steps during construction works and use of the premises to minimise off site environmental effects occurring that might result in a nuisance. This includes air and noise pollution and does not allow for burning of any waste materials.

The developer is to dispose of any asbestos found during demolition in accordance with the Workplace Tasmania "Guidelines for Safe Disposal of Asbestos".

If the existing underground fuel tank/s are to be decommissioned, it is to be done in accordance with the *Environmental Management & Pollution Control (Underground Petroleum Storage Systems) Regulations 2010*. Soil sampling is to be undertaken around the tanks to ensure there has been no further contamination and a decommissioning report is to be provided to Council in accordance with the Regulations. If the existing tanks are to remain then all care is to be taken to alleviate any potential damage to the tanks and its surrounds. If any breach occurs then the developer is to contact Worksafe Tasmania and the Environmental Health Department of Council.

**THIS IS NOT A DEMOLITION, BUILDING OR PLUMBING PERMIT.**

You need to provide a copy of this planning permit to a registered Tasmanian Building Surveyor. WORK CANNOT COMMENCE UNTIL BUILDING AND PLUMBING PERMITS ARE ISSUED.

In regard to condition 5 the applicant/developer should contact TasWater – Ph 136 992 with any enquiries.

In regard to condition 2 the applicant should contact Council's City Infrastructure Department – Ph 6424 0511 with any enquiries.

Enquiries regarding other conditions can be directed to Council's Development & Health Services Department – Ph 6424 0511.

\*\*\*\*\*

Approved by Council at its meeting held on 25 July 2016 - Res No. 4.1

Signed	_____
Dated	_____

<b>WHAT HAS BEEN DECIDED?</b>
<p>The Planning Authority has issued a planning permit. This notice sets out on the reverse side what the permit allows and what conditions must be met. You may also need a Building Permit - please check with the Building Surveyor.</p>
<b>WHEN DOES A PERMIT BEGIN?</b>
<p>A permit takes effect on the last date provided by the following:</p> <ol style="list-style-type: none"> <li>a. where there is no right of appeal - on the day on which it is granted; or</li> <li>b. where there is a right of appeal - fourteen days after the this notice is served; or</li> <li>c. where an appeal has been lodged - when the appeal is determined or abandoned; or</li> <li>d. when any other approvals under any Act have been granted.</li> </ol> <p>If you are unsure whether a right of appeal exists please check with a Planning Officer.</p>
<b>WHEN DOES A PERMIT EXPIRE?</b>
<p>A permit lapses two years from the date on which it was granted if the use or development has not substantially commenced.</p>
<b>WHAT ABOUT APPEALS?</b>
<ul style="list-style-type: none"> <li>• The applicant may appeal against any condition in the permit within 14 days after the day on which this notice was served on the applicant.</li> <li>• Any person who has made a representation concerning the application may appeal against the decision to grant the permit within 14 days after the day on which notice of this permit was served on that person.</li> <li>• An appeal must be lodged with the <ul style="list-style-type: none"> <li><b>Resource Management &amp; Planning Appeal Tribunal</b></li> <li>Address: G.P.O. Box 2036, HOBART TAS 7001 or 144-148 Macquarie Street, Hobart</li> <li>Web: <a href="http://www.rmpat.tas.gov.au">www.rmpat.tas.gov.au</a></li> <li>Email: <a href="mailto:rmpat@justice.tas.gov.au">rmpat@justice.tas.gov.au</a></li> <li>Telephone: 03 6165 6794</li> </ul> </li> <li>• Appeal forms can be obtained at the planning counter or directly from the Tribunal.</li> <li>• A fee is payable when making an appeal. Please check with a Planning Officer or the Tribunal for details.</li> </ul>

<b>4.0 PLANNING AUTHORITY MATTERS</b>
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**4.1 AM2016.02 REZONING FROM GENERAL RESIDENTIAL TO CENTRAL BUSINESS - 83 STEWART STREET DEVONPORT AND PA2016.0009 - VEHICLE FUEL SALES AND SERVICE (SERVICE STATION REDEVELOPMENT) - 83 STEWART STREET, 114-116 WILLIAM STREET AND 118 WILLIAM STREET DEVONPORT (D428828)**

**132/16 RESOLUTION**

MOVED: Ald Emmerton

SECONDED: Ald Rockliff

That Council:

- agree to certify AM2016.02 to Rezone 83 Stewart Street, Devonport (CT 216837/1) from General Residential to Central Business;
- place AM2016.02 on public exhibition in accordance with the provisions of the *Land Use Planning and Approvals Act, 1993*; and
- approve development application PA2016.0009 for Vehicle Fuel Sales and Service (Service Station redevelopment – including demolition) – Assessment against Performance Criteria under clause 22.3.1, 22.4.2, 22.4.5 & Sign Code (E7) in accordance with the *Land Use Planning and Approvals Act 1993*, subject to the following conditions:
  1. Unless altered by subsequent conditions of this permit the service station redevelopment is to be generally developed in accordance with the submitted plans and documentation referenced as:
    - Development Plans referenced as: *Project Devonport – TAS, 114-118 William Street, CNR Stewart Street (Project No. 66158)* by Richmond + Ross Pty Ltd; and
    - Planning Submission by GHD obo IASM investments Pty Ltd dated May 2016 (including Traffic Impact Assessment & Noise Assessment)
  2. The developer is to comply with Council's In-Principle Agreement for Roads and Stormwater dated 24/06/2016.
  3. Prior to or at the time of lodgement of the building application, the height of the acoustic fence is to be ratified by a suitably qualified acoustic engineer (refer to Advice section below).
  4. The acoustic fence on the eastern side boundary is to be designed with architectural relief design methods. Details regarding this are to be submitted prior to or at the time of the building application being lodged (refer to Advice section below).
  5. The developer is to comply with the conditions contained in the Submission to Planning Authority Notice which TasWater has required to be included in the planning permit, pursuant to section 56P(1) of the *Water and Sewerage Industry Act 2008*.

Advice: The following is provided for information purposes.

Prior to the lodgement of the building application, the height of the acoustic fence is to be ratified by a suitably qualified acoustic engineer. The current plans indicate a 2.5m high acoustic fence, however, the noise assessment which was completed as part of the planning application considered the

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acoustic fence to be 300mm above the eave level of the adjoining property to the east (multiple dwellings at 81 Stewart Street). Taking into account the eave line of the neighbouring property the fence will need to be in excess of 3m in height. In addition, the acoustic engineer will need to take into account the design of the fence with architectural relief design methods.

The developer is to take all reasonable steps during construction works and use of the premises to minimise off site environmental effects occurring that might result in a nuisance. This includes air and noise pollution and does not allow for burning of any waste materials.

The developer is to dispose of any asbestos found during demolition in accordance with the Workplace Tasmania "Guidelines for Safe Disposal of Asbestos".

If the existing underground fuel tank/s are to be decommissioned, it is to be done in accordance with the *Environmental Management & Pollution Control (Underground Petroleum Storage Systems) Regulations 2010*. Soil sampling is to be undertaken around the tanks to ensure there has been no further contamination and a decommissioning report is to be provided to Council in accordance with the Regulations. If the existing tanks are to remain then all care is to be taken to alleviate any potential damage to the tanks and its surrounds. If any breach occurs then the developer is to contact Worksafe Tasmania and the Environmental Health Department of Council.

	For	Against		For	Against
Ald Martin	✓		Ald Laycock	✓	
Ald Emmerton	✓		Ald Milne	✓	
Ald Goodwin	✓		Ald Perry	✓	
Ald Jarman	✓		Ald Rockliff	✓	

CARRIED UNANIMOUSLY

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**4.1 AM2016.02 REZONING FROM GENERAL RESIDENTIAL TO CENTRAL BUSINESS - 83 STEWART STREET DEVONPORT AND PA2016.0009 - VEHICLE FUEL SALES AND SERVICE (SERVICE STATION REDEVELOPMENT) - 83 STEWART STREET, 114-116 WILLIAM STREET AND 118 WILLIAM STREET DEVONPORT**

File: 32208 D428828

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**RELEVANCE TO COUNCIL'S PLANS & POLICIES**

Council's Strategic Plan 2009-2030:

- Strategy 2.1.1 Apply and review the Devonport Interim Planning Scheme as required, to ensure it delivers local community character and appropriate land use
- Strategy 2.1.2 Provide high quality, consistent and responsive development assessment and compliance processes
- Strategy 2.1.3 Work in partnership with neighbouring councils, State Government and other key stakeholders on regional planning and development issues

**SUMMARY**

An application has been lodged for a combined amendment and development application under Section 43A of the *Land Use Planning and Approvals Act 1993* (the Act). Council's role as a Planning Authority is to determine whether to certify planning scheme amendment (AM2016.02) and grant a planning permit (PA2016.0009) for the redevelopment of the service station.

**BACKGROUND**

Planning Instrument:	<i>Devonport Interim Planning Scheme 2013</i>
Applicant:	GHD obo IASM Investments Pty Ltd
Owner:	Fernbank Way Pty Ltd
Proposal:	Rezoning from General Residential to Central Business
Existing Use:	Vacant Land, Service Station & Car Washing Facility
Zoning:	Central Business and General Residential
Decision Due:	3 <sup>rd</sup> August 2016

**OVERVIEW OF SECTION 43A APPLICATION**

The application is for a combined amendment and development application lodged under Section 43A of the Act. This section of the Act allows for a request to be made for an amendment to a planning scheme and at the same time a request to be made for a permit for a use or development that could not otherwise be granted without the approval of that amendment. The application for use or development is determined as if the planning scheme has been amended as requested. The permit cannot be granted if the amendment is refused although the permit can be refused even if the amendment is approved.

It is noted the former provisions of the Act apply to this combined application as the *Devonport Interim Planning Scheme 2013* (DIPS) was in force prior to the commencement

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of the *Land Use Planning and Approvals Amendment (Tasmanian Planning Scheme Act) 2015*.

**SITE DESCRIPTION**

The rezoning component of the combined application relates to 83 Stewart Street which is identified as Certificate of Title (CT) 216837/2.

This lot has an area of 602m<sup>2</sup> and is currently vacant land. Previously the site accommodated a single dwelling however this was approved for demolition by Council in 2013 and has since been removed. The site is immediately surrounded by residential units to the east, a service station to the west and a carwash facility to the south.

A current picture of the site and land title is reproduced below and on the next page as Figure 1 and 2.



**Figure 1 – Photo of 83 Stewart Street, Devonport**

Photo taken 12 July 2016 (Alex Mountney)

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Figure 2 – Title Plan of 83 Stewart Street, Devonport  
(The LIST)

The development application component relates to three properties, these being:

- 83 Stewart Street, Devonport (CT 216837/1);
- 118 William Street, Devonport (CT 232817/1); and
- 114 -116 William Street, Devonport (CT 149026/1)

118 William Street is a corner allotment located on the south-east corner of the William Street and Stewart Street intersection. The property has an area of 797m<sup>2</sup> and located on the site is an active service station that is currently franchised by Caltex. The service station is accessed from both William Street and Stewart Street.

A current picture of the site and land title is reproduced below and on the next page as Figure 3 and 4.

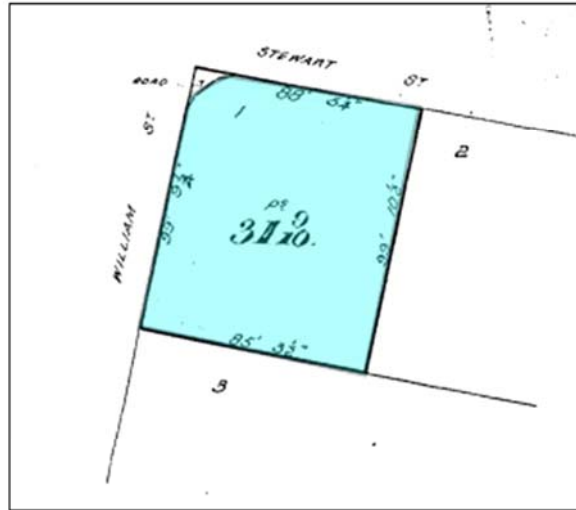


Figure 3 – Image of 118 William Street, Devonport

Photo taken 12 July 2016 (Alex Mountney)



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**Figure 4 – Title Plan of 118 William Street, Devonport**  
(The List)

114-116 William Street has an area of 1,957m<sup>2</sup> and is located on the eastern side of William Street. The property is accommodated by a carwash facility which was constructed in the early 2000s. In addition, the site also provides access to Hungry Jacks which is located at 112 William Street, Devonport.

A current picture of the site is reproduced as Figure 5 below with a copy of the title reproduced as Figure 6.



**Figure 5 – Image of 114-116 William Street, Devonport**

Photo taken 13 July 2016 (Alex Mountney)

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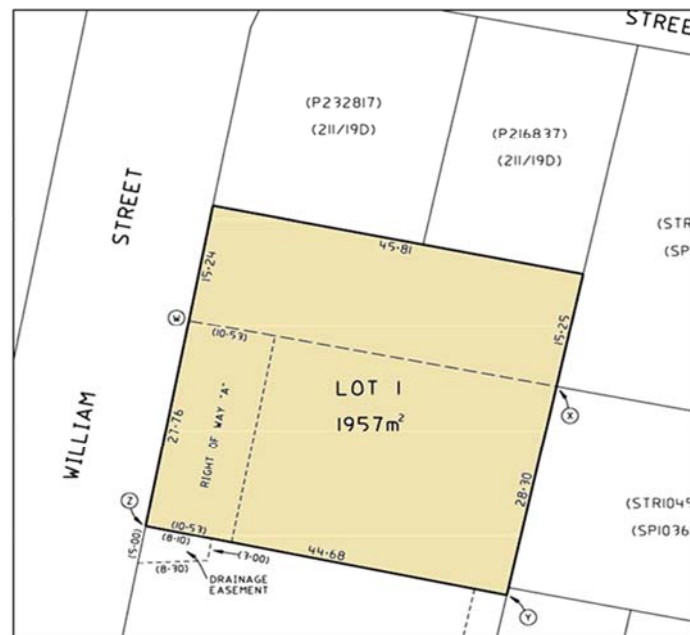


Figure 6 – Title Plan of 114-116 William Street, Devonport (The List)  
(The List)

#### COMMENTARY

The report will first investigate the merits of the rezoning amendment and then assess the development application.

#### Rezoning Request

83 Stewart Street is currently zoned General Residential. This application is requesting to change the zoning of this particular property to Central Business. If approved, the proposed amendment will facilitate the redevelopment of the existing service station currently located within title boundaries of 118 William Street.

A zoning map illustrating the current zoning of 83 Stewart Street and surrounding properties (including the properties subject to the development application component) is reproduced as Figure 7.

GHD (the applicant) has provided a comprehensive assessment on the amendment component of the application. This has addressed the objectives and desired future character statements of the site in relation to Central Business zone. This has been further supported by a Traffic Impact Assessment (TIA) and an Environmental Noise Assessment. GHD has also provided an assessment of the proposal against the applicable provisions of the following documents:

- *Devonport Strategic Plan 2009-2030*
- *Devonport Retail Study 2008; and*
- *Cradle Coast Regional Land Use Planning Framework*

Comments in relation to these items have been thoroughly examined by Council's Development Assessment Review Team (DART) and they can be accepted in their entirety.

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Another fundamental aspect of the rezoning component of the application is to address any applicable State Policies and to assess whether the amendment is consistent with Part 1 of Schedule 1 of the Act (Resource Management and Planning System) and Part 2 of Schedule 1 of the Act (Planning Process Objectives). The supporting submission by GHD has addressed these matters and they can be supported without modification.

A full copy of the GHD's submission is appended as **Attachment 1**.

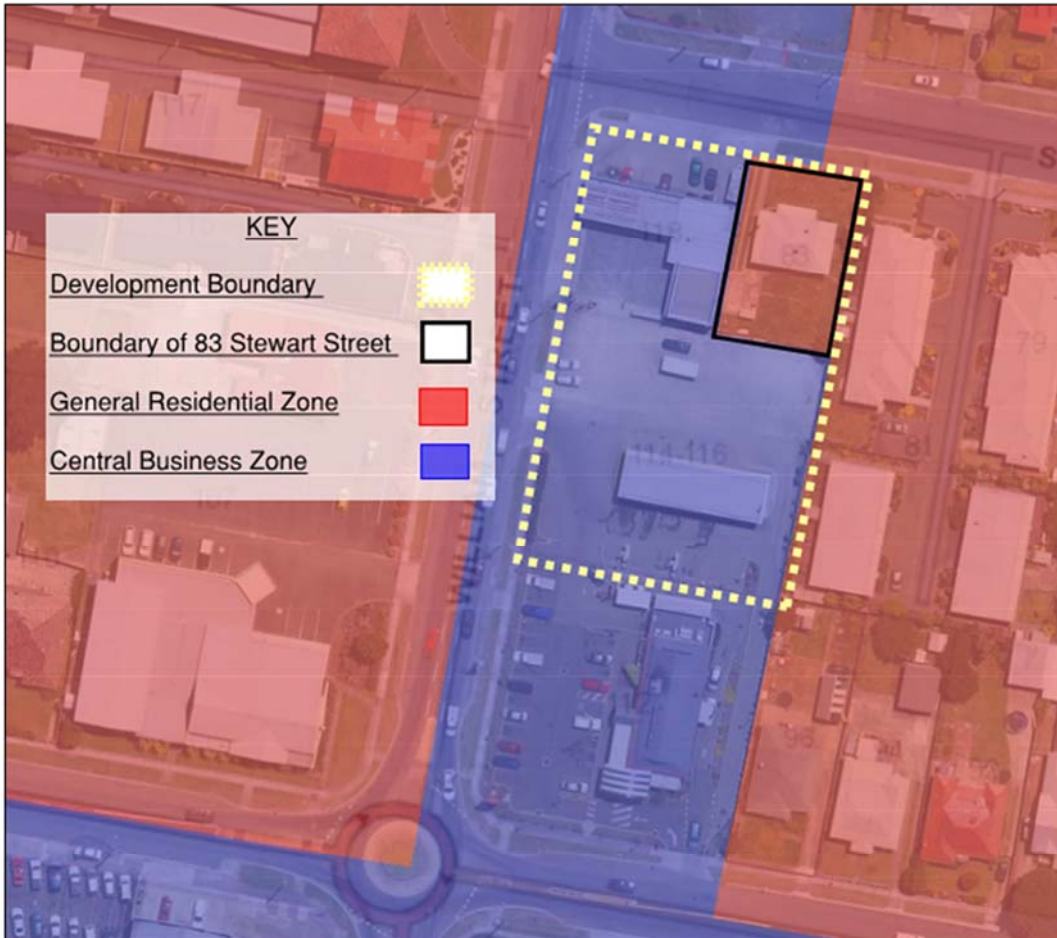


Figure 7 – Current zoning map and outline of development boundary for proposed permit application  
(The List)

**DEVELOPMENT APPLICATION**

This section of the report will assess the development component of the application.

For information purposes 'the site' will be referred to as all three properties subject to this development application (83 Stewart Street, 114-116 William Street and 118 William Street).

**APPLICATION DETAILS**

The proposal involves the redevelopment of the site to establish a service station and associated retail. An excerpt from GHD's submission reproduced as Figure 8 below details

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the specific proposal details. The proposed development plans are appended as **Attachment 2**.

**6.1.2 Use and Development**

The proposal involves the redevelopment of the site to establish a service station and associated shop.

Development associated with the proposal specifically involves the following:

- Demolition of the existing service station building containing the sales service counter and related retail shop, the attached canopy, and removal of the bowsers and underground tanks and existing pylon sign.
- A new single building on the western side of the site which will incorporate a shop associated with the service station.
- The existing service station operating 24 hours per day, 7 days per week will continue for the redeveloped facility.
- The shop will comprise an area of 247m<sup>2</sup>. The shop comprises a service counter, office and amenities, cool room and store, display cabinets for drinks and pre-prepared food, coffee dispenser, and shelving for a limited range of convenience shopping lines such as chips, biscuits, chocolates, magazines, and the like.
- The fuel bowsers will be located more centrally and configured in a north south alignment across the site.
- A T-shaped 5.5-metre-high canopy will be constructed to provide shelter over the fuel bowsers and the walkway to the service station shop.
- Lighting is provided under the awnings; and some low level garden lighting . There is usually a light in the coral for security reasons.
- The proposal will also involve the replacement of the underground fuel storage tanks. Three new tanks will be installed directly to the west of the shop.
- Access to the site will be provided via Williams and Stewart Streets, with tanker ingress and egress occurring from Stewart Street only. An access to the adjacent car wash will be provided from Stewart Street via an access lane to the rear of the proposed service station building.

**6.1.3 Proposed Signage**

The proposed signage includes:

- 1 x pylon sign. The sign dimensions comprise 9m height, 2.2m wide and comprising various advertising panels including Caltex and star mart logos and name, food tenant and fuel price information.
- 1 x street promo sign. The sign dimensions comprise 2.3m height x 1.29m wide.
- 2 x wall promo signs. The sign dimensions comprise 2.0m height x 1.2m wide, and 1.0m height x .8m wide.
- 1 x food tenancy sign (wall sign). The sign dimension comprises 2.7m x 1.2m on the western elevation of the building.
- 5 x directional signs (ground based signs). The sign dimensions comprise .86m x 0.6m.

**Figure 8 -Application proposal details provided by GHD**  
(GHD, 2016, p.24)

### PLANNING ISSUES

Clause 8.2.1 of the DIPS states that each use and development must be categorised into one of the use classes prescribed within Table 8.2.

In this case, the proposed service station redevelopment falls under the use class 'Vehicle fuel sales and service'. This use is defined under the DIPS as the following:

*"use of land primarily for the sale of motor vehicle fuel and lubricants, and if the land is so used, the use may include the routine maintenance of vehicles. An example is a service station."*

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A service station is further detailed as:

*"...use of land to sell motor vehicle fuel from bowsers, and vehicle lubricants and if such use is made of the land, includes:*

- (a) selling or installing of motor vehicle accessories or parts;*
- (b) selling of food, drinks and other convenience goods;*
- (c) hiring of trailers; and*
- (d) servicing or washing of motor vehicles."*

GHD has also stated within their submission that the development also falls under the use category 'General retail and hire'. This use is defined under the DIPS as the following:

*"use of land for selling goods or services, or hiring goods. Examples include an adult sex product shop, amusement parlour, beauty salon, betting agency, commercial art gallery, department store, hairdresser, market, primary produce sales, shop, shop front dry cleaner, supermarket and video shop"*

(DIPS, 2016)

It is considered the 'General retail and hire' aspect of the proposal is most likely ancillary to the 'Vehicle fuel sales and service' as the small service shop will provide a limited range of convenience goods that are typically associated with a service station use. This is reiterated by clause 8.2.2 of the DIPS which states:

*"A use or development that is directly associated with and a subservient part of another use on the same site must be categorised into the same use class as that other use."*

(DIPS, 2016)

Within the Central Business zone the use 'Vehicle fuel sales and service' is 'Discretionary'. Council acting as a *Planning Authority* can either approve or refuse a 'Discretionary' use.

It is acknowledged that the service station is an existing use at 118 William Street however as the proposal is an intensification and located over additional property titles it cannot be treated as a 'Permitted' development as prescribed under clause 9.2 of the DIPS - *Development for Existing Discretionary Uses*.

GHD has provided a detailed assessment of the development application against the applicable provisions prescribed within the DIPS. These include the Central Business zone development standards and Development Codes.

Through detailed analysis and examination of GHD's submission and plans the proposal has complied with most of the applicable Acceptable Solutions. For example, the amount of car parking spaces provided for the development complies with the standards prescribed within the Traffic Generating Use and Parking Code (E9). However, the following development standards prescribed throughout the DIPS have not met the Acceptable Solutions.

**Central Business Development Standards**

22.3.1 (A1) - *Discretionary Permit Use*

22.4.2 (A2) - *Location & Configuration of Development: and*

22.4.5 (A1) - *Setback from Zone Boundaries; and*

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**Code Development Standards**

**E7.6 (A1) - Development Standards for Sign Code**

Because the Acceptable Solutions has not been met for these standards they are required to be tested against the corresponding Performance Criteria. These standards are reproduced below along with supporting commentary from GHD, where required additional comments have been provided.

**Zone Standards**

22.3.1 Discretionary permit use	
<b>Objective:</b>	
Use in the Central Business zone is to –	
<ul style="list-style-type: none"> <li>(a) provide for the routine requirements of local residents for grocery and general retailing, personal care, business, professional and refreshment services;</li> <li>(b) offer a higher order of complexity and sophistication in business, retail, community; and professional services to residents and visitors of the municipal area and the region;</li> <li>(c) provide for office activity as the preferred use on land within Area "A"; and</li> <li>(d) complement and enhance the drawing power of core retail and business services to increase attraction, cohesion, viability, and vitality of Devonport as a regional activity centre.</li> </ul>	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>
<b>A1</b>	<b>P1</b>
There is no acceptable solution	Discretionary permit use must – <ul style="list-style-type: none"> <li>(a) be consistent with local area objectives;</li> <li>(b) be consistent with any applicable desired future character statement for the zone; and</li> <li>(c) be required to service requirements of the local, municipal or regional resident and visitor population</li> </ul>

**Figure 9 – Development Standard 22.3.1 (A1 & P1) – Discretionary permit use**  
(DIPS, 2016)

The development application is required to be assessed against the Performance Criteria for this standard as 'Vehicle fuel sales and service' is a Discretionary use within the Central Business zone and no Acceptable Solutions are provided.

**GHD comments**

*"The service station comprises a discretionary use. It is noted that the use already exists on the site and as such the proposal involves an expansion and intensification of that existing use incorporating adjacent vacant land. The proposal is directly supportive of the objectives of the Clause. It will improve the amenity and service associated with an existing service station that is heavily utilised by the local and broader community. The 'shop' component will provide for a new service that will also satisfy the daily needs of those from the local neighbourhood as well as providing a convenience for those passing through. As discussed throughout Sections 5.1 and 5.2, the proposal will also reinforce the retail hierarchy and the prominence of Devonport's retail role within the north-west. The proposal has been assessed as being supportive of the local area objectives and desired future character statements as outlined in Section 5.4.4."*

(GHD, 2016, p. 26)

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**Council comments:**

The GHD response has been examined and accepted. No further comments are submitted for consideration.

22.4.2 Location and configuration of development	
<b>Objective:</b>	
The location and configuration of development is to –	
(a) provide for the efficient use of land;	
(b) provide for buildings, service activity and vehicle parking to accommodate business use;	
(c) provide for the facade of a building to remain the dominant architectural or visual element to the frontage; and	
(d) assist to attenuate likely impact on amenity of use on adjacent land	
Acceptable Solutions	Performance Criteria
<b>A2</b>	<b>P2</b>
An external car parking and loading area, and any area for the display, handling, or storage of goods, materials or waste, must be located behind the primary frontage elevation of a building	An external car parking and loading area, and any area for the display, handling, or storage of goods, materials or waste, must –
	(a) not dominate the architectural or visual frontage of the site;
	(b) be consistent with the streetscape;
	(c) be required by a constraint imposed by size, shape, slope, orientation, and topography on development of the site; and
	(d) provide durable screening to attenuate appearance of the parking or loading area from a frontage and adjacent land

**Figure 10 – Development Standard 22.4.2 (A2 & P2) – Location and configuration of development**  
(DIPS, 2016)

The car parking for the service station redevelopment is located along the frontage of the building and as a result, the Performance Criteria have to be satisfied.

**GHD comments**

*“The car parking is located forward of the front building line. The location of car parking towards the front of the building is typically associated with service station developments. The location of the fuel bowsers forward of the building provides for maximum visibility for the attendant staff and ease of management of the sales occurring. In many instances vehicles are moved forward to the car parking spaces in front of the building to facilitate completion of the transaction at the service counter. For those not purchasing fuel, the location of the car parking in front of the building provides convenient ease of access to the shop component. Notwithstanding its location forward of the building line, it is not considered that the car parking will dominate the street frontage with only a single row of car parking proposed. It is further noted that the car parking will be placed some distance behind the fuel bowsers and canopy which will provide some visual mitigation when viewed from the street.*

*There are also small areas of landscaping and signage proposed along William Street and Stewart Street adjacent to the vehicle access points which will further assist in visually breaking up the parking area.*

*The proposed parking location is entirely consistent with that prevailing in the area. Further to the south in William Street is located a car wash, Hungry Jacks and various*

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*trade outlets. The streetscape has a 'functional' character, mostly characterised by parking located forward of the building line. The proposed car parking location is considered to meet the requirements of the Performance Criteria."*

(GHD, 2016, p.29)

**Council comments:**

It is submitted that it is typical for a service station development to provide car parking along the frontage of the building for ease of access and safety to its customers.

22.4.5 Setback from zone boundaries	
<b>Objective:</b>	
Use or development of land adjoining land in another zone is to minimise -	
(a) likelihood for conflict, interference, and constraint between the use or development of land in the zone and sensitive use of land in an adjoining zone; and	
(b) unreasonable impact on the amenity of use on land beyond the boundaries of the zone	
Acceptable Solutions	Performance Criteria
<b>A1</b>	<b>P1</b>
Development of land with a boundary to a zone must -	The location of development must -
(a) be setback from the boundary of land in an adjoining zone by not less than the distance for that zone shown in the Table to this Clause;	(a) minimise likelihood for conflict, constraint or interference from sensitive use on land in an adjoining zone; and
(b) not include within the setback area required from a boundary to land in a zone shown in the Table to this Clause -	(b) minimise likely impact on the amenity of the sensitive use on land in an adjoining zone
(i) a building or work;	
(ii) vehicular or pedestrian access from a road if the boundary is not a frontage	
(iii) vehicle loading or parking area;	
(iv) an area for the display, handling, operation, manufacturing, processing, servicing, repair, or storage of any animal, equipment, goods, plant, materials, vehicle, or waste;	
(v) an area for the gathering of people, including for entertainment, community event, performance, sport or for a spectator facility;	
(vi) a sign orientated to view from land in another zone; or	
(vii) external lighting for operational or security purposes; and	
(c) a building with an elevation to a zone boundary to which this clause applies must be contained within a building envelope determined by -	
(i) the setback distance from the zone boundary as shown in the Table to this Clause; and	
(ii) projecting upward and away from the zone boundary at an angle of 45° above the horizontal from a wall height of 3.0m at the setback distance from the zone boundary; and	
(d) the elevation of a building to a zone boundary must not contain an external opening other than an emergency exit, including a door, window to a habitable room, loading bay, or vehicle entry	

**Figure 11 – Development Standard 22.4.5 (A1 & P1) – Location and configuration of development**  
(DIPS, 2016)



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Adjoining Zone	Setback (m)
General Residential	4.0
Rural Living	10.0
Environmental Living	10.0
Urban Mixed Use	4.0
Community Purpose	5.0

Figure 12 – Table to Clause 22.4.5 A1  
(DIPS, 2016)

The proposed drive through to the carwash facility at 114-116 William Street is located within the 4m setback to the General Residential zone which is located to the immediate east of 83 Stewart Street. It has also been identified that part of the building (including the 2.5m acoustic block wall on eastern side boundary) falls within the prescribed building envelope threshold. As a result, the Acceptable Solutions are not met and the application is assessed against the Performance Criteria for this standard.

#### GHD comments

*"The proposal is assessed against the acceptable solution as follows:*

- a) *The table to Clause 22.4.5 A1 requires a setback of 4 metres from the General Residential Zone. Construction of the access lane to provide access to the car wash is within this setback, while the eastern façade of the new building meets the 4 metres setback to the boundary with the adjacent residential lot located in the General Residential Zone.*
- b) *There will be no waste storage or service areas, areas for people to gather, parking, loading or signage within the required setback. There will be vehicular access, and potentially bollard style lighting associated with the access lane within the prescribed setback.*
- c) *The proposed building involves walls and elevations within the prescribed setback and building envelope outlined in sub-clause c).*
- d) *The eastern elevation proposes an external opening adjacent the prescribed setback distance from the adjacent zone.*

*The proposal invokes discretion against Clauses a) to d) above and must be assessed against the Performance Criteria.*

*The proposal involves the installation of an acoustic block wall which is proposed specifically to address any adverse impacts on the adjacent residential dwelling. An acoustic report has been prepared by Vipac (Appendix D) that finds that the noise levels generated by the drive through traffic are anticipated to meet the relevant noise assessment criteria. In relation to other plant there are recommendations in relation to final design that will assist in ameliorating impacts on the neighbouring residential properties, and can be dealt with by permit conditions. They relate to the final height of the acoustic wall on the boundary, and enclosure of plant in appropriately designed enclosures. The proposal is considered to satisfy the requirements of the performance criteria."*

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**Council comments:**

The plans submitted by GHD indicate the height of the acoustic wall along the eastern side boundary of the development will be 2.5m high. The noise assessment completed by Vipac Engineers & Scientists Pty Ltd states that the noise measurement results were based on the acoustic wall being 300mm above the eave height of the adjoining property which is 81 Stewart Street. Located on this property is a multiple dwelling strata development. The building plans for these units demonstrate the wall height of the two eastern units on the property are approximately 2.8m and as a result the acoustic wall would need to be in excess of 3m in height. The final height of the wall will need to be ratified by an acoustic engineer and this will be noted on the planning permit.

It is considered an appropriate measure for the acoustic wall to be designed with some form of treatment to mitigate any undesirable visual effect to the neighbouring units. For example, the acoustic wall could be staggered or incorporate different materials to break up its 'visual bulk'. The redesign of the wall would need to be clarified by an acoustic engineer however this is already required to confirm what height the wall needs to be constructed to. A condition regarding architectural relief for the acoustic wall will be included on the development permit.

**Code Standards**

<b>E7.6 Development Standards</b>	
<b>Objective:</b>	
Signs -	
(a) may be an integrated element of development on a site; and	
(b) must not have adverse effect for -	
(i) the convenience and safety of people and property, including of any road, rail, air or marine transport system;	
(ii) amenity and character of any rural, urban or conservation setting; or	
(iii) the conservation and protection of any special value identified in a provision forming part of this planning scheme	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>
<b>A1</b>	<b>P1</b>
Signs must -	A sign must be reasonable taking into account -
(a) identify an activity, product, or service provided on the site;	(a) whether the sign relates to an activity, product or service provided on the site;
(b) if on a site in a General Residential, Low Density Residential, Rural Living; or Environmental Living zone, must -	(b) nature of development on the site;
(i) comprise not more than 2 display panels;	(c) purpose, location, number, size, style, and configuration of any existing and approved sign on the site and on adjacent land;
(ii) be fixed flat to the surface of a building below the eave line; and	(d) whether likely to be visually dominant or intrude on the appearance of the site or the streetscape;
(iii) have a total combined area of not more than 5.0m <sup>2</sup> ;	(e) whether likely to obscure the visibility of other signs in the locality;
(c) if on a site in any other zone, must -	(f) whether visible beyond the immediate locality;
(i) comprise not more than 5 display panels;	(g) whether likely to impact on operational efficiency and safety of a railway, road, navigable water, or controlled air space in accordance with the advice and any requirement of the relevant regulatory entity;
(ii) have a total combined area of not more than 50.0m <sup>2</sup> ;	(h) whether likely to impact on the amenity of a habitable room or private open space in a residential development; and
(iii) be separated from any other freestanding or projecting sign by not less than 10.0m	(i) the necessity for the sign to be located on the site having regard for:
(iv) be fully contained within the applicable building envelope and -	(i) proximity of the service or business being promoted to the sign location;
a. not extend above the parapet or the ridge of a roof; or	(ii) proximity of other signage for the same business or service;
b. if a free-standing sign, have a height above natural ground level of not more than 5.0m;	(iii) ability to identify the business or service through other means; and
(v) not involve a corporate livery, colour scheme, insignia or logo applied to more than 25% of the external wall surface of each elevation of a building;	
(vi) not be located in an access strip, loading area, or car park;	

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## Report to Council meeting on 25 July 2016

<p>(vii) not be animated, scrolling or otherwise continuously or intermittently changing, flashing or rotating as a part of the operation of the sign unless providing advisory or safety information;</p> <p>(viii) not resemble any air or marine navigation device, or a railway or road traffic control or directional device or sign;</p> <p>(ix) not visually obscure any sign or device required for the convenience and safety of air or marine navigation or for use of a railway or a road; and</p> <p>(x) not cause illumination that overflows the boundaries of the site; and</p> <p>(d) not be on land for which a Local Heritage Code forming part of this planning scheme applies</p>	<p>(iv) flow of traffic past the sign and its likely destination</p>
-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------

**Figure 13 – Development Standards for Sign Code - E7.6 (A1 & P1)**  
(DIPS, 2016)

The signage proposed in association with the service station redevelopment exceeds the maximum thresholds prescribed within the Acceptable Solutions of the Sign Code (E7). This is because there are more than 5 advertising panels proposed, the pylon sign proposed along William Street exceeds 5m in height (9m high sign proposed) and illumination from the pylon sign will cause marginal light spill into the boundary with the road reserve.

#### GHD comments

*"It is noted that any signage provided in association with the access lane, and that located on fuel pumps and other internal services is exempt from approval in accordance with Clause E7.4 as it is not intended to be visible from outside of the site.*

*The signs subject to assessment are outlined in Section 6.1.3. The proposal is assessed against the A1 as follows:*

- a) *The signage relates to services provided on the site. Complies with A1.*
- c) (i) *The proposal involves the display of more than 5 signs. Does not comply with A1.*
- c) (ii) *The combined area does not exceed 50m<sup>2</sup>. Complies with A1.*
- c) (iii) *The free standing signage is separated by a distance in excess of 10m. Complies with A1.*
- c) (iv) *The free standing signage is not located within the building envelope. Does not comply with A1.*
- c) (iv) (a) *Signage does not extend beyond the parapet. Complies with A1.*
- c) (iv) (b) *The pylon sign exceeds 5m in height. Does not comply with A1.*
- c) (v) *Does not involve a corporate logo over 25% of the wall. Complies with A1.*
- c) (vi) *Free standing signage is not located in access strips, loading areas or car parks. Complies with A1.*
- c) (vii) *Signage does not involve animation or moving parts. Complies with A1.*
- c) (viii) *Signage does not resemble any statutory signage. Complies with A1.*
- c) (ix) *Will not obscure any statutory signage. Complies with A1.*

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#### ITEM 4.1

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- c) (x) *Illumination associated with the pylon sign is likely to cause marginal light spill into the boundary with the road reserve. Does not comply with A1.*
- d) *Is not on land to which a heritage listing relates. Complies with A1.*

*The proposed signage therefore requires assessment against the performance criteria.*

*The proposed signage is considered to be appropriate to the site and the use. It is necessary to clearly communicate the location of the service station, fuel prices offered, and the convenience shopping available, from outside of the site, as it needs to be clearly and quickly identifiable by passing motorists.*

*Whilst there are a number of signs proposed, their size, location and display of corporate livery is consistent with other recently constructed Caltex operated service stations. The signage is consistent with what would be expected of a site to which the proposed use applies."*

(GHD, 2016, p.35-36)

#### **Council comments:**

GHD have satisfactorily demonstrated the signage associated with the service station redevelopment complies with Performance Criteria for the Sign Code and a proliferation of signs is unlikely to cause loss of amenity or lessen the safety of people and property.

#### **COMMUNITY ENGAGEMENT**

Should the proposed combined application be certified by the Planning Authority both the draft amendment and planning application will be placed on public display as per the requirements prescribed within the Act.

#### **FINANCIAL IMPLICATIONS**

There are no financial implications associated with this report.

#### **DISCUSSION**

It was initially the owner's intention to apply for a service station redevelopment which incorporated a drive through takeaway store. However, after receiving a further information request from Council primarily concerning traffic matters the developer elected not to proceed with the driveway take-away component and amended the initial development plans and submission. The drive through access is still proposed to provide access to the carwash facility at 114-116 William Street from Stewart Street.

The application was referred to TasWater for their consent and conditions and this will be included as a permit condition in the recommendation. The revised submission and plans were not sent to TasWater for further comment as it was considered the proposal has not substantially altered. See **Attachment 3**.

Although not a requirement under DIPS, the developer will most likely need to adhere the titles (or consolidate) for the service station redevelopment as the proposal will be constructed over existing title boundaries. This particular aspect will need to be examined by the applicant's building surveyor prior to lodgement of the building permit application.

#### **CONCLUSION**

The application has undergone assessment against the various legislative requirements and has satisfied these to the extent that the combined permit and draft amendment is recommended to be exhibited to the public in accordance with the requirements of the Act.

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**ATTACHMENTS**

1. Submission - PA2016.0009 & AM2016.02
2. Plans - PA2016.0009 & AM2016.02
3. TasWater Submission to Planning Authority Notice

**RECOMMENDATION**

That Council:

- agree to certify AM2016.02 to Rezone 83 Stewart Street, Devonport (CT 216837/1) from General Residential to Central Business;
- place AM2016.02 on public exhibition in accordance with the provisions of the *Land Use Planning and Approvals Act, 1993*; and
- approve development application PA2016.0009 for Vehicle Fuel Sales and Service (Service Station redevelopment – including demolition) – Assessment against Performance Criteria under clause 22.3.1, 22.4.2, 22.4.5 & Sign Code (E7) in accordance with the *Land Use Planning and Approvals Act 1993*, subject to the following conditions:
  1. Unless altered by subsequent conditions of this permit the service station redevelopment is to be generally developed in accordance with the submitted plans and documentation referenced as:
    - Development Plans referenced as: *Project Devonport – TAS, 114-118 William Street, CNR Stewart Street* (Project No. 66158) by Richmond + Ross Pty Ltd; and
    - Planning Submission by GHD obo IASM investments Pty Ltd dated May 2016 (including Traffic Impact Assessment & Noise Assessment)
  2. The developer is to comply with Council's In-Principle Agreement for Roads and Stormwater dated 24/06/2016.
  3. Prior to or at the time of lodgement of the building application, the height of the acoustic fence is to be ratified by a suitably qualified acoustic engineer (refer to Advice section below).
  4. The acoustic fence on the eastern side boundary is to be designed with architectural relief design methods. Details regarding this are to be submitted prior to or at the time of the building application being lodged (refer to Advice section below).
  5. The developer is to comply with the conditions contained in the Submission to Planning Authority Notice which TasWater has required to be included in the planning permit, pursuant to section 56P(1) of the *Water and Sewerage Industry Act 2008*.

Advice: The following is provided for information purposes.

Prior to the lodgement of the building application, the height of the acoustic fence is to be ratified by a suitably qualified acoustic engineer. The current plans indicate a 2.5m high acoustic fence, however, the noise assessment which was completed as part of the planning application considered the acoustic fence to be 300mm above the eave level of the adjoining property to the east (multiple dwellings at 81 Stewart Street). Taking into

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account the eave line of the neighbouring property the fence will need to be in excess of 3m in height. In addition, the acoustic engineer will need to take into account the design of the fence with architectural relief design methods.

The developer is to take all reasonable steps during construction works and use of the premises to minimise off site environmental effects occurring that might result in a nuisance. This includes air and noise pollution and does not allow for burning of any waste materials.

The developer is to dispose of any asbestos found during demolition in accordance with the Workplace Tasmania "Guidelines for Safe Disposal of Asbestos".

If the existing underground fuel tank/s are to be decommissioned, it is to be done in accordance with the *Environmental Management & Pollution Control (Underground Petroleum Storage Systems) Regulations 2010*. Soil sampling is to be undertaken around the tanks to ensure there has been no further contamination and a decommissioning report is to be provided to Council in accordance with the Regulations. If the existing tanks are to remain then all care is to be taken to alleviate any potential damage to the tanks and its surrounds. If any breach occurs then the developer is to contact Worksafe Tasmania and the Environmental Health Department of Council.

**THIS IS NOT A DEMOLITION, BUILDING OR PLUMBING PERMIT.**

You need to provide a copy of this planning permit to a registered Tasmanian Building Surveyor. WORK CANNOT COMMENCE UNTIL BUILDING AND PLUMBING PERMITS ARE ISSUED.

In regard to condition 5 the applicant/developer should contact TasWater – Ph 136 992 with any enquiries.

In regard to condition 2 the applicant should contact Council's City Infrastructure Department – Ph 6424 0511 with any enquiries.

Enquiries regarding other conditions can be directed to Council's Development & Health Services Department – Ph 6424 0511.

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Author:	Alex Mountney	Endorsed By:	Matthew Atkins
Position:	Cadet Planner	Position:	Deputy General Manager

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**ITEM 4.1**



20 May 2016

Paul West  
General Manager  
Devonport City Council  
44-48 Best Street  
DEVONPORT TAS 7310

Our ref: 32/17088  
64835  
Your ref:

Dear Paul,

**IASM Investments Pty Ltd  
Combined Application Under Section 33(1) and Section 43(A) of the Land Use  
Planning and Approvals Act 1993 - AM 2016.02 and PA 2016.0009**

This updated application is lodged by GHD Pty Ltd on behalf of IASM Investments Pty Ltd under Section 33(1) and 43(A) of the *Land Use Planning and Approvals Act 1993*.

As previously discussed changes have been made to the application in light of the request for further information received and subsequent site meetings with Council Engineers, and in response to client reconsideration of the project scope. The key changes made include:

- The drive-through ordering/service related to the restaurant is no longer being pursued i.e. we are no longer dealing with a drive-through take-away
- The lane to the rear of the building however is retained to provide access to the car wash from Stewart Street
- A reduced building footprint and greater setback to Stewart Street is proposed
- Within the building foot print the 'shop' component has increased in size to accommodate food and drink dispensing/display areas
- A different treatment of the building elevations results from the reduced building footprint
- Ingress and egress of the fuel tankers is from Stewart Street only
- Single William Street cross-over

The development application relates to: CT Volume 216837 Folio 2 known as 83 Stewart Street, Devonport, CT Volume 232817 Folio 1 known as 118 William Street, Devonport and CT Volume 149026, Folio 1 known as 114-116 William Street, Devonport. Ian Murcott is the owner of all the relevant titles.

The attached updated planning report, including updated TIA and Acoustic Report, and revised DA plans is in replacement of the documentation originally submitted to Council in December 2015. As confirmed in your email dated 4 May, 2016, we anticipate the updated report and plans will be assessed as the existing application:


*"As you suggest, the easiest way to progress forward with the application is to add the updated plans and associated documentation to the existing application - AM2016.02 & PA2016.0009.*

*When the amended documentation is received and satisfies the application requirements (i.e City Infrastructure Dept. accepts the ingress/egress movements) Council will 'reset' the clock on the application and prepare a report for the Council meeting within the required statutory period.*

*I have confirmed with Council's Planning & Environmental Health Coordinator Shane Warren that no additional fee is applicable."*

Please do not hesitate to contact me by telephone or email should any further clarification be required.

Regards,  
GHD Pty Ltd



**Alex Brownlie**  
Principal Planner  
03 6210 0701





## **IASM Investments Pty Ltd**

83 Stewart Street, 118 William Street and 114-116 William  
Street Devonport

Combined Application under S33(1) and S43(A) Land Use  
Planning and Approvals Act 1993 for a Planning Scheme  
Amendment and Planning Permit

May 2016

WATER | ENERGY & RESOURCES | ENVIRONMENT | PROPERTY & BUILDINGS | TRANSPORTATION

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Appendix A - Certificates of Title

Appendix B - Original Site Masterplan

Appendix C - Traffic Impact Assessment

Appendix D - Acoustic Report

# 1. Introduction

## 1.1 Purpose of this Report

This report has been prepared in support of a combined Rezoning and Development Application being lodged by IASM Investments Pty Ltd c/- GHD Pty Ltd to rezone 83 Stewart Street, Devonport to Central Business and redevelop the land on 83 Stewart Street and 114 – 118 William Street into an upgraded service station with associated fast food outlet. The application is submitted pursuant to Section 43A of the *Land Use Planning and Approvals Act 1993* (LUPAA).

The report provides an assessment against the relevant provisions of the Interim Devonport Planning Scheme 2013 ('Interim Planning Scheme').

## 1.2 Certificate of Title Information

The rezoning component of the application relates to the following title:

- Certificate of Title Volume 216837 Folio 2 known as 83 Stewart Street, Devonport.

The development application relates to the following titles:

- Certificate of Title Volume 216837 Folio 2 known as 83 Stewart Street, Devonport.
- Certificate of Title Volume 232817 Folio 1 known as 118 William Street, Devonport
- Certificate of Title Volume 149026 Folio 1 known as 114-116 William Street, Devonport

Copies of the titles are included as Appendix A

## 1.3 Structure of the Report

This report has been structured to provide background to the proposal and an assessment of the applicable Interim Planning Scheme provisions. Section 3 examines the characteristics of the existing site and surrounds. Section 4 details the proposed rezoning and use and development, including background. The strategic planning assessment is provided in Section 5 and the assessment of the development application is provided in Section 6.

## 1.4 Background

In 1999 commercial redevelopment of the land located at 112-118 William Street, 98 Steele Street and 83 Stewart Street commenced in accordance with the master plan shown in Appendix B. The master plan included a 52 seat Fast Food Restaurant on the corner of William Street and Steele Street, a Car Wash towards the middle of the site, and redeveloped Service Station incorporating land at 83 Stewart Street. A report was prepared by Consultant Alex Brownlie to facilitate the rezoning at the time.

Subsequent to the initial rezoning report a development application was submitted for a Car Wash as Stage 1 of the overall master plan prepared for the whole property. This was approved following a Resource Management and Planning Appeal Tribunal (RMPAT) hearing and decision (PA 990160 10 Feb, 2000).

The second stage involved the development of a Hungry Jacks Restaurant, which was granted a permit in 2004 following RMPAT hearing PA 2003.0208. A 2 lot subdivision and adhesion of 112 William Street and 98 Steele Street was necessary to facilitate development of the restaurant. This was approved by the Devonport City Council (the Council) under delegation.

The house at 83 Stewart Street was approved for demolition by Council in 2013 under PA 2013.008 and has since been removed.

Since the projects inception in 1999 our client has been working towards completion of the 'master plan' with redevelopment of the Caltex Service Station at 118 William Street being the final stage as shown in Appendix B. To this end the applicant contributed in part to the cost of a rezoning proposal pursued with Council (AM2009/06). The Tasmanian Planning Commission approved the rezoning from Closed Residential to Semi-Residential for the properties at 116 William Street (containing the Car Wash), 118 William Street (containing the service station), 122 William Street (Paint Right), 124 William Street (Chicken Treat) and 126 William Street (Church Property). Our client was of the understanding at the time that the rezoning was to have included 83 Stewart Street consistent with the master plan previously prepared for the site. However, 83 Stewart Street was not included in the final rezoning, and our client did not become aware of the 'anomaly' until sometime later. It is the purpose of this application therefore to include 83 Stewart Street into the surrounding commercial precinct by rezoning the property to Central Business.

### **1.5 Scope and Limitations**

This report: has been prepared by GHD for IASM Investments Pty Ltd and may only be used and relied on by IASM Investments Pty Ltd for the purpose agreed between GHD and the IASM Investments Pty Ltd as set out in Section 1 of this report.

GHD otherwise disclaims responsibility to any person other than IASM Investments Pty Ltd arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report. GHD disclaims liability arising from any of the assumptions being incorrect.

GHD has prepared this report on the basis of information provided by IASM Investments Pty Ltd and others who provided information to GHD (including Government authorities)], which GHD has not independently verified or checked beyond the agreed scope of work. GHD does not accept liability in connection with such unverified information, including errors and omissions in the report which were caused by errors or omissions in that information.

## 2. Statutory References

### 2.1 Name of Planning Instrument

The subject of the proposed amendment and development application is the *Devonport Interim Planning Scheme 2013*.

### 2.2 Name of Planning Authority

The planning authority is the Devonport City Council.



### 3. Site and Surrounds

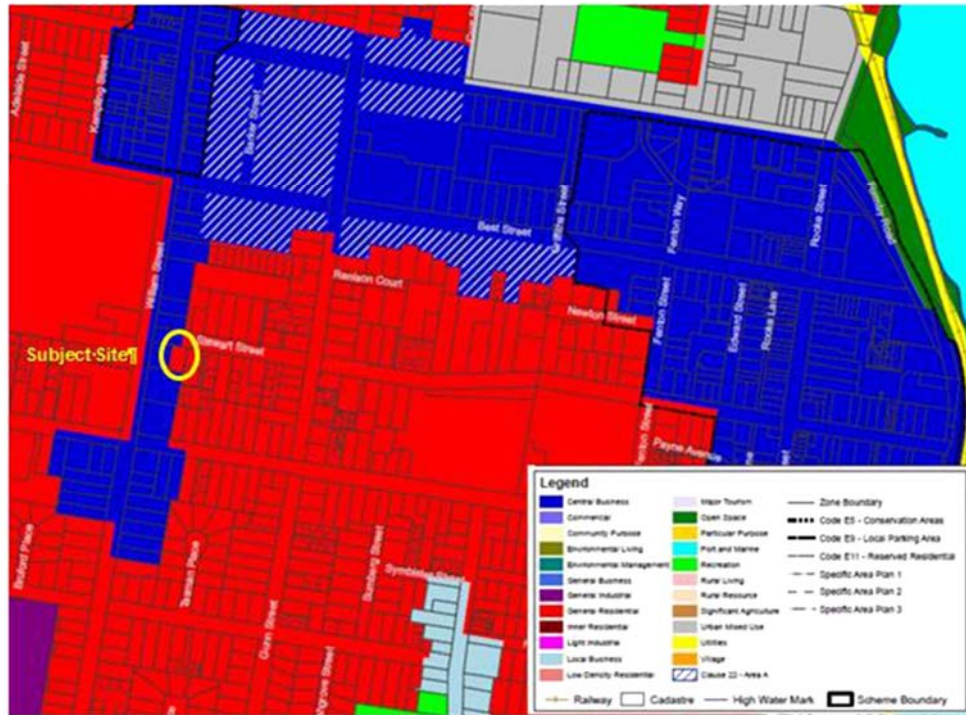
The subject site is located at 83 Stewart Street, Devonport and comprises an area of approximately 622m<sup>2</sup> (refer **Error! Reference source not found.**). It is bound by 118 William Street to the west, which accommodates the existing Caltex Service Station and by Stewart Street to the north. To the east it is bound by 81 Stewart Street, which comprises residential units, and to the south by 114-116 William Street, which accommodates the existing car wash.



(Source: theList, <http://maps.thelist.tas.gov.au/listmap/app/list/map> )

#### Figure 1 Subject Site

The subject site is located directly behind the commercially zoned land on William Street. It is located on the south western fringe of the CBD, approximately 150m south of the Best Street Commercial precinct. The main CBD therefore is located to the north and north east of the subject site. The land directly to the east of the subject site is residentially zoned and comprises residential development (refer **Error! Reference source not found.**).



(Source: Devonport Interim Planning Scheme 2013)

**Figure 2 Zoning Map**

The William Street commercial precinct is typically characterised by 'fringe' CBD development. The uses generally require larger floor areas than those found along Best Street and in the remainder of the CBD. They consist of uses such as large restaurants and fast food outlets, bulky goods stores, trade retail outlets and car parts retail outlets.

There is also a Baptist Church and Devonport High School located along William Street just to the north of the subject site (refer **Error! Reference source not found.**).





(Source: GoogleMaps)

**Figure 3 Locality Map**

### 3.1 Services and Infrastructure

The site is fully serviced by reticulated water, sewage and stormwater, as well as electricity and telecommunications.

### 3.2 Road Network and Traffic

GHD has prepared a Traffic Impact Assessment (TIA) which is provided in Appendix C. The report includes a review of the existing road environment in the vicinity of the site, the traffic conditions of the road network and the implications of the proposed development on that network.

The TIA predominantly investigated the existing conditions on William and Stewart Streets and noted the following:

#### William Street

The capacity of William Street is constrained by the roundabout at Steele Street and the signalised intersection at Best Street. During the after-school peak period (between 3:00 pm and 3:30 pm), traffic on William Street is essentially a rolling queue in both directions between these two intersections. Outside of this time, including the commuter peaks, William Street operates relatively well.

A children's crossing is located on William Street, approximately half way between Steele Street and Best Street, and 40 metres north of Stewart Street. The crossing is unstaffed, with vehicles expected to give way to pedestrians.

The posted speed limit on William Street is 50 km/h. A 40 km/h speed limit applies during school periods (8:00 – 9:00 am and 2:50 – 3:20 pm on school days).

Recent Council traffic data indicates that William Street currently carries around 11,800 vehicles on a typical weekday between Steele Street and Stewart Street. Two-way peak volumes reach around 950 vehicles per hour during the evening commuter peak period (5:00 – 6:00 pm).

Traffic on William Street remains consistently high throughout the majority of the day, with two-way volumes exceeding 700 vehicles per hour between 8:00 am and 7:00 pm.

During the preparation of the Devonport Road Network Strategy in 2009, it was found that there are several intersections along William Street which experience moderately high levels of congestion during the commuter peak periods including Steele Street (roundabout), Best Street (signalised) and Oldaker Street (signalised).

#### Stewart Street

Stewart Street is classified as a Minor Collector Street in the Road Hierarchy. Minor Collector Roads *"have residential/access function but carry a higher volume of traffic than local streets. A reasonable level of amenity and safety is maintained but it is lower than that of a local street."*

The desirable traffic volumes on Minor Collector Streets are around 750 to 3,000 vehicles per day.

Stewart Street has a total pavement width of approximately 11 metres. Footpaths are available on both sides of the road along with a large supply of unrestricted on-street parking. Stewart Street is subject to relatively low traffic volumes throughout the day. It is possible that congestion on William Street constrains traffic volumes on Stewart Street

The TIA concluded that the surrounding road network would be capable of accommodating the proposed development, with additional traffic generated by it considered negligible in the context of existing traffic volumes on William Street and the surrounding road network. Traffic issues are further discussed in Section 6.3.4.

## 4. Proposal

### 4.1 Proposed Amendment

The proposal involves rezoning the land on Certificate of Title 216837 Folio 2 at 83 Stewart Street, Devonport from General Residential to Central Business.

#### 4.1.1 Impact of the Amendment

The proposed amendment will facilitate the redevelopment of the existing Service Station at 118 William Street, and see the original master plan vision for the site completed. It will result in a minor extension to the William Street commercial precinct, and will provide for a more consistent zoning alignment with the land directly to the south of the site, as well as that to the north of Stewart Street running parallel to William Street.

As outlined in Sections 3.1 and 3.2 the site is adequately provided with the necessary services and physical infrastructure, including the surrounding road network. The redevelopment that will be facilitated by the rezoning therefore will not place further pressure on public infrastructure.

The proposal will result in the conversion of residential land for commercial purposes. Given the small size of the lot, the conversion will have a negligible impact on the city's overall residential and commercial land supply. Nonetheless an assessment of the proposal against the strategic provisions of the *Devonport Retail Study 2008* and the *Cradle Coast Regional Planning Framework 2010-2030* is provided in Sections 5.2 and 5.3 below. The assessment finds that the proposal will not adversely affect the City in terms of residential and commercial land supply, and does not conflict with any strategic planning intent.

The proposed amendment is accompanied by a development application for the site. The combined permit and amendment application is made under the *Land Use Planning and Approvals Act 1993*, and specifically sections 43A to 43M of the Act, which allows for the intended development for the site to be assessed against the proposed new zone provisions. The proposal incorporates a number of features that will assist in maintaining residential amenity on the adjacent sites and more broadly within the street. The TIA also concludes that the proposal will have an acceptable impact on the surrounding road network in terms of traffic generation and safety. A full assessment of the proposed use and development is provided in Section 6.

## 5. Assessment of the Amendment

### 5.1 Devonport Strategic Plan 2009-2030

There are five main municipal goals outlined in the *Devonport Strategic Plan 2009-2030* (the Strategic Plan). Those relevant to consideration of the proposal are assessed below.

#### 5.1.1 Goal 3 Growing a Vibrant Economy

*Devonport's location supports its position as the service and retail centre for North West Tasmania. Accessibility in, around and out of the City will be supported by sound planning and management. Devonport's natural beauty, its location as the sea gateway to Tasmania and home of the Spirit of Tasmania, provides the foundations for developing experiences and unique events to attract and retain visitors. Rich agricultural surrounds provide the opportunity to further develop food production, processing and experiences. With modern communication technology, Devonport engages with the world's markets, consumers and travellers.*

#### **Outcome 3.1 Devonport is the Retail and Service Centre for North West Tasmania**

*3.1.1 Market and promote the City and its potential as a Regional business hub*

*3.1.2 Manage strategic urban development to support the "Go for Growth" initiatives that supports the primacy of the CBD and reduces fragmentation*

#### **3.3 Access in to, out of, and around the City is Well Planned and Managed**

*3.3.1 Improve the City's physical access and connectivity*

*3.3.2 Develop and maintain a high profile City entrance and streetscape that enhances and maintains its character*

#### **Outcome 3.5 Our Economic Progress Continuously Improves**

*3.5.5 Promote, encourage and develop initiatives that maximises use of the local economy, retains local expenditure and captures leakages.*

*Comment:* The proposal involves the redevelopment of an existing service station. The redevelopment will rejuvenate the site and modernise the facility in line with the newer model of service stations and in line with customer expectations of levels of service. This will strengthen the commercial precinct within which the site is located, reinforcing its role within the broader activity centre hierarchy (refer Section 5.2). The proposal will therefore contribute to the vitality of the city's retail and economic environment. The proposal's relationship to the primacy of the CBD and the fragmentation of commercial areas is discussed in more depth in Section 5.2.

### 5.2 Devonport Retail Study 2008

The proposal is assessed against the relevant considerations of the *Devonport Retail Study 2008* (the Retail Study) below.



### 5.2.1 Existing Retail Hierarchy

The Retail Study distinguishes between the roles of the various retailing precincts within the City. The CBD is broken down into three precincts, Downtown, Best Street Precinct and The Fourways Precinct. The subject site is identified as being part of the Steele Street / Don Road Precinct, outside of the CBD area (refer Figure 4). Under Section 4.1 the Retail Study provides the following description in respect of the precinct:

#### Location

*The Steele Street/Don Road retail precinct comprises two distinct concentrations of retail activity. In the east, the Steele Street component of the precinct is concentrated near the intersection of Steele Street and William Street. Further west in Don Road, the retail uses run from the intersection with Steele Street in the east to the intersection of Don Road and Hillcrest Road in the west. The overall precinct is located on the main road connecting the Devonport CBD to the Don Road freeway interchange at the western end of the Devonport urban area and the retail mix is oriented towards serving this passing traffic.*

#### Centre Description

*The precinct contains approximately 5,700m<sup>2</sup> of occupied retail floor space. In the east, near the intersection of Steele Street and William Street, the retail offer comprises some fast food outlets (KFC, Hungry Jacks) as well as a Retravisio electronics store.*

*This precinct (particularly the western part) has developed as an example of out of centre Homemaker/bulky goods retailing, meaning the area is composed primarily of ad hoc ribbon development along both sides of Steele Street/Don Road, with little integration or shared infrastructure. The opportunities for pedestrian movement between stores are very limited. In addition to the retail outlets, a number of non-retail showroom uses exist and they are primarily geared towards serving the trade sector.*

#### Main Features and Issues

*The Steele Street/Don Road precinct comprises relatively scattered individual retail tenancies and lacks a sense of integration and destination. The precinct is, however, currently the only site available in the City of Devonport which offers potential homemaker retailers an opportunity to trade from a large site with access and exposure to a regional catchment. This exposure is derived from the high traffic volumes and the ease of access from the Bass Highway. The Steele Street/Don Road precinct was nominated as a preferred location for homemaker retail in the Retail Study 2007.*



**Figure 4 Devonport CBD Retail Precincts (Source:-Devonport Retail Study 2008)**

Section 8 of the Retail Study outlines the future directions for retail for both individual activity centres as well for the City more broadly.

The future actions relating to individual centres are outlined under Section 8.3. The future actions relating to the Steele Street / Don Road precinct specifically encourage the establishment of homemaker retailing within the precinct. The directions are predominantly based on the identification of the demand for such retailing and the fact that, at the time, the precinct was seen as the only suitable location for such development. However, with the development of the Devonport Regional Homemaker Centre in recent years the intent outlined is now somewhat redundant.

The Retail Study suggests that with respect to the Steele Road Precinct there is scope for trade wholesale, large format restaurants, car yards and some homemaker uses to continue to establish within the area without causing 'fragmentation' of the homemaker retail market.

The redevelopment of the subject site is in keeping with such uses, with the building proposed, and large flexible footprint characteristic of the surrounding precinct. The redevelopment will result in a modernisation of the site which will improve general precinct amenity and streetscape.

The proposed redevelopment is characteristic of the trend in modern service stations that are now larger and offer more extensive and comprehensive food, retail and grocery components. In this regard, the redevelopment is particularly well suited to an area such as William Street with its mix of 'large format' use and development, rather than locating in denser commercial areas that accommodate smaller tenancies and having a more vibrant commercial character.

The proposed rezoning will provide for the redevelopment of a service station that has been in operation on the site for over 70 years. In terms of retail trade, therefore, it does not represent the introduction of a significant retail outlet into the precinct that would undermine the CBD or in any way adversely affect the existing and intended retail hierarchy.



The rezoning is requested in order to facilitate the redevelopment of an existing use for which there is ample demand. As outlined the redevelopment will further improve the streetscape amenity of the area providing a modern development in keeping with the area, and further attract visitors and shoppers into a precinct specifically encouraged under the existing activity centre hierarchy.

The conversion of residential land for commercial purposes will not undermine the broader goals of the Retail Study. Indeed, the proposal is assessed as being consistent with the intent of the Retail Study.

### 5.3 Cradle Coast Regional Land Use Planning Framework

#### 5.3.1 Land Use Policies for Economic Activity and Jobs - Section 3.3

Business and Commercial Activity – Section 3.3.9

a) *facilitate convenient access in each settlement area to food and convenience goods retailers and services.*

*Comment:* The proposal involves the upgrade of the service station to incorporate a line of groceries and convenience goods consistent with the modern service station model. It will provide surrounding residential areas with convenient access to a small range of grocery and convenience goods (including fuel) without undermining the larger and more established food retailers or food retail precincts. The proposal will also provide a service to those travelling through or visiting the precinct.

b) *promote the distribution of higher order retail goods and services throughout the Region in a manner consistent with recognised settlement patterns and at a scale, type and frequency of occurrence appropriate to settlement size, local consumer demand, and relationship to the wider regional market;*

*Comment:* The policies contained within the Retail Study reflect this requirement at a more micro level. The proposal is entirely consistent with the retail and activity centre hierarchy provided in the Retail Study and will not undermine the role and function of retail both within and outside the Steele Road precinct.

i) *In this regard Devonport, Burnie, Latrobe, Sheffield, Ulverstone, Wynyard, Queenstown, Smithton and Currie will provide regional or district business and commercial service roles in addition to meeting local demand;*

*Comment:* The proposal supports Devonport's role as a commercial service centre by improving amenity within the precinct, modernising existing services for which there is a high demand and generally supporting the intent of the Retail Study.

c) *facilitate retail and service provision to complement and enhance the collective drawing power of existing retail and service areas but which does not involve location of major attractors for the express purpose of capturing market share in excess of that warranted by settlement size and relative function in a regional context;*

*Comment:* The proposal will facilitate the redevelopment of a retail service that will be at a scale appropriate to the precinct and the broader hierarchy that it serves.

d) *promote integration of neighbourhood retail and service provision into residential areas at a scale, location and disposition suitable to service local need;*

*Comment:* Refer response a) above.

e) *maintain the integrity, viability and vitality of established centres by locating new business and commercial development onto land within or immediately contiguous with existing town centres and commercial zones;*

*Comment:* The proposal involves the conversion of residential land for commercial purposes, which will be reflected in the zoning. As outlined in Section 4.1.1 however the amendment provides for a more consistent boundary to the commercial zoning, to incorporate land that had previously been identified for commercial use. It will also result in a minor extension to an existing commercial precinct that has specifically been identified as a commercial activity centre under the Retail Study.

f) *promote increased mix of land use, including for housing, within accessible business centres to encourage viability and vitality;*

*Comment:* The proposal involves the conversion of a small parcel of land from residential to future commercial purposes. There is a mix of uses generally throughout the Steele Road precinct, including educational, places of worship, retail and restaurant / take-away food outlets. It is considered that the proposed redevelopment will be a positive contribution to the current mix of uses.

g) *prevent linear commercial development;*

*Comment:* The proposal will not further promote linear commercial development. The William Street frontage is already activated by commercial development within suitably zoned land, and the rezoning of 83 Stewart Street does not change this configuration.

h) *prevent leakage of commercial and retail activities from preferred locations by restricting retail sales in other land use areas;*

*Comment:* Refer response e) above.

i) *provide designated locations for bulky goods and large format retailing, including for vehicle, building and trade supply, and home improvement goods;*

*Comment:* Refer discussion in Section 5.1 and 5.2 dealing with the retail hierarchy.

j) *restrict sale of food, clothing and carry away consumables through bulky goods and large format retail outlets located outside town centres; and*

*Comment:* N/A

k) *require proposals for major business or commercial development outside designated town centres be supported by need, absence of suitable alternative sites and of potential for immediate, incremental or cumulative adverse effect on established town centres and the regional pattern of retail and service provision.*

*Comment:* The proposal does not involve a major business or commercial development.

### **5.3.2 Places for People - Liveable and Sustainable Communities - Section 4**

The proposal involves the conversion of residential land for commercial purposes. It is therefore relevant to assess the proposal against the Regional Framework's residential and settlement policies. An assessment is provided against those policies below, as relevant to consideration of the proposal.

#### **Land Use Policies for Facilitating Access to Business and Community Services - Section 4.5**

Liveability of the Region is dependent in part on local or convenient and equitable access to a range of business and community services to meet both daily and specialist requirements.

##### **Land use Planning Processes -**

a) *Require each settlement area facilitate a mix of use and development of a nature and scale sufficient to meet for basic levels of education, health care, retail, personal services and social and economic activity and for local employment opportunities for the convenience of the local resident and catchment population;*

*Comment:* The redevelopment will modernise the existing service by improving the line of convenience goods available along with fuel and associated motor vehicle products. It is accessible from a number of surrounding residential areas, and will contribute to the range of uses, and viability of the area.

#### **Land Use Policies for Housing Land - Places to Live – Section 4.7**

Land use planning promotes equitable provision, choice and distribution of housing which is adequate, affordable and suitable to meet requirements of the Region –

##### **Land use Planning Processes -**

a) *Identify at all times the ability to accommodate forecast housing demand for a minimum future period of 10 years;*

*Comment:* The Settlement Pattern and Growth Strategies provided in the regional framework are outlined under Section 4. These provide a guide to the extent and appropriate locations of residential development. The Settlement Growth Scenario and the Settlement Development and Growth Management Strategies providing guidance for residential development in Devonport are outlined as follows:

Settlement Growth Scenario- Low–demand is driven largely by internal population change and very low rates of inward migration. Growth relies on existing land supply (including vacant zoned land) and available infrastructure within the designated urban boundary without need for intensification.

Settlement Development and Growth Management Strategies – The Contained strategy promotes a mix of intensification and strategically planned expansion to retain compact urban form and provide a mix of development and growth opportunities. The mix does not need to occur in balanced proportion. The approach allows for optimum use of available and planned infrastructure in both established and new release areas.

The settlement growth scenario above describes low demand for residential development and, particularly given the size of the residential lot its conversion for commercial purposes will not adversely impact the availability of residential land within the City more generally.

c) *Direct development for new housing into locations where appropriate levels of employment, business, infrastructure and community service facilities are available or planned;*

*Comment:* The proposal does not involve new housing development, however, it promotes principles of efficiency by promoting a viable commercial activity centre and providing services in accessible locations to surrounding residential areas.



## 5.4 Devonport Interim Planning Scheme 2013

### 5.4.1 Planning Scheme Objectives – Clause 3.0

- a) *Coordinate sustainable use or development of land within the municipal area in accordance with the municipal strategic principles, policies and actions contained in the documents detailed in clause 3.0.2;*
- b) *Establish the purpose, outcomes and processes required for the use, development, protection and conservation of land;*
- c) *Divide the municipal area into zones and assign land to zones in accordance with priority strategic purpose for use or development;*
- d) *Include regulatory provisions to deliver outcomes that:*
  - i. *accommodate settlement growth and development through a balance of infill, redevelopment, and contiguous expansion of established centres to make more efficient use of land<sup>R1</sup>;*

*Comment:* The proposal involves the conversion of a residential site for a commercial purpose. It will result in a minor intensification of an existing retail activity centre, and promote a more consistent zoning pattern and alignment of zone boundaries. The rezoning will promote efficient use of the land.

- ii. *support use and development by private, public, and social investment*

*Comment:* The proposal involves private investment. Existing services will be utilised and no cost to public funds is expected to be incurred.

- iii. *provide efficient, safe, and pleasant places in which to live, work, or visit;*

*Comment:* The proposal will promote easy access to daily convenience goods from surrounding residential areas. It also furthers the appearance and vitality of an activity centre and promotes the economic wellbeing of the City as a whole.

- iv. *minimise likelihood for conflict and interference between use*

*Comment:* The proposal will not result in any significant land use conflict. It involves the redevelopment of an existing service station use that currently adjoins the General Residential Zone, and historically has adjoined residential uses. While the proposal does not pose any change to this arrangement, it will result in the commercial activities being closer to the units at 81 Stewart Street. Steps have been taken to assess and understand the current amenity of the area and to mitigate potential adverse impacts in the design response.

- v. *provide for diversity and choice in the form and setting for use or development to meet existing and future needs;*

*Comment:* The redevelopment will modernise the existing facility, enabling it to better meet the existing and future needs of the community. The associated development will improve the appearance of the site and the broader activity centre.

- vi. *permit low-impact small business in housing development*

*Comment:* Refer responses iii, iv and v above.

- vii. *provide for facilities and services for community health, education, social welfare, physical activity, recreation, and relaxation*

*Comment:* N/A

- viii. *provide for daily needs of local residents while maintaining viability of a regional model for business and retail centres*

*Comment:* Refer Section 5.2.

- ix. *provide land in locations with strategic advantage for industry*

*Comment:* N/A

- x. *protect the productive value of agricultural land*

*Comment:* N/A

- xi. *protect access to forestry, mineral and other natural occurring resources for sustainable production*

*Comment:* N/A

- xii. *include opportunity for tourism in most locations*

*Comment:* N/A

- xiii. *require all new use or development has access to adequate utilities and community services*

*Comment:* The site has access to all required infrastructure and services.

- xiv. *support walking, cycling, and public transport as an alternative to dependence on private transport;*

*Comment:* The proposal will provide easily accessible convenience goods to surrounding residential areas, promoting walking and cycling.

- xv. *require efficient use of available and planned infrastructure provision for utilities and community services*

*Comment:* Refer response i above.

- xvi. *protect the operation, safety and security of utility corridors and facilities*

*Comment:* N/A

- xvii. *provide for the efficient movement of freight by road, rail, air and sea*

*Comment:* N/A

- xviii. *protect and conserve items and areas of significant ecological, scientific, cultural, heritage, or aesthetic value*

*Comment:* The site does not involve any features of ecological, scientific, cultural, heritage, or aesthetic value.

- xix. *minimise likely risk to the community and the environment from use or development on land exposed to a natural hazard or environmental harm*

*Comment:* The removal of the existing underground fuel storage tanks requires EPA sign-off, while the installation of new underground tanks and storage of other fuels or hazardous materials must be undertaken in accordance with guidance and approvals under the Tasmanian *Work Health and Safety Act 2012*.

- xx. *recognise the cumulative and likely escalating impacts of climate change; and*

*Comment:* The proposal will not of itself lead to escalating impacts of climate change, nor be impacted by the effects of climate change.

- xxi. *support division or consolidation of land to establish sites suitable for intended use and development*

*Comment:* The rezoning and subsequent development will result in a minor extension to the existing commercial activity centre and result in a more consistent alignment of the zone boundary.

#### **5.4.2 Planning Scheme Objectives - Clause 3.02**

The following municipal strategies, policies and actions are implemented under provisions of the Interim Planning Scheme –

- a) *Devonport Strategic Plan 2009 - 2030 Devonport City Council*

*Comment:* Refer Section 5.1

- b) *Devonport Retail Study 2008 Essential Economics Pty Ltd*

*Comment:* Refer Section 5.2

- a) *Devonport Heritage Study 2001 Paul Davies Pty Ltd*

*Comment:* N/A

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

Zone Purpose Statements – Clause 10.1.1

*10.1.1.1 To provide for residential use or development that accommodates a range of dwelling types at suburban densities, where full infrastructure services are available or can be provided.*

*10.1.1.2 To provide for compatible non-residential uses that primarily serve the local community.*

*Comment:* The proposal does not represent a significant area of land being converted from the General Residential Zone such that it will result in any material change in the availability of land zoned for residential purposes in Devonport more broadly.

The previous residential building on the site has been removed in accordance with a Council permit. The application of the Central Business Zone therefore will not see the conversion of an active residential use to a commercial use.

The conversion of the site requires some consideration in respect of the impact that the future commercial use and development will have on the amenity of the surrounding residential area. In addition the provisions of the Central Business Zone requires consideration of adjacent residential uses through development provisions that require development to be located such that it responds to adjacent sensitive use. A full assessment of the proposal against the provisions of the Devonport Interim Planning Scheme 2013 is provided in Section 6.



#### 5.4.4 Central Business Zone

##### Zone Purpose Statements - Clause 22.1.1

*22.1.1 To provide for business, civic and cultural, community, food, hotel, professional, retail and tourist functions within a major centre serving the region or sub-region.*

*Comment:* The application of the Central Business Zone is required to facilitate the redevelopment of the existing service station. The redevelopment will improve the viability and the appearance of the service station facility. The realignment of the Central Business zone boundary to incorporate 83 Stewart Street will provide for a more consistent zone alignment with other commercial uses on adjacent land. This minor expansion of the Central Business Zone is directly supportive of the above Zone Purpose Statement.

##### Local Area Objectives – Clause 22.1.2

*a) Provide a large-scale activity centre offering a comprehensive mix of services of a type and range to meet the routine needs of local residents, and the specialist needs of a local, district, regional or sub-regional population and visitors to the Cradle Coast Region.*

*Comment:* The proposed redevelopment will provide local residents and visitors to Devonport with a range of services including vehicle fuel sales, convenience grocery lines and food outlet. The site is well located in terms of providing this service within an appropriate zoning and within a busy activity centre that is well located to surrounding residential areas and the wider district.

*b) Central business areas make efficient use of land and optimise available infrastructure through a priority for infill and redevelopment and adaptive re-use of existing sites and buildings; and*

*Comment:* The proposed application of the Central Business Zone for the purposes of redeveloping the site is directly supportive of the above objective. The project represents a strategic redevelopment opportunity on a site with a long history of commercial use, and that makes full use of the existing investment in infrastructure.

*c) Central business areas offer a significantly wider range of general and specialist merchandise and services, including refreshment and entertainment options, civic and cultural functions, and employment opportunities, than are available in a local or district centre.*

*Comment:* The proposed use will service the everyday needs of local residents, regular users of the activity centre and visitors passing through the area. The redevelopment will improve the existing facility, and contributing to the range of services already provided within the activity centre. The nature of service stations requires their regular disbursement throughout the City, and as outlined, the redevelopment of this site is supported in terms of its strategic location, history of use on the site, and expanded range of goods and services offered.

**Desired Future Character Statements**

Desired Future Character Statements	Implementation Strategy
<p><i>Use of development for central business purposes –</i></p> <p><i>(a) support function as a regional focus for the majority of specialist retail, business, professional, community, personal, entertainment, hospitality, civic, cultural, and visitor service activity;</i></p> <p><i>(b) provide convenient arrangements for pedestrian and vehicular access and circulation;</i></p> <p><i>(c) is not required to be comparable with use or development on adjacent land in another zone;</i></p> <p><i>(d) has a potential to transition abruptly at the boundary with an adjoining zone; and</i></p> <p><i>(e) is likely to impact on amenity of use or development on adjacent land through factors associated with the operational characteristics of permitted use, including higher traffic volume, duration and frequency of activity, the type, form and scale of buildings, provision for vehicle parking, the presence and movement of people, extended or intermittent hours of operation, and a readily apparent visual or functional presence within an urban setting.</i></p>	<p><i>Implementation is in accordance with the requirement in Clause 8.10.2 to have regard to the purpose of the zone in determining a permit for a discretionary use.</i></p>

*Comment:* The proposed rezoning and subsequent development will reinforce the City’s role as a regional retail focal point as outlined throughout Sections 5.1 and 5.2.

The proposal will provide for convenient vehicular and pedestrian access as outlined in the accompanying TIA.

In terms of land use and zoning on adjacent land, the Central Business Zone anticipates conflicts potentially occurring between commercially zoned land and more sensitive uses on adjacent land, given the more intensive activity that characterises commercial and business uses. Notwithstanding this, the proposed rezoning incorporates a development application which demonstrates that although the use of the site will intensify, facilitated through the rezoning, the impacts of that intensification can be managed to ensure neighbouring residential amenity can be preserved. Such measures include the installation of an acoustic wall on the property boundary; and treating plant and equipment with noise limiting measures and locating it to manage the impacts on neighbouring residential properties.

The proposal will result in an increase in traffic volume, which will be mostly apparent at the intersection of William and Stewart Streets. The impact on other uses along Stewart and William Streets has been assessed by the TIA as being acceptable in terms of the level of traffic generation and its impact.

## 5.5 State Policies

The *State Coastal Policy 1996* and the *State Policy on the Protection of Agricultural Land 2009* are not relevant to this proposal.

The proposal will not result in any discharges impacting surface or ground water and therefore does not require assessment against the *State Policy on Water Quality Management 1997* and stormwater and sewage will be managed through the existing reticulated systems.

The proposed amendment does not require assessment in accordance with *National Environment Protection (Assessment of Site Contamination) Measure 1999* as it does not involve a proposed change of use, but rather development associated with a continuing use. Removal of the existing underground fuel storage tanks is subject a separate approval process and ultimately EPA sign-off,

## 5.6 Land Use Planning and Approvals Act 1993

The rezoning is consistent with the objectives of Schedule 1 of LUPAA in that it provides for the fair, orderly and sustainable use and development of land. A detailed assessment of the amendment in relation to these objectives is provided below.

Part 1 of Schedule 1 to LUPAA covers the general sustainable development objectives of the Resource Management and Planning System (RMPS) and Part 2, the objectives of the planning process.

### 5.6.1 RMPS Objectives (Part 1 of Schedule 1)

1. The objectives of the resource management and planning system of Tasmania are –

(a) to promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity; and

*Comment:* The redevelopment is not expected to result in any increased adverse impact on the environment. Removal of the existing underground fuel tanks requires EPA sign-off, and installation of replacement tanks requires approval by other agencies and compliance with relevant environmental standards. Similarly, the redevelopment of the site will take advantage of existing stormwater and sewage infrastructure, managed by Council and TasWater respectively.

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

*Comment:* The proposal is consistent with this objective. The application of the Central Business Zone will provide for a more consistent zoning pattern and will allow for the completion of the broader master plan that has been developed for the site. The future redevelopment will provide for a use that is strategically located, easily accessible to the surrounding area and conveniently located on a main arterial road for customers from outlying areas. Upgrade of the existing service station, which has operated from the site for 70 years, is an appropriate reuse of an existing commercial asset, and its modernisation will allow for the conduct of a more efficient and long term sustainable business.

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

*Comment:* The proposal will be subject to a public notification period in accordance with the requirements of LUPAA.

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

*Comment:* The proposal is consistent with objectives a), b) and c) above. As identified above improving the efficiency and therefore economic viability of the service station will contribute to the broader economic sustainability of the Devonport economy. Reinvestment in the asset is a sign of confidence in the City. Council's investment in the 'Living City' project, and support for the development of the Devonport Home Makers Centre, is a positive signal in itself to private investment in the City. Similarly, the State Government's reinvestment in the Spirit of Tasmania Ferries is also a sign of confidence in the City. The redeveloped service station will be well placed to cater for visitors and tourists to the City resulting from these investment decisions.

(e) to promote the sharing of responsibility for resource management and planning between the different spheres of Government, the community and industry in the State.

*Comment:* The proposal will require approval at both the State and local level, as well as being referred to the relevant government agencies.

### **5.6.2 Planning Process Objectives (Part 2 of Schedule 1)**

*The objectives of the planning process established by this Act are, in support of the objectives set out in Part 1 of this Schedule –*

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

*Comment:* The proposed rezoning has been assessed as being consistent with local, regional and State planning policy and legislation and, as outlined, will be subject to assessment at both the State and local level.

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

*Comment:* The amendment will see the application of the Central Business Zone to the site which will provide for appropriate guidance for future use and development of the site. Importantly, the Zone allows for the protection of the adjacent residential zoning and associated sensitive uses.

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

*Comment:* The proposal will not involve any increased adverse impact on the environment. Removal of the existing underground fuel storage facilities will require approval by other State agencies, and all waste generated on the site, including solid waste, stormwater and sewage can be adequately managed by Council and Taswater. The economic benefits have been considered and no adverse impacts on residents in the vicinity are anticipated.

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

*Comment:* The proposal has been assessed against and found to satisfy the relevant State, regional and local policies as described in Section 5 of this report.

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

*Comment:* N/A



*(f) to secure a pleasant, efficient and safe working, living and recreational environment for all Tasmanians and visitors to Tasmania; and*

*Comment:* Broadly the rezoning will provide for a redevelopment that will improve the viability and appearance of the activity centre. It will improve a retailing and service function that has existed on the site for many years, and will significantly enhance the experience and safety for residents who use the service station, as well as visitors to the area. The amenity of nearby residential properties has been taken into account and a number of mitigation measures incorporated into the design of the buildings and associated activities on the site.

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

*Comment:* The site does not involve any items of cultural heritage or other interest.

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

*Comment:* The redevelopment makes use of available public infrastructure at no additional cost to public authorities.

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

*Comment:* The proposal does not involve land suitable for agricultural purpose.

## 6. Assessment of the Development Application

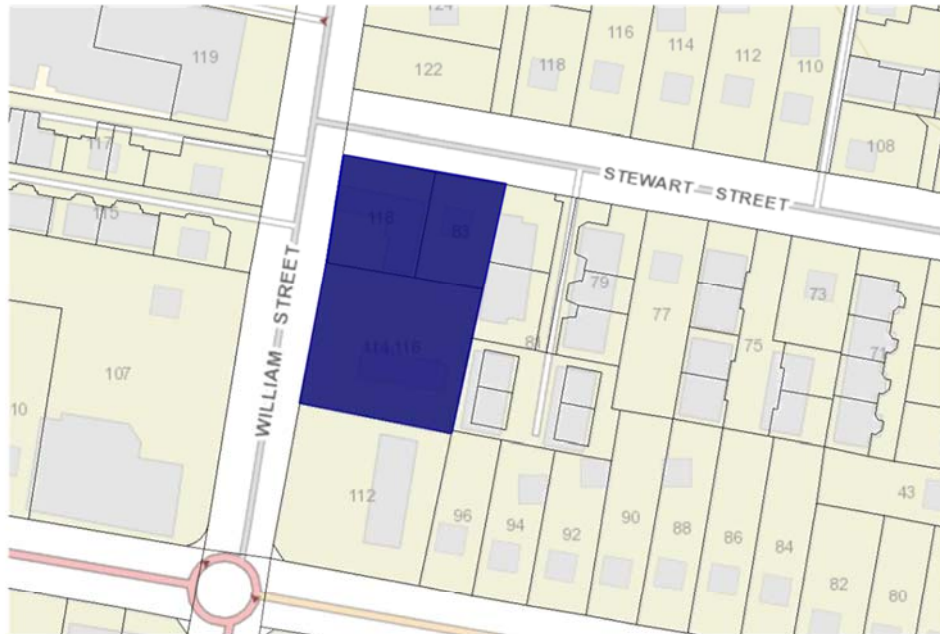
This section provides a description of the proposed development and an assessment of it against the relevant provisions of the Interim Scheme.

### 6.1 Proposed Use and Development

#### 6.1.1 Development Site Area

As outlined in Section 1.2 the development application relates to the following land:

- Certificate of Title Volume 216837 Folio 2 known as 83 Stewart Street, Devonport.
- Certificate of Title Volume 232817 Folio 1 known as 118 William Street, Devonport
- Certificate of Title Volume 149026 Folio 1 known as 114-116 William Street, Devonport



(Source: theList, <http://maps.thelist.tas.gov.au/listmap/app/list/map>)

It is noted that 114-116 William Street is under a different ownership name from the other two Titles. The site at 114-116 William Street is owned by the same landowner as the other two Titles, but under different company names. It is therefore not considered that ownership will cause any impediment to adherence of titles should this be required.



### 6.1.2 Use and Development

The proposal involves the redevelopment of the site to establish a service station and associated shop.

Development associated with the proposal specifically involves the following:

- Demolition of the existing service station building containing the sales service counter and related retail shop, the attached canopy, and removal of the bowsers and underground tanks and existing pylon sign.
- A new single building on the western side of the site which will incorporate a shop associated with the service station.
- The existing service station operating 24 hours per day, 7 days per week will continue for the redeveloped facility.
- The shop will comprise an area of 247m<sup>2</sup>. The shop comprises a service counter, office and amenities, cool room and store, display cabinets for drinks and pre-prepared food, coffee dispenser, and shelving for a limited range of convenience shopping lines such as chips, biscuits, chocolates, magazines, and the like.
- The fuel bowsers will be located more centrally and configured in a north south alignment across the site.
- A T-shaped 5.5-metre-high canopy will be constructed to provide shelter over the fuel bowsers and the walkway to the service station shop.
- Lighting is provided under the awnings; and some low level garden lighting . There is usually a light in the coral for security reasons.
- The proposal will also involve the replacement of the underground fuel storage tanks. Three new tanks will be installed directly to the west of the shop.
- Access to the site will be provided via Williams and Stewart Streets, with tanker ingress and egress occurring from Stewart Street only. An access to the adjacent car wash will be provided from Stewart Street via an access lane to the rear of the proposed service station building.

### 6.1.3 Proposed Signage

The proposed signage includes:

- 1 x pylon sign. The sign dimensions comprise 9m height, 2.2m wide and comprising various advertising panels including Caltex and star mart logos and name, food tenant and fuel price information.
- 1 x street promo sign. The sign dimensions comprise 2.3m height x 1.29m wide.
- 2 x wall promo signs. The sign dimensions comprise 2.0m height x 1.2m wide, and 1.0m height x .8m wide.
- 1 x food tenancy sign (wall sign). The sign dimension comprises 2.7m x 1.2m on the western elevation of the building.
- 5 x directional signs (ground based signs). The sign dimensions comprise .86m x 0.6m.

#### **6.1.4 Status in Central Business Zone**

In accordance with Clause 8.2 of the Scheme the proposed uses are defined as:

##### *General retail and hire*

*use of land for selling goods or services, or hiring goods. Examples include an adult sex product shop, amusement parlour, beauty salon, betting agency, commercial art gallery, department store, hairdresser, market, primary produce sales, shop, shop front dry cleaner, supermarket and video shop*

##### *Vehicle fuel sales and service*

*use of land primarily for the sale of motor vehicle fuel and lubricants, and if the land is so used, the use may include the routine maintenance of vehicles. An example is a service station.*

These two use classes best describe the service station and the limited range of convenience shopping available for customers purchasing fuel and other services required to maintain their vehicles. The general retail and hire use is prescribed a 'permitted' status and the vehicle fuel sales and service is prescribed a 'discretionary' status under the Zone.

## **6.2 Central Business Zone (Clause 22)**

### **6.2.1 Zone Purpose**

The discussion provided under Section 5.4.4 considers the rezoning as well as the proposed use and development in its assessment of the proposal against the Zone Purpose, the Local Area Objectives and Desired Future Character Statements. The proposal is found to be entirely consistent with the strategic provisions of the Central Business Zone.

**6.2.2 Clause 22.3 Use Standards**

**Clause 22.3.1 Discretionary Permit Use**

<i>Objective</i>	
<i>Use in the Central Business zone is to –</i>	
<ul style="list-style-type: none"> <li>(a) <i>provide for the routine requirements of local residents for grocery and general retailing, personal care, business, professional and refreshment services;</i></li> <li>(b) <i>offer a higher order of complexity and sophistication in business, retail, community, and professional services to residents and visitors of the municipal area and the region;</i></li> <li>(c) <i>provide for office activity as the preferred use on land within Area “A”;</i> and</li> <li>(d) <i>complement and enhance the drawing power of core retail and business services to increase attraction, cohesion, visibility and vitality of Devonport as a regional activity centre.</i></li> </ul>	
<i>Acceptable Solution</i>	<i>Performance Criteria</i>
<b>A1</b>	<b>P1</b>
<i>There is no acceptable solution</i>	<p><i>Discretionary permit use must –</i></p> <ul style="list-style-type: none"> <li><i>a) be consistent with local area objectives;</i></li> <li><i>b) be consistent with any applicable desired future character statement for the zone; and</i></li> <li><i>c) be required to service requirements of the local, municipal or regional resident and visitor population.</i></li> </ul>
<p><i>Comment:</i> The service station comprises a discretionary use. It is noted that the use already exists on the site and as such the proposal involves an expansion and intensification of that existing use incorporating adjacent vacant land. The proposal is directly supportive of the objectives of the Clause. It will improve the amenity and service associated with an existing service station that is heavily utilised by the local and broader community. The ‘shop’ component will provide for a new service that will also satisfy the daily needs of those from the local neighbourhood as well as providing a convenience for those passing through. As discussed throughout Sections 5.1 and 5.2, the proposal will also reinforce the retail hierarchy and the prominence of Devonport’s retail role within the north-west. The proposal has been assessed as being supportive of the local area objectives and desired future character statements as outlined in Section 5.4.4.</p>	

**6.2.3 Clause 22.4 Development Standards**

**Clause 22.4.2 Suitability of a Site or a lot for use or Development**

<i>Objective</i>	
<p>The minimum properties of a <u>site</u> and of each <u>lot</u> on a plan of <u>subdivision</u> are to –</p> <p>(a) <i>provide a suitable development area for the intended use;</i></p> <p>(b) <i>provide access from a road; and</i></p> <p>(c) <i>make adequate provision for a water supply and for the drainage and disposal of sewage and stormwater</i></p>	
<i>Acceptable Solution</i>	<i>Performance Criteria</i>
<b>A1</b>	<b>P1</b>
<p><i>Comment:</i> The proposed site area meets the minimum site area and building envelope requirements. The building area is clear of setback, easement and title benefit requirements, and is accessible from a street frontage.</p>	
<b>A2</b>	<b>P2</b>
<p><i>Comment:</i> The site has vehicular access via its frontage in accordance with A2(a) above.</p>	
<b>A3</b>	<b>P3</b>
<p><i>Comment:</i> The site is capable of connecting to a reticulated water supply.</p>	
<b>A4</b>	<b>P4</b>
<p><i>Comment:</i> The site is capable of connecting to a reticulated sewage supply.</p>	
<b>A5</b>	<b>P5</b>
<p><i>Comment:</i> The site is capable of connecting to a reticulated stormwater network.</p>	

### Clause 22.4.2 Location and Configuration of Development

<b>Objective</b>	
<p>The location and configuration of development is to –</p> <p>(a) provide for the efficient use of land;</p> <p>(b) provide for buildings, service activity and vehicle parking to accommodate business use;</p> <p>(c) provide for the façade of a building to remain the dominant architectural or visual element to the frontage; and</p> <p>(d) assist to attenuate likely impact on amenity of use on adjacent land</p>	
<b>Acceptable Solution</b>	<b>Performance Criteria</b>
<b>A1</b>	<b>P1</b>
<p>Building height must –</p> <p>a) not be more than 25m; or</p> <p>b) no be more than 10m on land within Area “A”</p>	<p>Building height must</p> <p>a) minimise likelihood for overshadowing of a habitable room or a required minimum area of private open space in any adjacent dwelling;</p> <p>b) minimise the apparent scale, bulk, massing and proportion relative to any adjacent building;</p> <p>c) be consistent with the streetscape</p> <p>d) respond to the effect of the slope and orientation of the site</p>
<p><i>Comment:</i> The site is not subject to Area “A” requirements. At 9 metres the maximum height of the proposed pylon sign meets the acceptable solution, while the height of the building measured to the top of the canopy at 5.8 metres comfortably meets the acceptable solution.</p>	
<p>An external car parking and loading area, and any area for the display, handling, or storage of goods, materials or waste, must be located behind the primary frontage elevation of a building.</p>	<p>An external car parking and loading area, and any area for the display, handling, or storage of goods, material or waste must</p> <p>a) not dominate the architectural or visual frontage of the site;</p> <p>b) be consistent with the streetscape</p> <p>c) be required be a constraint imposed by size, shape, slope, orientation, and topography on development of the site; and</p> <p>d) provide durable screening to attenuate appearance of the parking or loading area from a frontage and adjacent land</p>



*Comment:* The storage areas associated with both the shop are located within the main building, while the waste areas will be located in a service yard on the northern side of the building, concealed behind a louvered colorbond fence facing Stewart Street. Waste and storage locations therefore meet the acceptable solution.

The car parking is located forward of the front building line. The location of car parking towards the front of the building is typically associated with service station developments. The location of the fuel bowsers forward of the building provides for maximum visibility for the attendant staff and ease of management of the sales occurring. In many instances vehicles are moved forward to the car parking spaces in front of the building to facilitate completion of the transaction at the service counter. For those not purchasing fuel, the location of the car parking in front of the building provides convenient ease of access to the shop component. Notwithstanding its location forward of the building line, it is not considered that the car parking will dominate the street frontage with only a single row of car parking proposed. It is further noted that the car parking will be placed some distance behind the fuel bowsers and canopy which will provide some visual mitigation when viewed from the street.

There are also small areas of landscaping and signage proposed along William Street and Stewart Street adjacent to the vehicle access points which will further assist in visually breaking up the parking area.

The proposed parking location is entirely consistent with that prevailing in the area. Further to the south in William Street is located a car wash, Hungary Jacks and various trade outlets. The streetscape has a 'functional' character, mostly characterised by parking located forward of the building line. The proposed car parking location is considered to meet the requirements of the Performance Criteria.



### Clause 22.4.3 Visual and Acoustic Privacy for Residential Use

<b>Objective</b>	
<i>The location and configuration of development is to minimise likelihood for overlooking a habitable room, balcony, deck or roof garden in an adjacent dwelling</i>	
<b>Acceptable Solution</b>	<b>Performance Criteria</b>
<b>A1</b>	<b>P1</b>
<p><i>A door or window to a habitable room, or any part of a balcony, deck, roof garden, parking space or carport must –</i></p> <p><i>a) be not less than 3.0m from a site boundary and 4.0m from a rear boundary to land in a zone for residential purposes;</i></p> <p><i>b) be not less than 6.0m from any door, window, balcony deck or roof garden in an adjacent dwelling</i></p> <p><i>c) be off-set by not less than 1.5m from the edge of any door or window in an adjacent dwelling;</i></p> <p><i>d) have a window sill height of not less than 1.8m above finished floor level;</i></p> <p><i>e) have fixed and durable glazing or screening with a uniform transparency of not more than 25% in that part of a door or window less than 1.8m above finished floor level; or</i></p> <p><i>f) have fixed and durable external screen other than vegetation of not less than 1.8m height above the finished floor level with a uniform transparency of not more than 25% for the full width of the door, window, balcony, deck, roof garden, parking space or carport.</i></p>	<p><i>Likelihood for overlooking from a door or window in a habitable room or from any part of a balcony, deck, roof garden, parking space, or carport must be minimised by –</i></p> <p><i>a) physical separation from the door, window balcony, deck, or roof garden in an adjacent dwelling</i></p> <p><i>b) off-set from a door or window to a habitable room in an adjacent dwelling</i></p> <p><i>c) effective use of screening other than vegetation;</i></p> <p><i>d) effect of topography and natural features.</i></p>
<p><i>Comment:</i> The proposed development does not include any habitable rooms, balconies, decks, roof gardens, or car ports. It does provide for car parking spaces. The proposal is assessed against the Acceptable Solution as follows:</p> <p><i>a) Car parking will be located in excess of 4 metres from the boundary with a residential use.</i></p> <p><i>b) Car parking will be located in excess of 6 metres from the features outlined in sub-clause b.</i></p> <p><i>c) There will be no visible site line between the proposed car parking spaces and windows and doors of adjacent dwellings.</i></p> <p><i>d) Sub-clause d) is not applicable as the proposal does not involve habitable rooms.</i></p> <p><i>e) As per response to sub-clause d) above.</i></p> <p><i>f) Whilst screening of the features outlined in sub-clause f) is not relevant to the proposal, it should be noted that a 2.5 metre high acoustic wall (refer Acoustic Report in Appendix D) is proposed along the boundary with the adjacent dwelling in order to preserve the residential amenity of the Units at 81 Stewart Street.</i></p> <p><i>Comment:</i> The proposal is consistent with the acceptable solution.</p>	

#### Clause 22.4.5 Setback from Zone Boundaries

<b>Objective</b>	
<p>Use or development of land adjoining land in another zone is to minimise –</p> <p>a) likelihood for conflict, interference and constraint between the use or development of land in the zone and sensitive use of land in an adjoining zone; and</p> <p>(b) unreasonable impact on the amenity of use on land beyond the boundaries of the zone.</p>	
<b>Acceptable Solution</b>	<b>Performance Criteria</b>
<b>A1</b>	<b>P1</b>
<p>Development of land with a boundary to a zone must –</p> <p>a) be setback from the boundary of land in an adjoining zone by not less than the distance for that zone shown in the Table to this Clause;</p> <p>b) not include within the setback area required from a boundary to land in a zone shown on the Table –</p> <p>(i) a building or work;</p> <p>(ii) vehicular or pedestrian access from a road if the boundary is not a frontage</p> <p>(iii) vehicle loading or parking area;</p> <p>(iv) an area for the display, handling, operation, manufacturing, processing, servicing, repair or storage of any animal, equipment, goods, plant, materials, vehicle or waste;</p> <p>(v) an area for the gathering of people, including for entertainment, community event, performance, sport or for a spectator facility;</p> <p>(vi) a sign orientated to view from land in another zone; or</p> <p>(vii) external lighting for operational or security purposes; and</p>	<p>The location of development must –</p> <p>a) minimise likelihood for conflict, constraint or interference from sensitive use on land in an adjoining zone; and</p> <p>b) minimise likely impact on the amenity of the sensitive use on land in an adjoining zone.</p>

*c) a building with an elevation to a zone boundary to which this clause applies must be contained within a building envelope determined by –*

*(i) the setback distance from the zone boundary as shown on the Table to this clause; and*

*(ii) projecting upward and away from the zone boundary at an angle of 45° above the horizontal from a wall height of 3.0m at the setback distance from the zone boundary; and*

*d) the elevation of a building to a zone boundary must not contain an external opening other than an emergency exit, including a door, window to a habitable room, loading bay, or vehicle entry*

*Comment:* The proposal is assessed against the acceptable solution as follows:

a) The table to Clause 22.4.5 A1 requires a setback of 4 metres from the General Residential Zone. Construction of the access lane to provide access to the car wash is within this setback, while the eastern façade of the new building meets the 4 metres setback to the boundary with the adjacent residential lot located in the General Residential Zone.

b) There will be no waste storage or service areas, areas for people to gather, parking, loading or signage within the required setback. There will be vehicular access, and potentially bollard style lighting associated with the access lane within the prescribed setback.

c) The proposed building involves walls and elevations within the prescribed setback and building envelope outlined in sub-clause c).

d) The eastern elevation proposes an external opening adjacent the prescribed setback distance from the adjacent zone.

The proposal invokes discretion against Clauses a) to d) above and must be assessed against the performance criteria.

The proposal involves the installation of an acoustic block wall which is proposed specifically to address any adverse impacts on the adjacent residential dwelling. An acoustic report has been prepared by Vipac (Appendix D) that finds that the noise levels generated by the drive through traffic are anticipated to meet the relevant noise assessment criteria. In relation to other plant there are recommendations in relation to final design that will assist in ameliorating impacts on the neighbouring residential properties, and can be dealt with by permit condition. They relate to the final height of the acoustic wall on the boundary, and enclosure of plant in appropriately designed enclosures.

The proposal is considered to satisfy the requirements of the performance criteria.

**Clause 22.4.7 Reticulation of an Electricity Supply**

<b>Objective</b>	
Distribution and connection of reticulated electricity supply is to be without visual intrusion on the streetscape	
<b>Acceptable Solution</b>	<b>Performance Criteria</b>
<b>A1</b>	<b>P1</b>
Electricity reticulation and site connections must be installed underground	It must be impractical, unreasonable, or unnecessary to install electricity reticulation and site connections underground
<i>Comment:</i> Electricity will be supplied via underground connections.	

**6.3 Codes****6.3.1 Airport Impact Management Code**

The proposal is subject to the Operational Airspace Overlay and therefore must be assessed under the Airport Impact Management Code.

In regards to the use standards under the code, it is noted that both proposed uses are prescribed as acceptable use class for the applicable ANEF noise exposure level.

It is not confirmed at this stage whether the proposed building satisfies AS 2012(2002), however, it is expected that this requirement may be subject to a permit condition should Council deem it necessary, noting that no sensitive use is proposed. Similarly, it is considered that a Part 5 agreement can be prepared as a condition of approval should it be deemed necessary by Council.

It is noted that the proposal will not involve the construction of any structures within operational air space in accordance with Clause E2.6.2. The location of the proposal means that it is not relevant to consideration under Clause E2.6.3, which relates to public safety.

**6.3.2 Hazard Management Code**

It is submitted that the proposal is exempt from consideration under the Hazard Management Code in accordance with E6.4.1(b) as the proposal involves the intensification of an existing potentially contaminating use not involving a sensitive or vulnerable use.



**6.3.3 Signs Code E7.0**

**Development Standards**

<b>Objective</b>	
<p><i>a) may be an integrated element of development on a site; and</i></p> <p><i>b) must not have adverse effect for –</i></p> <p style="padding-left: 40px;"><i>(i) the convenience and safety of people and property, including of any road, rail, air or marine transport system;</i></p> <p style="padding-left: 40px;"><i>(ii) amenity and character of any rural, urban or conservation setting; or</i></p> <p style="padding-left: 40px;"><i>(iii) the conservation and protection of any special value identified in a provision forming part of this planning scheme</i></p>	
<b>Acceptable Solution</b>	<b>Performance Criteria</b>
<p><b>A1</b></p> <p><i>Signs must –</i></p> <p><i>a) Identify an activity, product, or service provided on the site;</i></p> <p><i>c) If on a <u>site</u> in any other zone, must –</i></p> <p style="padding-left: 40px;"><i>(i) comprise not more than 5 display panels;</i></p> <p style="padding-left: 40px;"><i>(ii) have a total combined area of not more than 50.0m<sup>2</sup>;</i></p> <p style="padding-left: 40px;"><i>(iii) be separated from any other freestanding or projecting sign by not less than 10.0m</i></p> <p style="padding-left: 40px;"><i>(iv) be fully contained within the applicable building envelope and</i></p> <p style="padding-left: 80px;"><i>a. not extend above the parapet or the ridge of a roof; or</i></p> <p style="padding-left: 80px;"><i>b. if a free standing sign, have a height above natural ground level of not more than 5.0m;</i></p> <p style="padding-left: 40px;"><i>(v) not involve a corporate livery, colour scheme, insignia or logo applied to more than 25% of the external wall surface of each elevation of a building;</i></p> <p style="padding-left: 40px;"><i>(vi) not be located in an access strip, loading area, or car park;</i></p>	<p><b>P1</b></p> <p>A sign must be reasonable taking into account –</p> <p>a) whether the sign relates to an activity, product or service provided on the site;</p> <p>b) nature of development on the site;</p> <p>c) purpose, location, number, size, style, and configuration of any existing and approved sign on the site and on adjacent land;</p> <p>d) whether likely to be visually dominant or intrude on the appearance of the site or the streetscape</p> <p>e) whether likely to obscure the visibility of other signs in the locality;</p> <p>f) whether visible beyond the immediate locality;</p> <p>g) whether likely to impact on operational efficiency and safety of a railway, road, navigable water, or controlled air space in accordance with the advice and any requirement of the relevant regulatory entity;</p> <p>h) whether likely to impact on the amenity of a habitable room or private open space in a residential development; and</p> <p style="padding-left: 40px;">i) the necessity for the sign to be located on the site having regard for:</p> <p style="padding-left: 80px;">(i) proximity of the service or business being promoted to the sign location;</p> <p style="padding-left: 80px;">(ii) proximity of other signage for the same business or service</p>



*(vii) not be animated, scrolling or otherwise continuously or intermittently changing, flashing or rotating as a part of the operation of the sign unless providing advisory or safety information;*

*(viii) not resemble any air or marine navigation device, or a railway or road traffic control or directional device or sign;*

*(ix) not visually obscure any sign or device required for the convenience and safety of air or marine navigation or for use of a railway or a road; and*

*(x) not cause illumination that overspills the boundaries of the site; and*

*(d) not be on land for which a Local Heritage Code forming part of this planning scheme applies.*

(iii) ability to identify the business or service through other means; and

(iv) flow of traffic past the sign and its likely destination

*Comment:* It is noted that any signage provided in association with the access lane, and that located on fuel pumps and other internal services is exempt from approval in accordance with Clause E7.4 as it is not intended to be visible from outside of the site.

The signs subject to assessment are outlined in Section 6.1.3. The proposal is assessed against the A1 as follows:

- a) The signage relates to services provided on the site. Complies with A1
- c) (i) The proposal involves the display of more than 5 signs. Does not comply with A1
- c) (ii) The combined area does not exceed 50m<sup>2</sup>. Complies with A1.
- c) (iii) The free standing signage is separated by a distance in excess of 10m. Complies with A1.
- c) (iv) The free standing signage is not located within the building envelope. Does not comply with A1.
- c) (iv) (a) Signage does not extend beyond the parapet. Complies with A1.
- c) (iv) (b) The pylon sign exceeds 5m in height. Does not comply with A1.
- c) (v) Does not involve a corporate logo over 25% of the wall. Complies with A1.
- c) (vi) Free standing signage is not located in access strips, loading areas or car parks. Complies with A1.
- c) (vii) Signage does not involve animation or moving parts. Complies with A1.
- c) (viii) Signage does not resemble any statutory signage. Complies with A1.
- c) (ix) Will not obscure any statutory signage. Complies with A1.
- c) (x) Illumination associated with the pylon sign is likely to cause marginal light spill into the boundary with the road reserve. Does not comply with A1.

d) Is not on land to which a heritage listing relates. Complies with A1.

The proposed signage therefore requires assessment against the performance criteria. The proposed signage is considered to be appropriate to the site and the use. It is necessary to clearly communicate the location of the service station, fuel prices offered, and the convenience shopping available, from outside of the site, as it needs to be clearly and quickly identifiable by passing motorists.

Whilst there are a number of signs proposed, their size, location and display of corporate livery is consistent with other recently constructed Caltas operated service stations. The signage is consistent with what would be expected of a site to which the proposed use applies.

The location of the signage predominantly along the western façade and William Street means that it will have negligible impact on surrounding residential uses. William Street in the vicinity is characterised by a number of similar blade or large pylon signs, and the proposed signs are not inappropriate in this context.

The proposed signage is assessed as being consistent with the relevant performance criteria.

#### **6.3.4 Traffic Generating Use and Parking Code E9.0**

As outlined a full TIA accompanies this development application. The TIA is supportive of the proposal on traffic grounds. The key findings are outlined as follows:

- The proposed development is expected to attract a total of 200 vehicle movements during the evening peak period;
- Accounting for pass-by trips and the existing use, the proposal is expected to generate up to an additional 45 vehicles per hour onto the surrounding road network;
  - The additional daily traffic will be in the order of 450 vehicles split between William Street (north), William Street (south) and Stewart Street;
- This additional traffic is not likely to significantly impact on the performance of the surrounding road network with regard to traffic efficiency and road safety;
  - The performance of the right turn movement at Stewart Street is expected to reduce from 19 seconds per vehicle (LOS C) to 24 seconds per vehicle (LOS D) during the evening peak period, however the approach will continue to operate at an acceptable level of service for an urban environment with little queuing; and
- The proposed development is considered to provide sufficient parking to cater for the expected demand.

The proposal is assessed against the relevant standards of the code below.

Use Standards

**E9.5.1 Provision for Parking**

**Objective**

Provision is to be made for convenient, accessible, and usable vehicle parking to satisfy requirements for use or development without impact for use or development of other land or for the safety and operation of any road.

Acceptable Solution	Performance Criteria
<p>A1</p> <p>Provision for parking must be –</p> <p>(a) the minimum number of onsite vehicle parking spaces must be in accordance with the applicable standard for the use class as shown in the Table E9A;</p> <p>(b) motor bike parking at a rate of 1 space for every 20 vehicle parking spaces;</p> <p>(c) parking spaces for people with disabilities at the rate of 1 space for every 20 parking spaces or part thereof; and</p> <p>(d) bicycle parking at the rate of 1 space for every 20 vehicle parking spaces or part thereof</p>	<p>P1</p> <p>(a) It must be unnecessary or unreasonable to require arrangements for the provision of vehicle parking; or</p> <p>(b) Adequate and appropriate provision must be made for vehicle parking to meet</p> <p>i) anticipated requirement for the type, scale, and intensity of the use;</p> <p>ii) likely needs and requirements of site users; and</p> <p>iii) likely type, number, frequency, and duration of vehicle parking demand.</p>

*Comment:* A full assessment of parking is provided in the TIA. As outlined in that report, sufficient parking spaces are provided on site.

In regards to motor bike, disabled and bicycle parking, the TIA notes the following

- 1 accessible parking space will be provided in the car park which satisfies the requirements of the Planning Scheme and Australian Standard AS2890.6, Parking facilities – Part 6: Off-street parking for people with disabilities, 2009. Complies with the acceptable solution.
- No dedicated motorbike parking is proposed: any motorbikes requiring parking can use the car park provided noting there is a surplus of 1 parking space.
- No bicycle parking is proposed: the nature of the proposed development as a service station is unlikely to generate significant bicycle trips. Notwithstanding this it is recommended that one bicycle hoop be provided near the building entrance for occasional convenience store trips by cyclists.



**Development Standards**

<b>E9.6.1 Road Access</b>	
<b>Objective</b>	
Arrangements for vehicular access to a road and for junctions with a road are to protect safety and operation of a road	
<b>Acceptable Solution</b>	<b>Performance Criteria</b>
A1 There must be an access to the site from a carriageway of a road R 3 6 –	P1 There is no performance criteria
(a) permitted in accordance with the Local Government (Highways) Act;	
(b) permitted in accordance with the Roads and Jetties Act 1935; or	
(c) permitted by a license granted for access to a limited access road under the Roads and Jetties Act 1935	
Comment: Access to the site is provided in accordance with the Acceptable Solution.	

<b>E9.6.2 Design of vehicle parking and loading areas</b>	
<b>Objective</b>	
Vehicle circulation, loading, and parking areas–	
(a) protect the efficient operation and safety of the road from which access is provided;	
(b) promote efficiency, convenience, safety, and security for vehicles and users; and	
(c) provide an appropriate layout and adequate dimension to accommodate passenger or freight vehicle associated with use of the site	
<b>Acceptable Solution</b>	<b>Performance Criteria</b>
A1.1 All development must provide for the collection, drainage and disposal of stormwater; and	
Comment: The site will be connected to reticulated stormwater.	

<p><b>A1.2</b></p> <p><i>...the layout of a vehicle parking area, loading area, circulation aisle, and manoeuvring area must –</i></p> <ul style="list-style-type: none"> <li>(a) <i>be in accordance with AS/NZS 2890.1 (2004) – Parking Facilities Off Street Car Parking;</i></li> <li>(b) <i>be in accordance with AS/NZS2890.2 (2002) Parking Facilities Off Street Commercial Vehicles;</i></li> <li>(c) <i>be in accordance with AS/NZS 2890.3 1993) Parking Facilities – Bicycle Parking Facilities;</i></li> <li>(d) <i>be in accordance with AS/NZS 2890.6 Parking Facilities Off Street Parking for People with Disabilities;</i></li> <li>(e) <i>each parking space must be separately accessed from the internal circulation aisle within the site;</i></li> <li>(f) <i>provide for the forward movement and passing of all vehicles within the site other than if entering or leaving a loading or parking space; and</i></li> <li>(g) <i>be formed and constructed with compacted subbase and surfaced with an all weather dustless surface, such as bitumen, concrete, or brick or permeable paving blocks;</i></li> </ul>	<p><b>P1</b></p> <p><i>The layout and construction of a vehicle parking area, loading area, circulation aisle, and manoeuvring area must be adequate and appropriate for –</i></p> <ul style="list-style-type: none"> <li>(a) <i>the nature and intensity of the use;</i></li> <li>(b) <i>effect of size, slope and other physical characteristics and conditions of the site;</i></li> <li>(c) <i>likely volume, type, and frequency of vehicles accessing the site;</i></li> <li>(d) <i>likely demand and turnover for parking;</i></li> <li>(e) <i>delivery and collection vehicles;</i></li> <li>(f) <i>familiarity of users with the vehicle loading and vehicle parking area;</i></li> <li>(g) <i>convenience and safety of access to the site from a road;</i></li> <li>(h) <i>safety and convenience of internal vehicle and pedestrian movement; and</i></li> <li>(i) <i>safety and security of site users</i></li> </ul>
<p><i>Comment: The design of the car parking area complies with the acceptable solution criteria of A1.2. Further assessment is provided in the TIA.</i></p>	



## 7. Conclusion

Approval is sought by GHD Pty Ltd obo IASM Investments Pty Ltd to rezone the land at 83 Stewart Street, Devonport to Central Business and to redevelop the site into an upgraded service station with associated convenience shop. The application is submitted pursuant to Sections 43A to 43M of the *Land Use Planning and Approvals Act 1993* (LUPAA).

The combined rezoning and development application will provide for an updated and improved service to the public that will reinforce the role of the existing commercial precinct and result in improved streetscape appearance. The proposed development has considered the minimisation of impacts to adjacent residences in its design and the traffic generated by the future development is anticipated to have acceptable impacts on the efficiency and safety of the surrounding road network.

The proposal has been assessed against all relevant local, regional and State planning policy and is recommended to Council and the Commission for approval.



## Appendices

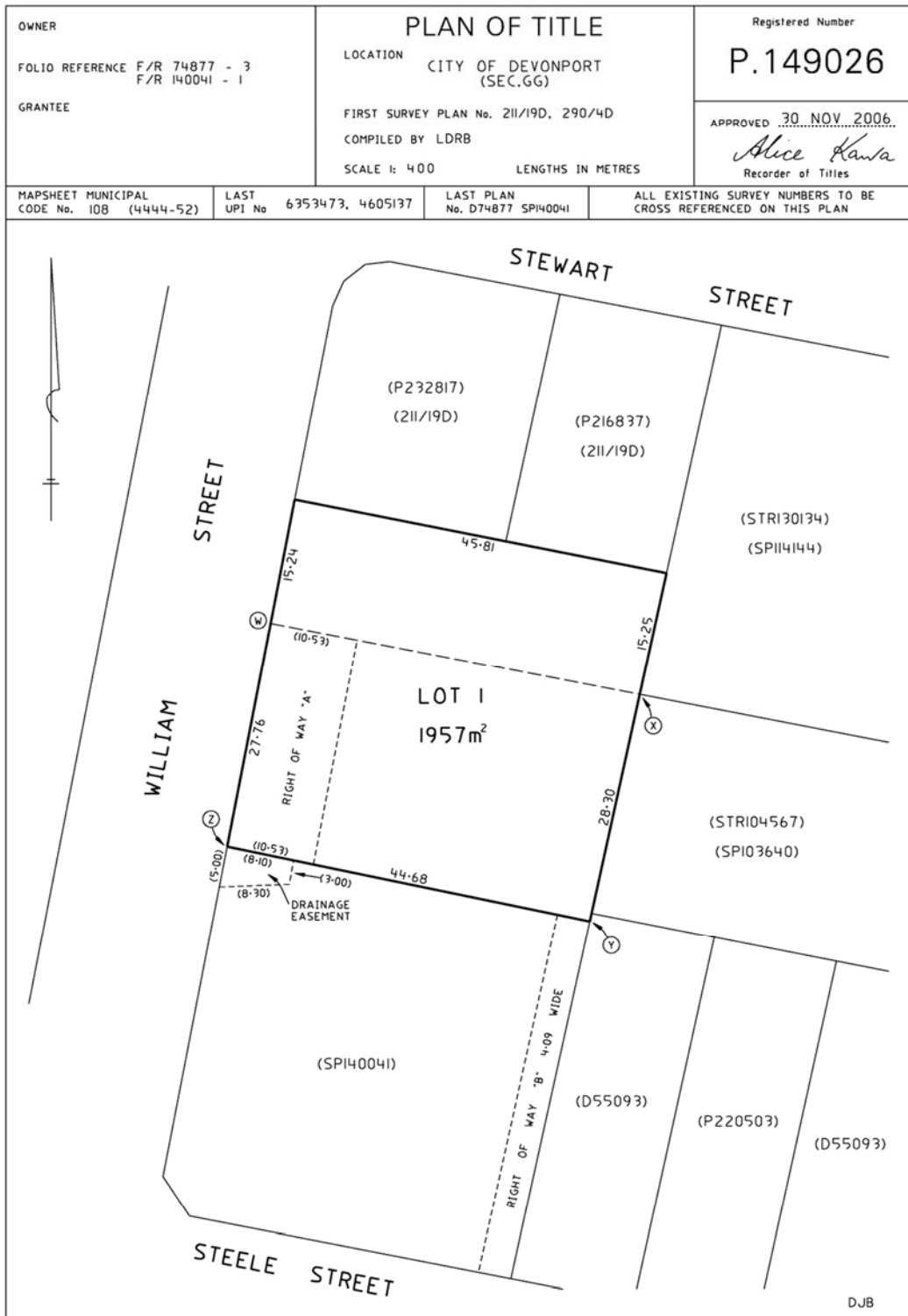
**Appendix A** - Certificates of Title



**FOLIO PLAN**

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



**RESULT OF SEARCH**

RECORDER OF TITLES

*Issued Pursuant to the Land Titles Act 1980*

## SEARCH OF TORRENS TITLE

VOLUME 149026	FOLIO 1
EDITION 3	DATE OF ISSUE 02-Jul-2014

SEARCH DATE : 10-Dec-2015

SEARCH TIME : 02.12 PM

DESCRIPTION OF LAND

City of DEVONPORT  
 Lot 1 on Plan 149026  
 Derivation : Part of 5A-1R-0Ps. Gtd. to C.G. Casey  
 Prior CTs 74877/3 and 140041/1

SCHEDULE 1

C728642 TRANSFER to FERNBANK WAY PTY LTD Registered  
 28-Aug-2006 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any  
 SP 140041 BENEFITING EASEMENT: A Right of Carriageway over the  
 Right of Way "B" 4.09 wide shown on P.149026  
 SP 140041 FENCING COVENANT in Schedule of Easements  
 SP 140041 BURDENING EASEMENT: Right of Carriageway  
 (appurtenant to Lot 2 on SP 140041) over the Right of  
 Way "A" shown passing through the said land within  
 described  
 SP 140041 BENEFITING EASEMENT: Right of Drainage over the  
 Drainage Easement shown on P.149026  
 C551210 MORTGAGE to Australia and New Zealand Banking Group  
 Limited (of that part of the said land within  
 described formerly comprised in Folio of the Register  
 Volume 140041 Folio 1) Registered 05-Jul-2004 at noon  
 C752873 ADHESION ORDER under Section 110 of the Local  
 Government (Building and Miscellaneous Provisions)  
 Act 1993 Registered 11-Dec-2006 at noon  
 M463238 LEASE to CALTAS PTY LTD of a leasehold estate for the  
 term of Ten (10) years from 01-May-2014 Registered  
 02-Jul-2014 at noon  
 Leasehold Title(s) issued: 149026A/1

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations





FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



ORIGINAL - NOT TO BE REMOVED FROM TITLES OFFICE

R.P. 1468

TASMANIA

REAL PROPERTY ACT, 1862, as amended



CERTIFICATE OF TITLE

Register Book

Vol. Fol.

2625 89

NOTE—REGISTERED FOR OFFICE  
CONVENIENCE TO REPLACE

Cert. of Title Vol. 588 Fol. 75

I certify that the person described in the First Schedule is the registered proprietor of an estate in fee simple in the land within described together with such interests and subject to such encumbrances and interests as are shown in the Second Schedule. In witness whereof I have hereunto signed my name and affixed my seal.

*M. Hutchinson*

Recorder of Titles.



DESCRIPTION OF LAND

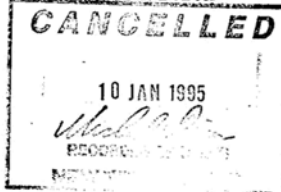
TOWN OF DEVONPORT  
TWENTY THREE PERCHES AND EIGHT TENTHS OF A PERCH on the Plan hereon

FIRST SCHEDULE (continued overleaf)

LESLIE HERBERT LEONARD of Devonport, Retired Farmer.

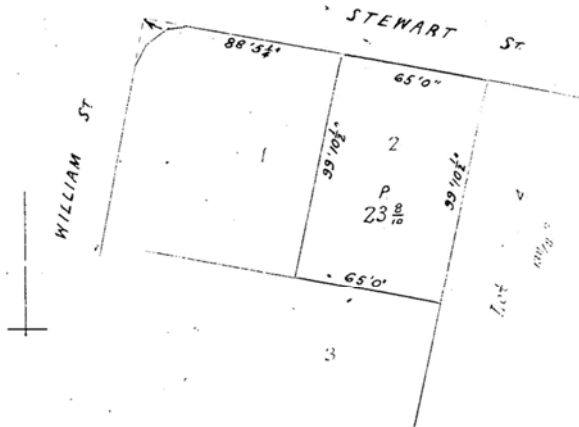
SECOND SCHEDULE (continued overleaf)

TRANSFER NO. 127596 was made SUBJECT TO fencing condition



Lot 2 of this plan consists of all the land comprised in the above-mentioned cancelled folio of the Register.

REGISTERED NUMBER  
216837



Part of 5a.1r.Ops. & 3r.Ops. Sec. Gg - Gtd. to C.G.Casey & H.Carter  
FIRST Edition. Registered respectively - Meas. in Ft. & Ins. 211/19D  
Derived from C.T. Vol. 588 Fol. 75 - Transfer A219841 B.J.Harwood

**RESULT OF SEARCH**

RECORDER OF TITLES

*Issued Pursuant to the Land Titles Act 1980*

## SEARCH OF TORRENS TITLE

VOLUME 216837	FOLIO 2
EDITION 6	DATE OF ISSUE 02-Jul-2014

SEARCH DATE : 10-Dec-2015

SEARCH TIME : 02.10 PM

DESCRIPTION OF LAND

City of DEVONPORT  
 Lot 2 on Plan 216837  
 Derivation : Part of 5A-1R-0Ps and 0A-3R-0Ps (Sec G g) Gtd to  
 C G Casey and H Carter  
 Prior CT 2625/89

SCHEDULE 1

B882944 TRANSFER to IASM INVESTMENTS PTY. LTD. Registered  
 29-Nov-1995 at noon (MF:2368/340)

SCHEDULE 2

Reservations and conditions in the Crown Grant if any  
 127596 FENCING CONDITION in Transfer  
 C375080 MORTGAGE to Australia and New Zealand Banking Group  
 Limited Registered 17-Jul-2002 at 12.01 PM  
 M463234 LEASE to CALTAS PTY LTD of a leasehold estate for the  
 term of Ten (10) years from 01-May-2014 Registered  
 02-Jul-2014 at noon  
 Leasehold Title(s) issued: 216837A/2

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations



FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



ORIGINAL - NOT TO BE REMOVED FROM TITLES OFFICE

R.P. 1469
TASMANIA
REAL PROPERTY ACT, 1862, as amended
NOTE: REGISTERED FOR OFFICE
CONVENIENCE TO REPLACE



CERTIFICATE OF TITLE

Register Book
Vol. Fol.
3142 71

Cert. of Title Vol. 743 Fol. 93

I certify that the person described in the First Schedule is the registered proprietor of an estate in fee simple in the land within described together with such interests and subject to such encumbrances and interests as are shown in the Second Schedule. In witness whereof I have hereunto signed my name and affixed my seal.

[Signature]

Recorder of Titles.



DESCRIPTION OF LAND

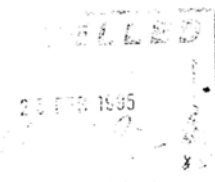
TOWN OF DEVONPORT
THIRTY ONE PERCHES AND NINE TENTHS OF A PERCH on the Plan hereon

FIRST SCHEDULE (continued overleaf)

ISETHEL BLANCHE PEARSON of Ulverstone, Married Woman and
NANCY EILEEN LOONE of Ulverstone, Married Woman.

SECOND SCHEDULE (continued overleaf)

NO. A256177 LEASE to Ampol
Petroleum Limited for the term of
9 years from 14th October, 1965.
Registered 16th December, 1966 at Noon.
(Sgd.) T.E. HUTCHINSON (L.S.)
Recorder of Titles.



Lot 1 of this plan consists of all the land comprised in the above-mentioned cancelled folio of the Register.

REGISTERED NUMBER
232817



Part of 5A-1R-0Ps. Sec.G.G. - Gtd. to C.G. Casey and Part of 3 roads -
FIRST Edition. Registered Sec. G.G. - Gtd. to H. Carter - Meas. in Ft. & ins.
Derived from
C.T. Vol.743.Fol.93. Transfer 94697 Luck Brothers Pty. Ltd.
Application C/Name A255875.

**RESULT OF SEARCH**

RECORDER OF TITLES

*Issued Pursuant to the Land Titles Act 1980*

## SEARCH OF TORRENS TITLE

VOLUME 232817	FOLIO 1
EDITION 5	DATE OF ISSUE 02-Jul-2014

SEARCH DATE : 10-Dec-2015

SEARCH TIME : 02.12 PM

DESCRIPTION OF LAND

City of DEVONPORT

Lot 1 on Plan 232817

Derivation : Part of 5A-1R-0Ps. - Sec. G.g. - Gtd. to C.G.  
 casey and Part of 3 Roods - Sec. G.g. - Gtd. to H. Carter.  
 Prior CT 3142/71

SCHEDULE 1

M429186 TRANSFER to IASM INVESTMENTS PTY LTD Registered  
 16-Sep-2013 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

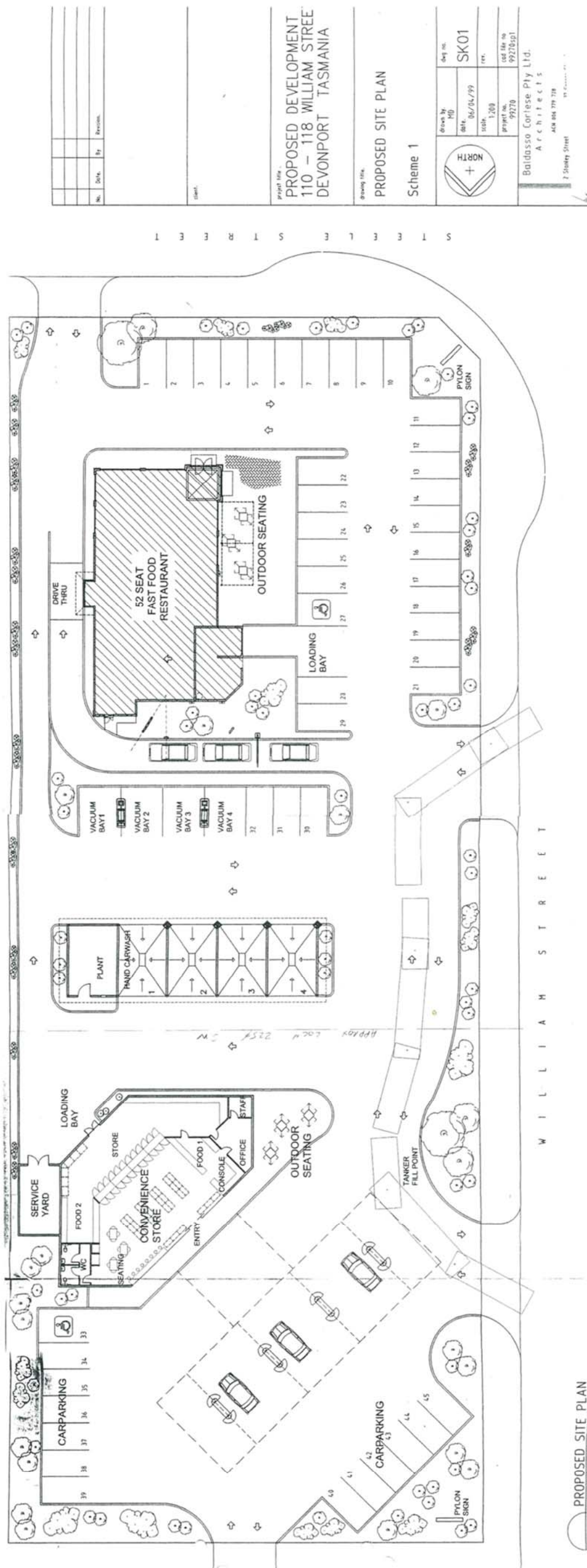
M463234 LEASE to CALTAS PTY LTD of a leasehold estate for the  
 term of Ten (10) years from 01-May-2014 Registered  
 02-Jul-2014 at noon  
 Leasehold Title(s) issued: 232817A/1

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

**Appendix B** - Original Site Masterplan





## **Appendix C** - Traffic Impact Assessment



## **IASM Investments Pty Ltd**

### William Street Caltex Traffic Impact Assessment

May 2016

WATER | ENERGY & RESOURCES | ENVIRONMENT | PROPERTY & BUILDINGS | TRANSPORTATION

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## **Appendices**

Appendix A – Swept Path Assessment

# 1. Introduction

## 1.1 Background

GHD was engaged by IASM Investments Pty Ltd to prepare a traffic impact assessment for a proposed redevelopment of the existing Caltex service station on the corner of William and Stewart Streets in Devonport.

## 1.2 Project Scope

The scope of the project was to prepare a report examining the traffic impacts associated with the proposal in accordance with Department of State Growth and Council requirements and included the following:

- Review of the existing road environment in the vicinity of the site and the traffic conditions on the road network.
- Provision of information on the proposed development with regard to traffic movement and activity.
- Identification of the traffic generating potential of the proposal and the distribution of this traffic in the surrounding road network.
- Review of the internal road network layout, traffic management and vehicle manoeuvring within the site.
- Assessment of the car parking provision in relation to Planning Scheme requirements.
- Identification and assessment of access routes and interfaces with the existing road network.
- Determining the traffic implications of the proposed development with respect to the external road network in terms of traffic efficiency and road safety, and provision of recommendations to overcome any issues that may arise.

## 1.3 Subject Site

The subject site comprises 118 William Street and 83 Stewart Street, Devonport, and is located on the south-east corner of these two streets. The site contains an existing service station (118 William Street) with access from both William Street and Stewart Street, and a vacant block of land (83 Stewart Street).

Nearby land uses include schools on both William Street and Stewart Street, fast food outlets, a manual car wash facility and several other commercial and business developments on William Street. However, the majority of nearby land use is residential. The subject site and surrounding road network are shown in Figure 1.



**Figure 1 Subject Site and Surrounds**

Base image source: Google Earth Pro

#### 1.4 Information and Data Sources

The following organisations were contacted during the preparation of this report:

- Department of State Growth – Crash data.
- Devonport City Council – Traffic data, Planning Scheme and general road network information.
- Caltex – General project information.

#### 1.5 Planning Scheme

The project is to be assessed under the provisions of the *Devonport Interim Planning Scheme 2013* which will be referred to as the Planning Scheme in this report.

## 2. Existing Conditions

### 2.1 Transport Network

For the purpose of this assessment, the transport network consists of William Street and Stewart Street. These roads are examined in detail in the following sections. Note that the impacts on other roads (such as Steele Street) were also considered in this report but were not examined in detail.

#### 2.1.1 William Street

The section of William Street south of Oldaker Street, which includes the subject site, is classified as a Sub-Arterial Road in the Road Hierarchy, as outlined in the Devonport Road Network Strategy (September 2009). Sub-Arterial Roads are the highest classification in the local, Council-owned road network and are defined as "roads connecting arterial roads to areas of development, and carry[ing] traffic from one part of a region to another." The desirable traffic volumes on Sub Arterial Roads are around 6,000 to 10,000 vehicles per day.

William Street is a two-lane, two-way road. It travels in a predominantly north-south direction, and provides an important connection to the Bass Highway, via Middle Road, at its southern end. William Street was recently reconstructed between Steele Street and Stewart Street, including along the subject site frontage, to a pavement width of 12.4 metres. A painted median turn lane is provided which aids right turns into Stewart Street, the subject site and other nearby land uses. Immediately adjacent to Stewart Street, a new pedestrian refuge crossing has been constructed.

William Street (before the reconstruction) is shown in Figure 2.



**Figure 2 William Street**

The capacity of William Street is constrained by the roundabout at Steele Street and the signalised intersection at Best Street. During the after-school peak period (between 3:00 pm and 3:30 pm), queues form in both directions on approach to these two intersections. Outside of this time, including the commuter peaks, William Street operates relatively well.

A children's crossing is located on William Street, approximately half way between Steele Street and Best Street, and 40 metres north of Stewart Street. The crossing is unmanned, with vehicles expected to give way to pedestrians. The children's crossing is shown in Figure 3 with the existing Caltex service station in the background.

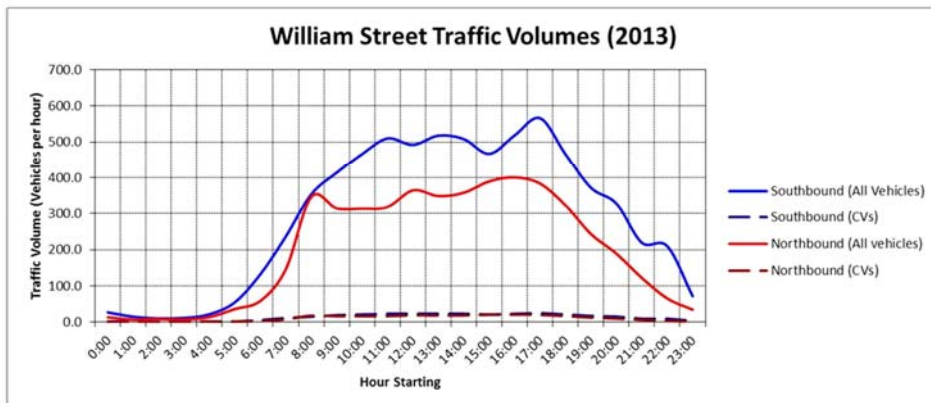


The posted speed limit on William Street is 50 km/h. A 40 km/h speed limit applies during school periods (8:00 to 9:00 am, and 2:50 to 3:20 pm on school days).

Recent Council traffic data indicates that William Street currently carries around 11,800 vehicles on a typical weekday between Steele Street and Stewart Street. Two-way peak volumes reach around 950 vehicles per hour during the evening commuter peak period (5:00 to 6:00 pm). Traffic on William Street remains consistently high throughout the majority of the day, with two-way volumes exceeding 700 vehicles per hour between 8:00 am and 7:00 pm. The hourly breakdown of traffic across a typical weekday is provided in Figure 4.



**Figure 3 School Crossing**



**Figure 4 William Street Traffic Volumes (2013)**

Data source: Devonport City Council

There are several intersections along William Street which experience moderately high levels of congestion during the commuter peak periods including Steele Street (roundabout), Best Street (signalised) and Oldaker Street (signalised).



**2.1.2 Stewart Street**

Stewart Street is classified as a Minor Collector Street in the Road Hierarchy. Minor Collector Roads *"have residential/access function but carry a higher volume of traffic than local streets. A reasonable level of amenity and safety is maintained but it is lower than that of a local street."* The desirable traffic volumes on Minor Collector Streets are around 750 to 3,000 vehicles per day.

Stewart Street has a total pavement width of approximately 11 metres. Footpaths are available on both sides of the road along with a large supply of unrestricted on-street parking. Stewart Street is subject to relatively low traffic volumes throughout the day. It is possible that congestion on William Street constrains traffic volumes on Stewart Street

Turning movement surveys were undertaken at the intersection of William Street and Stewart Street on Thursday 12 December 2013, between 3:30 and 5:30 pm, and on Friday 13 December 2013, between 7:30 am and 9:00 am. The results are presented in Table 1.

**Table 1 William St/Stewart St Surveys (December 2013)**

Time	William Street (NB)		Stewart Street (WB)		William Street (SB)	
	Through	Right	Left	Right	Left	Through
<b>AM Peak</b>						
7:30 – 8:00 am	116	14	13	4	14	116
8:00 – 8:30 am	197	24	15	7	122	156
8:30 – 9:00 am	216	25	16	9	27	174
<b>PM Peak</b>						
3:30 – 4:00 pm	241	30	18	5	20	235
4:00 – 4:30 pm	248	23	32	7	21	285
4:30 – 5:00 pm	217	25	28	5	36	285
5:00 – 5:30 pm	228	26	30	5	39	289
<b>AM Peak hour</b>	<b>413</b>	<b>49</b>	<b>31</b>	<b>16</b>	<b>49</b>	<b>330</b>
<b>PM Peak hour</b>	<b>445</b>	<b>51</b>	<b>58</b>	<b>10</b>	<b>75</b>	<b>574</b>

Stewart Street, looking from the subject site is shown in Figure 5.



**Figure 5 Stewart Street**

## 2.2 Road Safety Performance

Crash data was obtained from the Department of State Growth for the 5 year time period from 1 June 2010 to 31 May 2015 for William Street (Best Street to Tasman Street) and Stewart Street (William Street to Fenton Street). The results are summarised in Table 2.

**Table 2 Crash History (2010-2015)**

Location	Number of crashes		Dominant crash type(s)
	Total	Casualty	
<b>Mid-Block</b>			
William Street (550 metres)	23	4	Rear end (13), Manoeuvring (6)
Stewart Street (650 metres)	1	0	Manoeuvring (1)
<b>Intersection</b>			
Best Street/William Street	18	6	Rear end (4), Right turning (3), Cross traffic (3), Side swipe (3)
Stewart Street/William Street	6	0	Rear end (2), Right turning (2), Pulling out (2)
Steele Street/William Street	27	1	Cross traffic (15), Rear end (9)
Tasman Street/William Street	9	3	Cross traffic (6), Right turning (3)
Gunn Street/Stewart Street	6	0	Cross traffic (4)
Fenton Street/Stewart Street	15	5	Cross traffic (14)
<b>Total</b>	<b>105</b>	<b>19</b>	

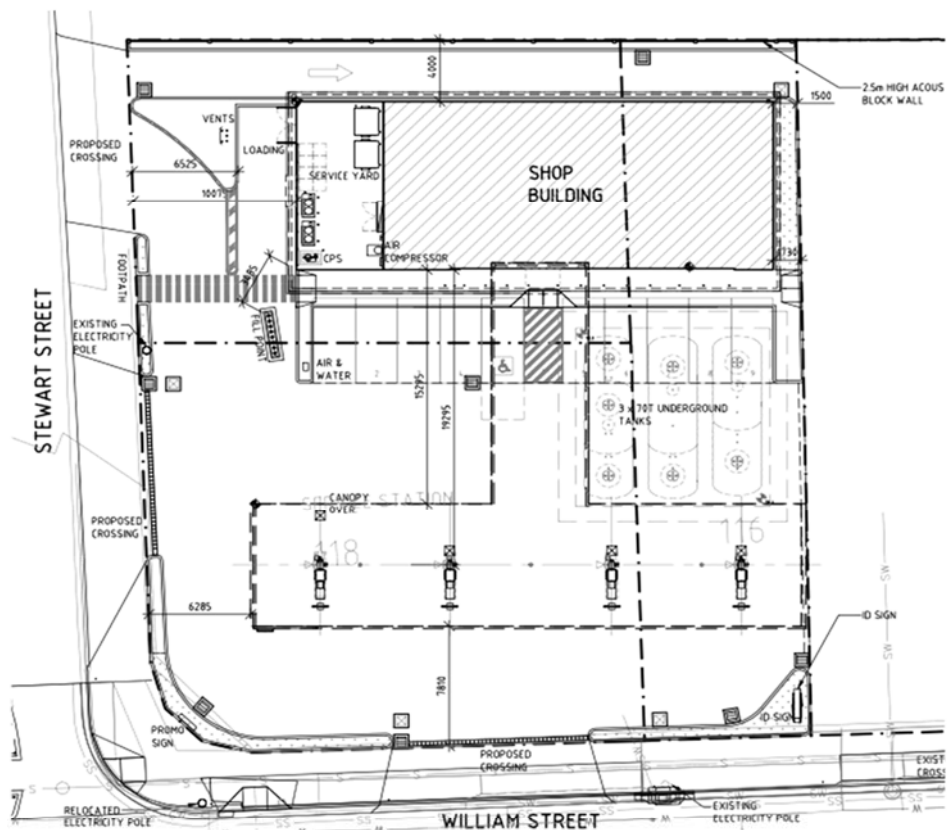
The Devonport Road Network Strategy identified William Street, between Steele Street and Oldaker Street, including the intersections of Steele Street and Best Street, as having a very high crash history based on an analysis of crash data for the 5 years from 2003 to 2008. Table 2 suggests that this has not improved in recent times, with a similar frequency of crashes being reported and a similar profile of crash types.

It also shows that recent development along the William Street corridor has not necessarily worsened road safety performance. Therefore, despite a relatively high density of crashes along this section of William Street the crash history does not suggest that the additional traffic generated by the proposed development will worsen the current situation.

## 3. Proposed Development

### 3.1 Description

The proposed development includes an expansion of the existing service station and store and construction of a new fast food outlet adjoining the store building. A site plan of the proposal is provided in Figure 6.



**Figure 6 Proposed Site Plan**

Image source: Caltas dwg no. 66158-A100 Proposed Site Plan, Rev F issued 5 May 2016

The proposal includes the following features:

- Expansion of site area to approximately 1,730 m<sup>2</sup>
- New convenience store building floor area approximately 250 m<sup>2</sup>
- New car park (10 spaces)

**3.2 Traffic Generation**

Traffic generation rates have been sourced from the RMS *Guide to Traffic Generating Developments* (2002) as follows:

- Service station:
  - Evening peak hour vehicle trips =  $0.04 A(S) + 0.3 A(F)$   
 where A(S) = site area and A(F) = floor area of convenience store

It is appropriate to apply reductions for passing trade, that is vehicles that are already on the road making a diverted trip, and shared trips between the service station and food outlet. The ITE *Trip Generation Manual* suggests a passing trade of around 40-60% for service stations, therefore a factor of 50% has been adopted.

**Proposed Service Station**

The total site area is approximately 1,730 m<sup>2</sup>. The floor area of the convenience store is approximately 250 m<sup>2</sup>. Therefore, the traffic generation of the proposed service station is estimated to be approximately 144 vehicles per hour comprising 72 new trips and 72 pass-by trips.

**Existing Use**

The existing site had an area of around 780 m<sup>2</sup> with a store floor area of around 80 m<sup>2</sup>. Therefore, the traffic generation of the existing use is approximately 55 vehicles per hour comprising 28 dedicated trips and 27 pass-by trips.

**Summary**

The traffic generation is summarised in Table 3.

**Table 3 Summary of Traffic Generation**

Component	Evening peak trips	Pass-by trips	New trips
Service station	144 vph	72 vph	72 vph
Existing Use	55 vph	28 vph	27 vph
<b>Additional Traffic</b>	<b>89 vph</b>	<b>44 vph</b>	<b>45 vph</b>

The proposed development is expected to attract a total of 144 vehicle movements per hour during the evening peak period. Accounting for pass-by trips and the existing use, the proposal is expected to generate up to an additional 45 vehicles per hour onto the surrounding road network.

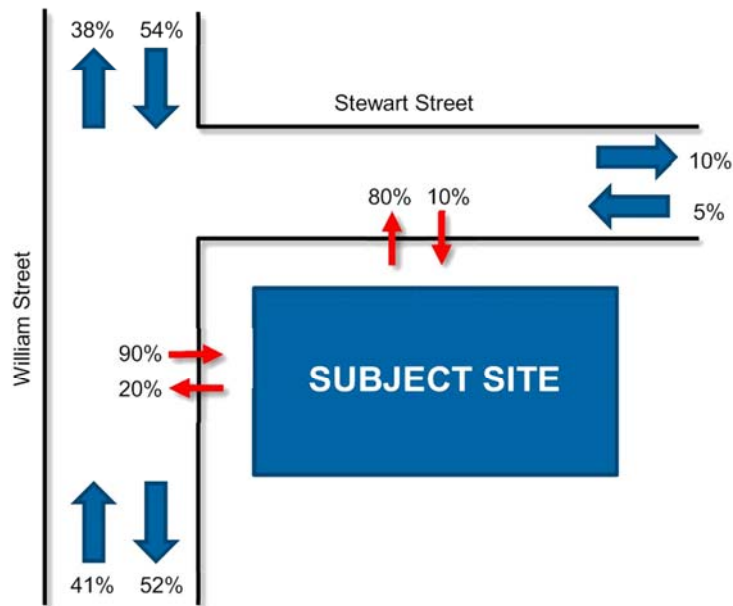
Daily traffic has been estimated at around 10 times the evening peak hour traffic. This is consistent with recommendations in the RMS Guide and the ITE *Trip Generation Manual*. The proposal is likely to generate up to an additional 450 vehicle movements per day onto the surrounding road network.

**3.3 Traffic Distribution**

The additional traffic is assumed to be split across William Street and Stewart Street approximately according to the existing approach volumes as follows:

- William Street (north) 54 % entering, 38 % exiting
- William Street (south) 41 % entering, 52 % exiting
- Stewart Street 5 % entering, 10 % exiting

The adopted access distribution is presented in Figure 7. The proposal will result in a number of vehicles entering the site via William Street, and exiting the site to William Street via Stewart Street, thereby intensifying the use of the William Street / Stewart Street junction.



**Figure 7 Adopted Access Distribution**



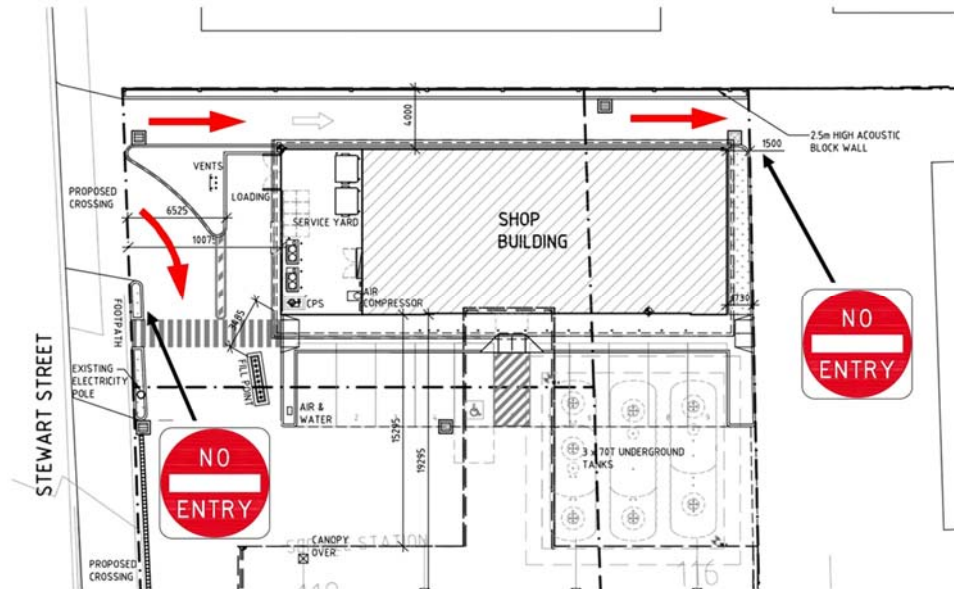
## 4. Traffic Impacts

### 4.1 Site Access

#### 4.1.1 Access Arrangements

The proposed development will have three direct accesses. The provision of multiple, wide crossovers is common at service stations and drivers are generally familiar with the use of such facilities. Two accesses are provided on Stewart Street. These have been designed with additional crossover widening to accommodate the swept path of the 19-metre semi-trailer design vehicle as demonstrated in Appendix A.

The eastern-most access on Stewart Street also provides access to a driveway leading around the rear of the site to the adjacent property (114-116 William Street). It is recommended that this access be clearly defined as a one-way access with pavement arrows and statutory "No Entry" signage within the site.



**Figure 8 One-way Entry Only**

Base image source: Caltas dwg no. 66158-A100 Proposed Site Plan, Rev F issued 5 May 2016

Subject to the above recommendations, the proposed access arrangements are considered appropriate for the use of the site.

#### 4.1.2 Traffic Efficiency

The proposal is anticipated to attract up to around 144 vehicle movements per hour during the evening peak period. The majority of vehicles will enter via William Street and exit onto Stewart Street, with many turning back onto William Street.

Existing traffic volumes on Stewart Street are relatively low at around 200 vehicles per hour during the evening peak period and therefore, this access is expected to continue to operate efficiently. Existing traffic volumes on William Street are significantly higher at around 1,100 vehicles per hour and there may be some additional delays for exiting vehicles. The existing

median turn lane on William Street will allow drivers travelling northbound on William Street to bypass those vehicles which are delayed turning right into the site.

It is noted that some drivers may opt to turn left out of the site onto William Street and then perform a U-turn at the Steele Street roundabout rather than wait for a sufficient gap to turn right, particularly during the school peak periods when William Street is more congested.

#### 4.1.3 Sight Distance Assessment

Australian Standard AS2890.1, *Parking facilities – Part 1: Off-street car parking*, 2004, provides minimum requirements for sight distance at access driveway exits. An extract from Figure 3.2 of the Standard is provided in Table 4.

**Table 4 Sight Distance Requirements at Access Driveways**

Frontage road speed (km/h)	Distance along frontage road (m)	
	Desirable 5 s gap	Minimum SSD
50	69	45
60	83	65
70	97	85

Both William Street and Stewart Street are very straight and there are few obstructions to sight distance such that clear vision is available from a distance greater than 100 metres in all directions. Therefore, the available sight distance is considered to comply with the requirements of AS2890.1.

## 4.2 Surrounding Road Network Impacts

### 4.2.1 Traffic Efficiency

The proposed development is anticipated to generate up to an additional 45 vehicle trips per hour onto the surrounding road network during the evening peak period and around an additional 450 vehicle trips per day. The change in traffic volumes is summarised in Table 5.

**Table 5 Change in Traffic Volumes**

Road	Existing	Additional	Proposed	Change
<b>Evening Peak Hour</b>				
William Street (south)	1,128 vph	+ 21 vph	1,149 vph	+ 1.9%
William Street (north)	1,104 vph	+ 21 vph	1,125 vph	+ 1.9%
Stewart Street	194 vph	+ 3 vph	197 vph	+ 1.5%
<b>Daily Traffic</b>				
William Street	11,800 vpd	+ 210 vpd	12,010 vpd	+ 1.8%
Stewart Street	2,050 vpd <sup>1</sup>	+ 30 vpd	2,080 vpd	+ 1.5%

<sup>1</sup> Daily volumes on Stewart Street estimated from peak hour counts

From Table 5, the proposed development is likely to increase traffic on William Street and Stewart Street by around 1-2%. The additional 21 vehicles per hour on William Street would represent around 1 extra car per 3-minutes using this road. The impacts of this additional traffic on the operation of the Best Street and Steele Street junctions would be minimal.

The largest impacts will be at the junction of William Street and Stewart Street. This intersection was modelled using a SIDRA Intersection 6.1 network model incorporating the two site accesses (William Street and Stewart Street) as well as the pedestrian crossing located just north of Stewart Street.

In addition, the downstream queuing effects of the Steele Street and Best Street junctions were taken into account through lane blockage capacity reductions programmed into the model:

- 40% capacity reduction for southbound traffic due to Steele Street roundabout.
- 25% capacity reduction for northbound traffic due to Best Street signals.

The results are presented in Table 6.

**Table 6 SIDRA Modelling Results (Evening Peak)**

Movement		Existing		Proposed	
		Average delay (s) [LOS]	95% Back of queue (veh)	Average delay (s) [LOS]	95% Back of queue (veh)
William Street (NB)	R	5 s [A]	< 1 veh	5 s [A]	< 1 veh
Stewart Street (WB)	L	7 s [A]	< 1 veh	10 s [A]	< 2 veh
	R	19 s [C]	< 1 veh	24 s [C]	< 2 veh
William Street (SB)	L	3 s [A]	0 veh	3 s [A]	0 veh

From Table 6, the proposed development will result in slightly increased delays for vehicles exiting Stewart Street; however the performance of this approach will continue to operate at an acceptable level of service for an urban environment with an average delay of around 14 seconds for the overall approach (LOS B). The 95<sup>th</sup> percentile queue length will be less than 2 vehicles, which is acceptable.

**4.2.2 Road Safety**

No significant adverse road safety impacts are foreseen for the project. This is based on the following:

- The surrounding road network is capable of absorbing the additional traffic generated by the proposed development.
- The crash history does not suggest that the proposal will in any way exacerbate any existing road safety issues on William Street.
- The site is an existing service station located in a commercial strip and as such movements into and out of the site will not be seen as an unusual event by other motorists.
- There is sufficient site distance at the accesses in accordance with the Australian Standards.

### 4.2.3 Pedestrian Access

Good pedestrian access is provided through the site with a zebra crossing connecting to Stewart Street and a dedicated footpath in front of the building. The service station is a low speed environment and both pedestrians and vehicles are generally aware of other road users.

On occasion, a tanker may be parked over the pedestrian crossing while filling. Given the low frequency of both tanker and pedestrian movements this would be a relatively rare event, however it would require a pedestrian to walk around the tanker.

Pedestrian facilities in the surrounding road network are of a relatively high standard, with median refuge islands provided at regular intervals along William Street, including at the Stewart Street junction.

## 4.3 Parking Assessment

### 4.3.1 Parking Supply

From Table E9A of the Planning Scheme, the minimum parking provision for the proposed development is as follows:

- Service station
  - Drive-way apron and queuing lane for not less than 2 x vehicles for each fuel outlet.
  - 1 x space/30 m<sup>2</sup> gross floor area if convenience retail outlet attached.

Given a floor area of 250 m<sup>2</sup> for the convenience store, the proposed development generates a parking requirement for 9 parking spaces. The proposal provides a small car park with 10 parking spaces and therefore complies with the Planning Scheme.

Clause E9.5.1 of the Planning Scheme also contains requirements for motorbike, disability and bicycle parking:

- 1 accessible parking space will be provided in the car park which satisfies the requirements of the Planning Scheme and Australian Standard AS2890.6, *Parking facilities – Part 6: Off-street parking for people with disabilities*, 2009.
- No dedicated motorbike parking is proposed: any motorbikes requiring parking can use the car park provided noting that there is a surplus of 1 parking space.
- No bicycle parking is proposed: the nature of the proposed development as a service station is unlikely to generate significant bicycle trips. Notwithstanding, it is recommended that one bicycle hoop be provided near the building entrance for occasional convenience store trips by cyclists.

The proposal is considered to comply with the performance criteria of Clause E9.5.1 on the above basis.

### 4.3.2 Car Park Layout

Australian Standard AS2890.1, *Parking facilities – Part 1: Off-street car parking*, 2002, provides the minimum requirements for car park design. For User Class 3 (short term parking):

- Parking space width            2.6 metres
- Parking space length        5.4 metres
- Parking aisle width            5.8 metres

The proposed car park complies with the above requirements.



#### 4.4 Service Vehicles and Deliveries

The proposed development requires access for the following vehicles:

- Light to medium trucks reversing to the service yard gates.
- Tankers refilling the underground fuel tanks.

Swept path for the above movements have been undertaken and can be found in Appendix A to this report. Tankers will access the site from Stewart Street. The impacts of tankers on the operation of Stewart Street will be negligible based on the following:

- Tankers currently use Stewart Street as part of regular operation of the existing site.
- Larger underground fuel tanks are proposed which will result in fewer tanker deliveries overall.

While stopped, tankers will essentially block the Stewart Street access, prevent vehicles from entering or exiting the site from this location. Entering vehicles will need to turn left onto William Street and enter via the William Street access. Given the low frequency of tanker deliveries, the impacts of this blockage are not considered to be significant.

It is recommended that tanker deliveries occur during off-peak periods only. In particular, tanker deliveries should not occur during the school peaks.

## 5. Conclusions

This traffic impact assessment has investigated the potential traffic and safety impacts of a proposed expansion to the existing Caltex service station on William Street, Devonport. The proposal also includes a new drive-through takeaway food outlet.

The key findings of the report are as follows:

- The proposed development is expected to attract a total of 144 vehicle movements during the evening peak period.
- Accounting for pass-by trips and the existing use, the proposal is expected to generate up to an additional 45 vehicles per hour onto the surrounding road network:
  - The additional daily traffic will be in the order of 450 vehicles split between William Street (north), William Street (south) and Stewart Street.
- This additional traffic is not likely to significantly impact on the performance of the surrounding road network with regard to traffic efficiency and road safety:
  - The performance of the right turn movement at Stewart Street is expected to reduce from 19 seconds per vehicle to 23 seconds per vehicle during the evening peak period, however the approach will continue to operate at an acceptable level of service (LOS C) for an urban environment with little queuing.
- The proposed development is considered to provide sufficient parking to cater for the expected demand.
  - It is recommended that one bicycle hoop be provided to cater for occasional convenience store trips by cyclists.

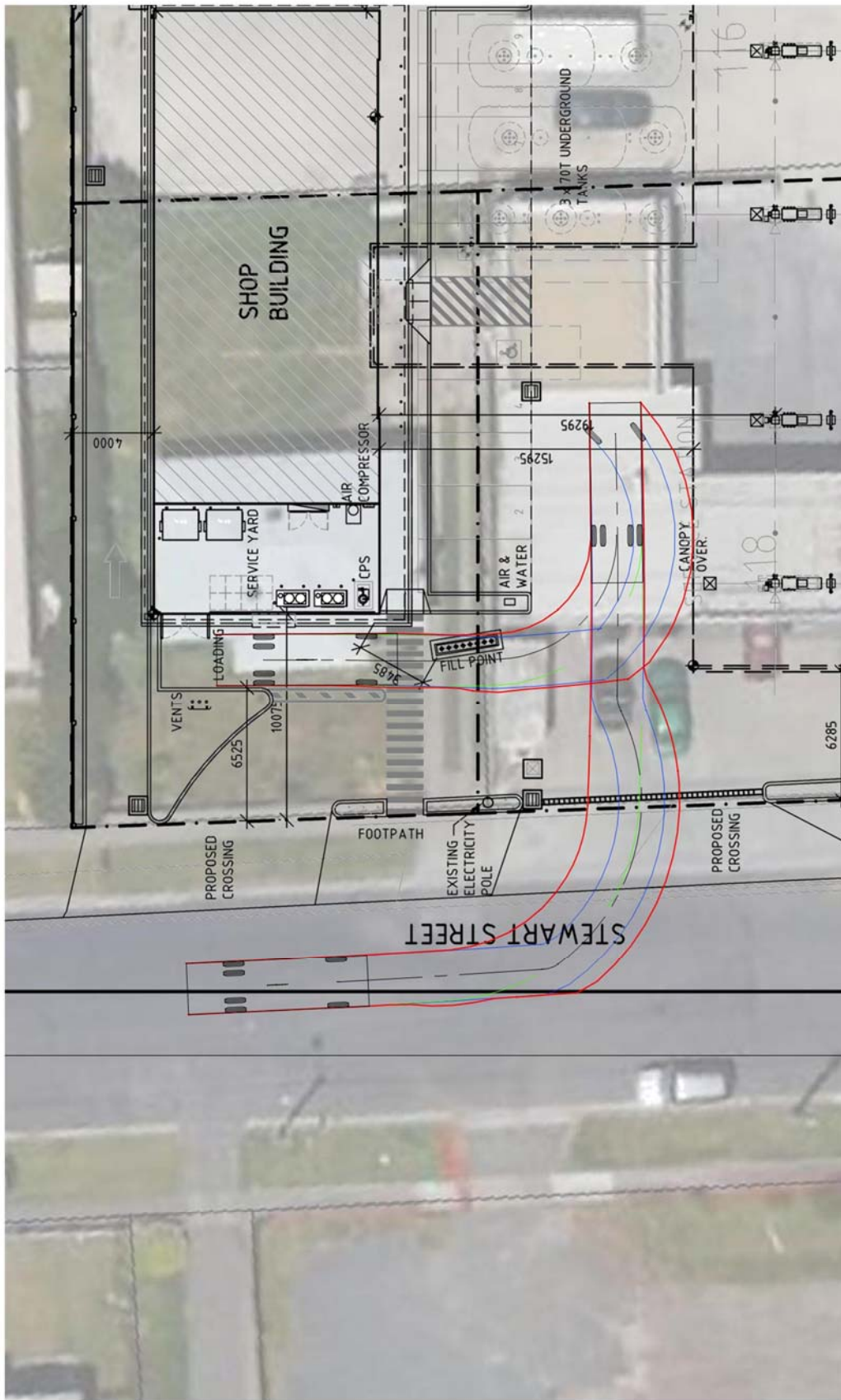
Based on the findings of this report, the proposed development is supported on traffic grounds.





## Appendices

## **Appendix A** – Swept Path Assessment



IASM INVESTMENTS PTY LTD  
 WILLIAM STREET CALTEX  
 TRAFFIC IMPACT ASSESSMENT  
 SWEEP PATH ASSESSMENT  
 8.8 M SERVICE TRUCK  
 Figure A1

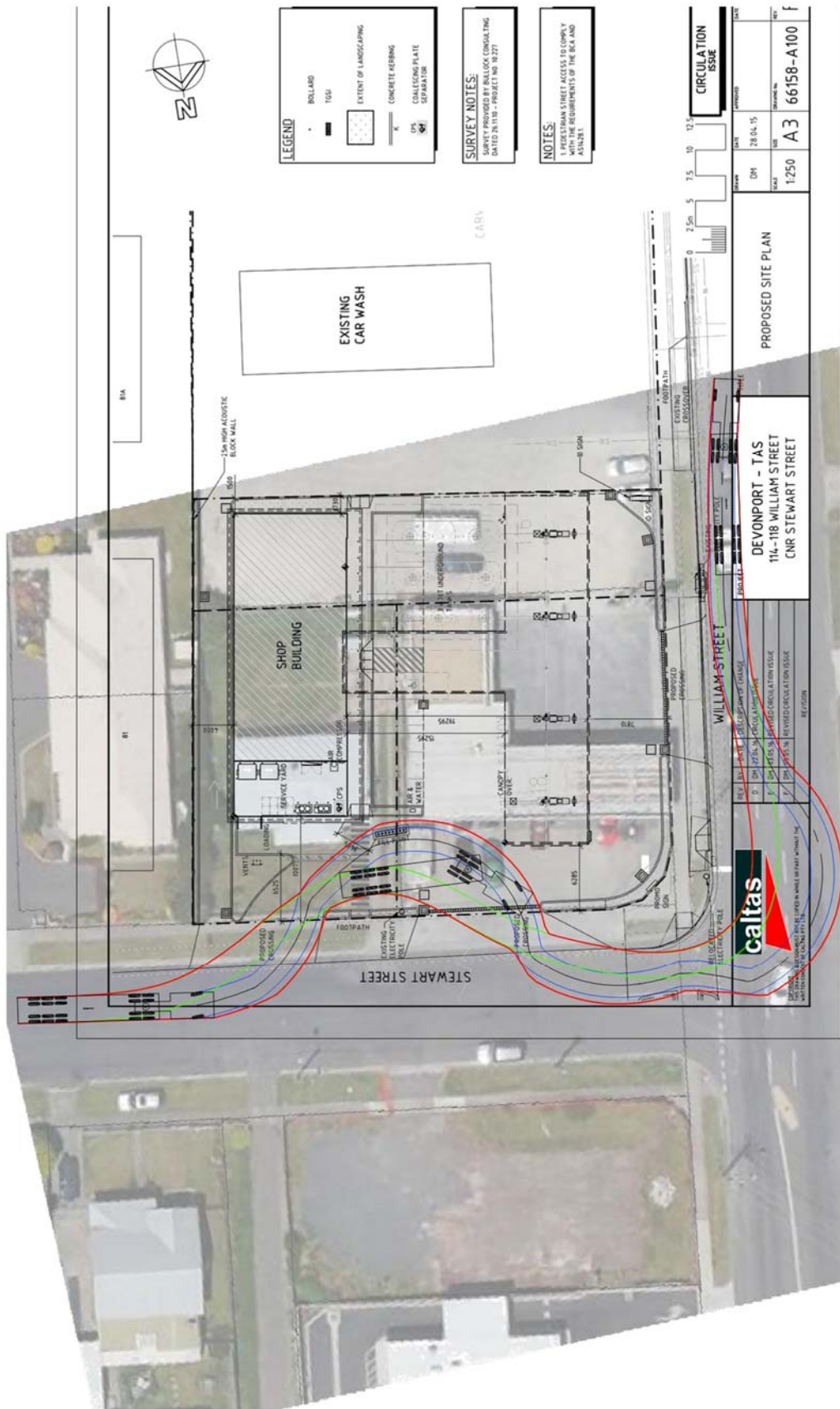
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 Revision | A  
 Date | MAY 2016  
 E lismail@ghd.com W www.ghd.com

23 Paterson St, Launceston TAS 7250 Australia T 61 3 6332 5500 F 61 3 6332 5565

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Plot Date: 6 May 2016 - 3:45 PM  
 Prepared by: Mark Petrusina  
 Cad File No: 013217186CADDrawings\32-17088-FIG5.dwg

0 2.5 5.0 7.5m  
 SCALE 1:250 AT ORIGINAL SIZE



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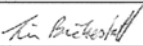

23 Paterson Street Launceston  
 Tasmania 7250  
 T: (03) 6332 5500 F: (03) 6332 5555 E: lmailto@ghd.com

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Document Status

Rev No.	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
0	M. Petrusma	T. Bickerstaff	On file	A. Brownlie	On file	10.12.2015
1	M. Petrusma	T. Bickerstaff		A. Brownlie		17.5.2016



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## **Appendix D** - Acoustic Report

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# William St, Devonport petrol station redevelopment environmental noise assessment



Report No. 421319-01

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Vipac Engineers & Scientists Ltd  
PO Box 506  
Kings Meadows TAS 7249

**VIPAC**

• Acoustics • Vibration • Air Quality • Mechanical & Structural Systems • Fluid Mechanics • Sustainability • Building Technologies



GHD – William St, Devonport, petrol station redevelopment environmental noise assessment.

## DOCUMENT CONTROL

<b>GHD WILLIAM ST, DEVONPORT PETROL STATION REDEVELOPMENT ENVIRONMENTAL NOISE ASSESSMENT</b>	
<b>Report No.</b> 421319-01	<b>Library Code</b> ACS
<b>Prepared for</b> GHD 2 Salamanca Square Hobart Tasmania 7000	<b>Prepared by</b> VIPAC Engineers & Scientists Ltd PO Box 506 Kings Meadows Tasmania 7249
<b>Contact</b> Mr Alex Brownlie ☎ +61 3 6210 0701 <b>Mobile</b> Email <a href="mailto:Alex.Brownlie@ghd.com.au">Alex.Brownlie@ghd.com.au</a>	<b>Contact</b> Dr Alex McLeod ☎ +61 3 6343 2077 <b>Mobile</b> +61(0)439 357 297 Email <a href="mailto:alex.mcleod@tarkarri.com">alex.mcleod@tarkarri.com</a>

<b>Author</b>	Alex McLeod Senior Consultant	Date: 1 December 2015
<b>Reviewed by</b>		Date:
<b>Authorised by</b>	Peter Bunker Manager, Tasmania	Date: 1 December 2015
<b>Approved by</b>		Date:
<b>Revision History</b>		
<b>Revision No.</b>	<b>Date Issued</b>	<b>Reason/Comments</b>
2	16/5/16	New layout
<b>Distribution</b>		
<b>Copy No.</b> _____	<b>Revision No.</b>	<b>Location</b>
1	2	Project/Client File
2	2	Client
3	2	Vipac Library
<b>Keywords</b>	environmental noise assessment, petrol station, LAeq, LA1	



GHD – William St, Devonport, petrol station redevelopment environmental noise assessment.

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## References

- [1] SoundPLAN Acoustic modelling software - Braunstein & Berndt GmbH.





GHD – William St, Devonport, petrol station redevelopment environmental noise assessment.

## Executive Summary

Vipac was commissioned to undertake an environmental noise assessment of a proposed petrol station redevelopment at 110-118 Williams St, Devonport.

Vipac conducted noise monitoring at a representative location and analysed the results to determine assessment criteria for the project as follows:-

- 40 dBA at sensitive locations for mechanical plant operations and drive through traffic
- 45 dBA at sensitive locations for maximum transient noise levels generated at the air/water service point.

A SoundPLAN model of the redevelopment was constructed and noise emission levels predicted.

The mechanical plant noise sources identified as requiring a noise reduction to meet the assessment criteria are as follows:-

- Air compressor
- Refrigeration condensers
- A/C condenser

Predicted noise emission from the air/water service point complied with the assessment criteria.

Noise reductions were determined to meet the assessment criteria for the project and reduction options are provided (see sections 5.3 and 6 of the report for details).



GHD – William St, Devonport, petrol station redevelopment environmental noise assessment.

## 1 Introduction

GHD commissioned Vipac to undertake an environmental noise assessment of a proposed redevelopment of a petrol station at 118 William St, Devonport. The redevelopment would include petrol station and associated shop with car access to the rear for the existing car wash facility.

Vipac proposed an approach involving the following:-

- Ambient noise monitoring at a location representative of the noise environment at sensitive premises surrounding the redevelopment.
- Prediction of noise emission levels from equipment and vehicle movements associated with the drive through.
- Assessment of the predicted noise emission levels against ambient noise levels with recommendations for noise control where required.

## 2 Site description

The site for the proposed petrol station redevelopment is located at 110 – 118 William St, Devonport.

The site is located on relatively flat topography and is bounded to the east by noise sensitive residential properties. Further noise sensitive residential premises are located across Stewart St to the north and across Williams St to the west. To the south are other commercial properties including a car wash facility and restaurant.

Four noise sensitive receiver locations were selected for the prediction of potential noise emissions from redeveloped petrol station. Table 1 presents location information for each receiver and figure 1 presents an aerial view of the site and its surrounds with the receiver positions marked. Information on the location used for ambient noise monitoring is also provided. Figure 2 shows a plan view of the proposed redevelopment

Environmental receiver positions			
Position number	Location	Coordinates (MGA)	Comments
1	81 Stewart St	445586 / 5441157	At 1 m from the façade, 1.5 m above ground height
2	81 Stewart St	445583 / 5441143	At 1 m from the façade, 1.5 m above ground height
3	118 Stewart St	445593 / 5441191	At 1 m from the façade, 1.5 m above ground height
4	117 William St	445515 / 5441167	At 1 m from the façade, 1.5 m above ground height
SLM	Noise monitoring	445577 / 5441146	1.5 m above ground height

Table 1 – Environmental noise receiver positions and monitoring position.

**VIPAC** GHD – William St, Devonport, petrol station redevelopment environmental noise assessment.



Figure 1 – Aerial view of the 110-118 William St petrol station redevelopment site and surrounding area with the monitoring and receiver positions marked.

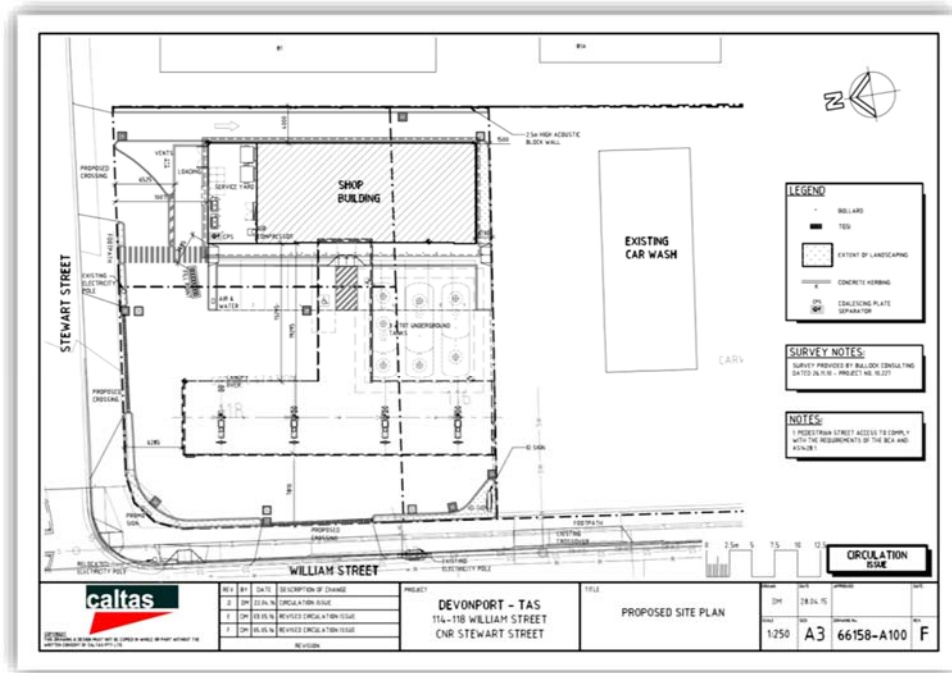
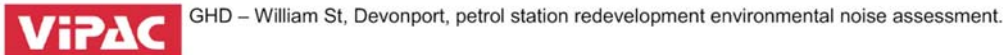


Figure 2 – Pan view of proposed petrol station redevelopment (supplied by GHD).



### 3 Ambient noise monitoring

A logging sound level meter (Larson Davis 870 B) was located at the rear of the existing William St petrol station site (see table 1 and figure 1, position SLM) for a one-week period between 6 June and 13 June 2014 measuring  $L_{eq}$  and  $L_{max}$ ,  $L_{min}$ ,  $L_1$ ,  $L_{10}$ ,  $L_{50}$ ,  $L_{90}$  and  $L_{99}$  A-weighted sound pressure levels on a 10-minute basis.

Figure 2 provides a photograph of the approx. sound level meter monitoring location.



Figure 2 – Sound level meter monitoring location, view to the north (photograph provided by GHD).

#### 3.1 Monitoring results and discussion

Figure 3 presents a graph of the main 10-minute statistical data as follows:-

- $L_{Aeq}$ : The equivalent continuous A-weighted sound pressure level.
- $L_{A90}$ : The noise level exceeded for 90% of the time, referred to as the background.
- $L_{A10}$ : The noise level exceeded for 10% of the time, used to examine the influence of transient noise sources such as traffic.
- $L_{A1}$ : The noise level exceeded for 1% of the time, used here to represent short duration transient noise events.

For sake of clarity the other 5 data sets are not shown in this graph. The data has been filtered for poor weather conditions (i.e. rain and strong winds).



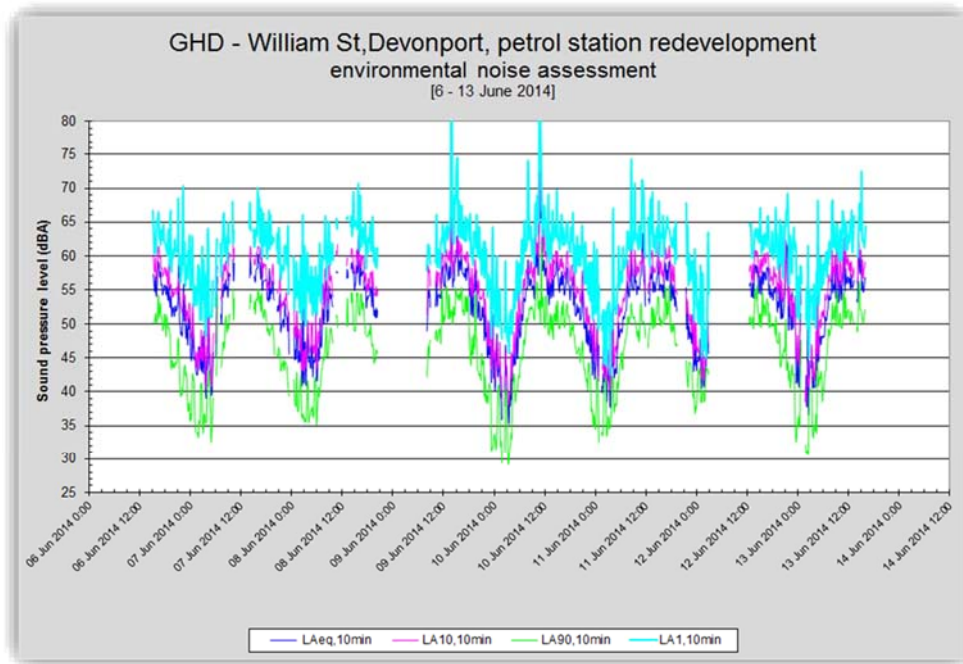
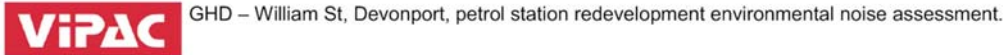


Figure 3 – Monitored Ln-statistics.

**From the above:-**

- The noise environment at 110 to 118 Williams St, Devonport appears to have been controlled by the flow of traffic locally.
- There is no clear distinction between weekday and weekend measured levels.

**L<sub>Aeq</sub> levels**

- During the day (approx. 0700 to 1700 hrs) the levels fluctuated between 55 and 60 dBA.
- After 1700 hrs the level declined to approx. 40 dBA between approx. 0000 and 0200 hrs. Occasional excursion below this level did occur.
- From approx. 0400 hrs the levels climbed to 55 dBA by approx. 0700 hrs.

**L<sub>A1</sub> levels**

- Levels show a similar diurnal pattern to that of L<sub>Aeq</sub> levels.
- During the day levels typically fluctuated between 60 and 70 dBA.
- Levels descended to approx. 45 dBA in the late night. Occasional excursion below this level did occur.





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## 4 Assessment criteria

From analysis of the ambient noise monitoring data Vipac concludes the following in relation to noise emission assessment criteria for the 110 – 118 William t, Devonport petrol station redevelopment:-

- **Consistently operating mechanical plant and car wash traffic** will be assessed against a **typical late night  $L_{Aeq,10min}$  ambient noise level of 40 dBA**.
- The **air/water service point** is likely to generate transient noise through an audible alarm indicating tyre pressure has been reached and air release noise as the hose is disconnected from a tyre. Both noises are transient and will be assessed against a **typical late night  $L_{A10}$  noise level of 45 dBA**.

## 5 Environmental noise model

SoundPLAN<sup>[1]</sup> software was used for carrying out detailed noise emission spectra modelling. Parameters influencing sound propagation and attenuation include:

- Source type (point, line, plane).
- Relative source and receiver height.
- Topography and barriers.
- Industrial buildings as sources and/or barriers.
- Ground absorption.
- Distance attenuation.
- Atmospheric conditions (pasquill stability, temperature, humidity and vector wind speed).
- Reflecting surfaces.
- Source directivity.

As all propagation and attenuation parameters are frequency dependent, all input source data has been based on 1/3-octave band sound power spectra. The General Prediction Method algorithm was used.

Geo-referenced topographic, transport, building and hydrologic data was obtained from Department of Primary Industry, Parks, Water and Environment. This provided contours at 10-metre intervals; residential locations; road layouts; and river and stream courses for the area.

Plant building details and equipment location details were obtained from GHD.

All source and geodata is referenced to the Map Grid of Australia (MGA).

### 5.1 Model input data

Input sound power spectra were determined from a combination of manufacturers data sourced by Vipac (equipment list provided by GHD) and Vipac library data. Table 2 present the overall sound power level (SWL) for each source along with information on the determination of the stated level.



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Sound power levels (dBA)			
Noise source	SWL	Comment	
A/C condenser	<b>78.8</b>	Overall SWL level from Actron Air, Model SCA340C R410A. Spectral shape from Vipac library data.	
Refrigeration condenser	<b>81.0</b>	Overall SWL level from Kirby Polarpak PPH113-MA1-2. Spectral shape from Vipac library data. Buffalo IDC data couldn't be sourced. 3 off units modelled.	
Air compressor	<b>91.0</b>	Vipac library data for Pilotair K-30 (5 kW, 7.5 HP) scaled based on power to Pilotair TM325 (1.65 Kw, 2.25 HP).	
Toilet vent fan	<b>63.1</b>	Manufacturers data for Fantech MV254	
CPS pump	<b>72.0</b>	Vipac library data	
Car	<b>80.9</b>	Overall SWL level from Vipac library data for slow moving car. Spectral shape from soundPLAN data (Austrian Passenger (Coach) Car Disk Brakes @ 80 km/h) L <sub>Aeq</sub> SWL de-rated for 2 car movements in 10-mins	
Air/water service point	Audible alarm (signalling tyre at pressure)	<b>84.2</b>	Vipac library data.
	Air release (generated as hose disconnected)	<b>87.3</b>	Vipac library data.

Table 2 – Sound power levels.

The following two model scenarios were developed as follows from the source SWL input data above:-

- **Consistently operating mechanical plant and traffic:** All sources operating at the same time as a worst case operational scenario (air/water point not modelled under this scenario). All sources modelled as point sources with the exception of traffic accessing the car wash which was modelled as a line source.
- **Air/water service point maximum noise:** Air/water service modelled at maximum noise point sources.

## 5.2 Environmental noise model views

Figure 4 presents a model plan view of the redeveloped petrol station with aerial photographic extent of the existing station undelayed, the sources listed table 2 above are marked. Figure 5 is a wire frame model view of the petrol station from the south.

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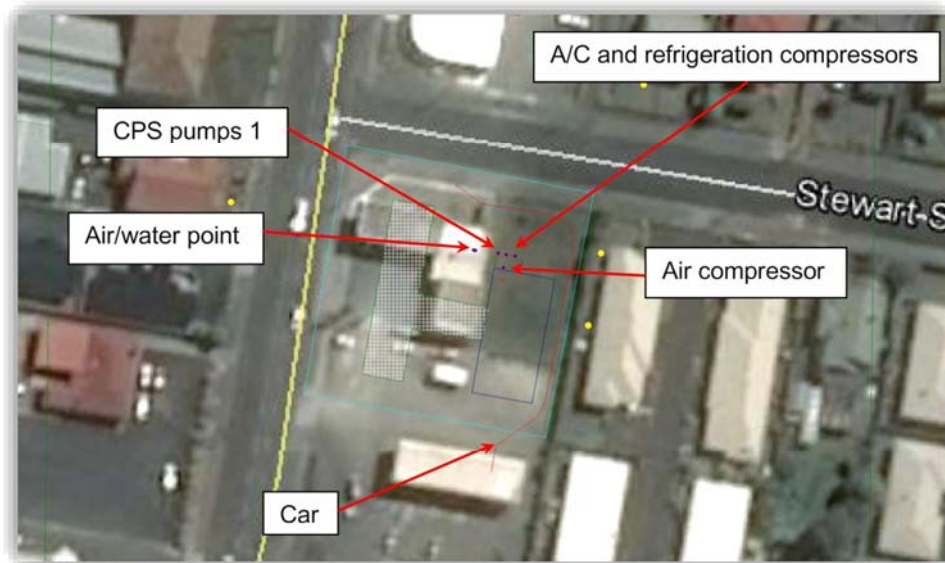


Figure 4 – Newnham petrol station redevelopment, model plan view.

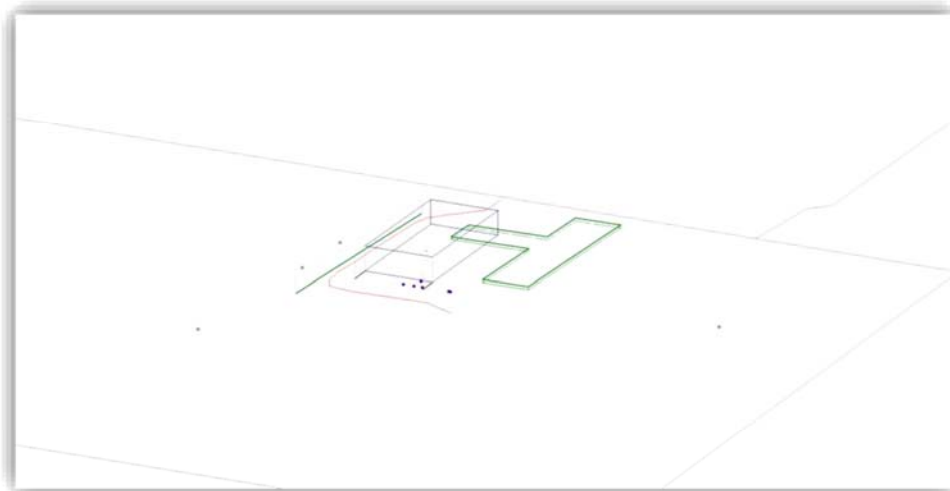


Figure 5 – William St petrol station redevelopment, wire frame model, view from the north-west.



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### 5.3 Modelling results

#### 5.3.1 Predicted noise emission levels

Table 3 presents the predicted noise emission levels from the mechanical plant and car wash access traffic at the four receiver locations. Table 4 presents predicted maximum noise levels from the air/water service point.

Predicted noise emission levels, mechanical plant and traffic				
Source	Receiver			
	1	2	3	4
Drive through traffic	16	17	19	14
A/C condenser	33	27	37	19
Refrigeration condensers	38	20	44	25
Air compressor	43	18	50	29
Toilet vent fan	11	10	13	12
CPS pump	23	5	29	10
<b>Overall</b>	<b>45</b>	<b>28</b>	<b>51</b>	<b>34</b>

Table 3 – Predicted noise emission levels, mechanical plant and traffic.

Predicted noise emission levels (dBA) <b>maximum</b> level generated by air/water service point		
Receiver	Air/water service point noise sources	
	Audible alarm	Air release
1	20	21
2	6	7
3	38	40
4	40	42

Table 4 – Predicted maximum noise emission levels, air/water service point.

#### From the above:-

##### Mechanical plant and traffic

- Mechanical plant noise is above the 40 dBA assessment criteria for the project at positions 1 and 3.
- The noise sources requiring a noise reduction (NR) to meet the assessment criteria are as follows:-
  - Air compressor (15 dB NR)
  - Refrigeration condensers (10 dB NR)
  - A/C condenser (5 dB NR)

##### Air/water service point

- Noise generated by air and water service point is below the assessment criteria.

#### 5.3.2 Predicted noise emission levels with noise reductions

Table 5 presents predicted noise emission levels at the four receiver locations from the mechanical plant and car wash access traffic with the noise reductions outlined above to meet the assessment criteria.





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Predicted noise emission levels, mechanical plant and traffic with noise reductions				
Source	Receiver			
	1	2	3	4
Drive through traffic	16	17	19	14
A/C condenser	28	22	32	14
Refrigeration condensers	28	10	34	15
Air compressor	28	3	35	14
Toilet vent fan	11	10	13	12
CPS pump	23	5	29	10
<b>Overall</b>	<b>33</b>	<b>23</b>	<b>39</b>	<b>21</b>

Table 5 – Predicted noise emission levels, mechanical plant and traffic with noise reductions.

## 6 Noise reduction options

Following detailed assessment of the environmental noise model predictions outlined above Vipac provides the following noise reduction options.

**NB:** The above prediction results (sections 5.3.1 and 5.3.2) were based on the barrier wall along the eastern boundary of the site, as indicated in sit plan and elevations, being at a height 300 mm above the eave height of the adjoining property. The exact height of the wall would need to be determined once the eave height of the adjoining property has been measured.

**NB:** SWL data for the air compressor and A/C and refrigeration condensers was developed from a combination manufacturers data and Vipac library data, in some cases from equipment makes and models not proposed for this redevelopment. Care should be taken to ensure that the installed equipment doesn't produce SWL levels greater than assumed here otherwise the reduction options outlined below wouldn't necessarily be applicable. Ideally the selected equipment would have lower SWL levels to reduce the reduction requirements.

### Air compressor

Vipac proposes the following option to reduce noise emission from the air compressor:-

- Full enclosure of air compressor inside a structure that gives minimum sound transmission loss of 20 dBA. The compressor should be located on a concrete plinth with the enclosure sealed to the top of the plinth.

A construction such as 1.6 mm steel (outer casing fully sealed) to the outer face with 75 mm fiberglass lining and perforated metal internal facing should provide the required transmission loss. Adequate ventilation for heat rejection would need to be provided via rectangular splitter silencers on the southern and northern sides of the enclosure (open free area of the silencers would need to be sized to the requirements for air flow and heat rejection of the compressor) giving equivalent acoustic performance to that provided by Fantech rectangular duct attenuator RS straight splitter 07C

(<http://www.fantech.com.au/Attenuator.aspx?SilTypeID=RS&Straight>).

### A/C and refrigeration condenser units

Vipac proposes the following option to reduce noise emission from the A/C and refrigeration condenser units:-

- A four sided barrier wall surrounding the A/C and refrigeration condensers that provides a 20 dBA transmission loss. A minimum 1 m separation between the sides and front of the condenser units and the inner face of the wall is recommended and the wall must extend to a height 1 m above the top of the condenser units.





GHD – William St, Devonport, petrol station redevelopment environmental noise assessment.

A construction such as 9 mm compressed fibre cement board (joints fully sealed) to the outer face with 75 mm fiberglass and perforated metal internal facing should provide the required transmission loss. An acoustic louvre with equivalent acoustic performance to that provided by Fantech Sound Bar acoustic louvre SPL2 should be installed at ground level of the barrier wall to allow air flow (open free area of the louvre would need to be sized to the requirements for air flow for the condensers)

(<http://www.fantech.com.au/Attenuator.aspx?SilTypeID=SB&Sound%20Bar>).

**NB:** The above is only preliminary and doesn't constitute a noise control design. This would require further work and Vipac would be please to design services if required by the client.



GHD

Level 2, 102 Cameron Street Launceston  
 Tasmania 7250  
 T: (03) 6332 5500 F: (03) 6332 5555 E: lmailto@ghd.com

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Document Status

Rev No.	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
1	A Forrest	A Brownlie		A Brownlie		14/12/15
2	A Brownlie	A Johnson		Sarah FitzGerald	On File	20/5/16

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## Devonport City Council In-principle agreement Roads and Stormwater

<b>Development Address:</b>	114-118 WILLIAM STREET
<b>Applicant Details:</b>	Alex Brownlie GHD Pty Ltd Alex.Brownlie@ghd.com
<b>Details of Development:</b>	RE-DEVELOPMENT OF SERVICE STATION

In-principle agreement to submit an application for planning is granted under the *Local Government (Highways) Act 1982* and the *Urban Drainage Act 2013* subject to the following conditions:

1. A new property access is to be installed in the Northwestern corner of the site, in this regard;
  - a. The access is to be installed in accordance with municipal standard for heavy vehicle access.
  - b. One way linemarking and No Entry signage is to be installed per the recommendations of the Traffic Impact Assessment prepared by GHD.
2. The existing property access onto Stewart Street is to be modified in accordance with submitted drawings, in this regard;
  - a. The access is to be installed in accordance with municipal standard for heavy vehicle access.
3. The existing property access onto William Street is to be modified in accordance with submitted drawings, in this regard;
  - a. The access is to be installed in accordance with municipal standard for heavy vehicle access.
4. A stormwater property connection is to be provided to the existing side entry pit on William Street (south of the property access), in this regard the property connection is to be designed in order to accommodate all run off from the site.

Please note, this is not a development or building/plumbing permit but must be submitted to Council's planning department in support of your application for planning.

This agreement is valid for a period of 12 months from the date on which it is signed.

Approved by Engineering Development Officer under delegated authority.

Signed  Date 24/6/16

**What does this in-principle agreement mean to you?**

In accordance with the *Devonport Interim Planning Scheme 2013* each application for development must be supported by the relevant road or service authority prior to the application being lodged for planning assessment. This in-principle agreement serves as notification that your proposal has been assessed by Council's City Infrastructure Department and has been determined to be permissible in regards to road asset infrastructure, road network safety and stormwater drainage, subject to compliance with any conditions listed.

This in-principle agreement must be submitted as supporting information with your documentation for planning approval and will subsequently form part of your conditional approval, should it be granted.

**Does this in-principle agreement allow me to start work?**

No, prior to undertaking any works you will need to be granted approval from Council's permit authority, once this obtained you may need to seek approval to undertake works within the road reserve, please speak with Council officers to confirm which permits may be applicable to your works.

**Under what power is this in-principle agreement issued?**

This in-principle agreement is issued under the delegated authority of the *Local Government (Highways) Act 1982*, and the *Urban Drainage Act 2013*. Failure to comply with the conditions of this agreement may result in legal action.

**What if I don't agree with the conditions of this in-principle agreement?**

If you have any concerns, queries or disagreements with the conditions applied to this in-principle agreement please contact Council's City Infrastructure department to discuss your concerns prior to submission of your planning application.

**How long does this in-principle agreement last?**

This in-principle agreement will expire 12 months from the date it is signed, if this period elapses prior to submission of your planning application you will need to re-submit your plans to Council's City Infrastructure department for further assessment.



# DRAWING LIST

GENERAL	
NUMBER/REV	TITLE
DA000 / C	DRAWING LIST

SITE	
NUMBER/REV	TITLE
A099 / B	EXISTING SITE PLAN
A100 / H	PROPOSED SITE PLAN
A104 / H	PROPOSED TRUCK PATHS

SHOP	
NUMBER/REV	TITLE
A200 / F	PROPOSED FLOOR PLAN
A201 / E	ELEVATIONS-SHEET 1 OF 2
A202 / E	ELEVATIONS-SHEET 2 OF 2
A203 / B	SHOP SECTIONS
A204 / B	DIMENSIONED FLOOR PLAN
A205 / B	FLOOR FINISHES PLAN
A207 / B	ROOF PLAN
A226 / B	FINISHES&EQUIPMENT SCHEDULE SHOP BUILDING
J400 / B	INTERNAL FINISHES SCHEDULE

RETAIL CANOPY	
NUMBER/REV	TITLE
A310 / B	UNDER CANOPY PLAN
A311 / B	CANOPY ELEVATIONS SHEET 1 OF 2
A312 / B	CANOPY ELEVATIONS SHEET 2 OF 2
A314 / B	ROOF PLAN

SIGNAGE	
NUMBER/REV	TITLE
S100 / B	SITE SIGNAGE PLAN
S110 / E	SITE SIGNAGE DETAILS - SHEET 1 OF 2
S111 / C	SITE SIGNAGE DETAILS - SHEET 2 OF 2

CIVIL WORKS	
NUMBER/REV	TITLE
B106 / D	EROSION AND SEDIMENT CONTROL PLAN
B107 / B	EROSION AND SEDIMENT CONTROL DETAILS
B108 / F	STORMWATER CONCEPT PLAN
B109 / C	STORMWATER CONCEPT NOTES

Job No. 140389  
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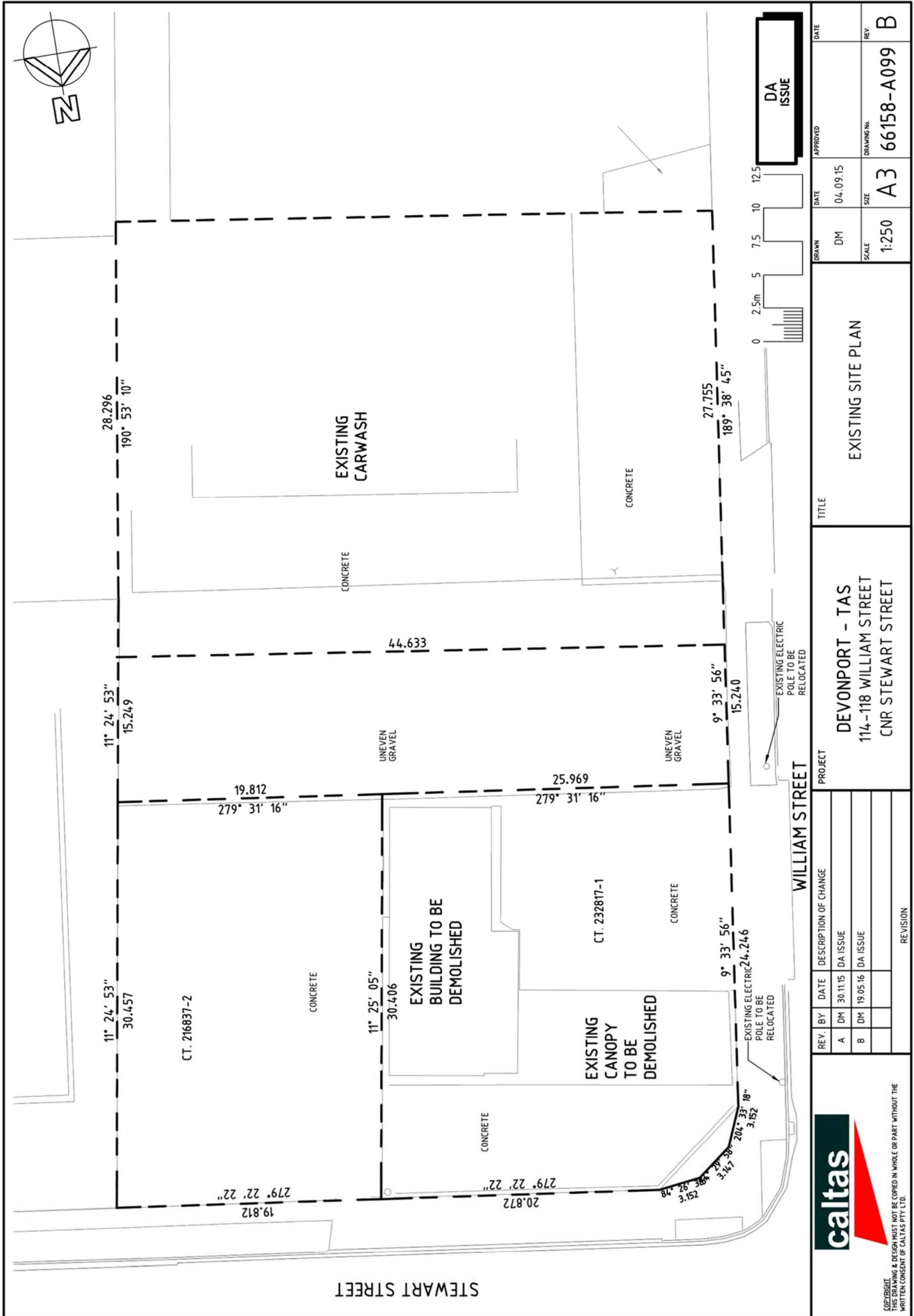
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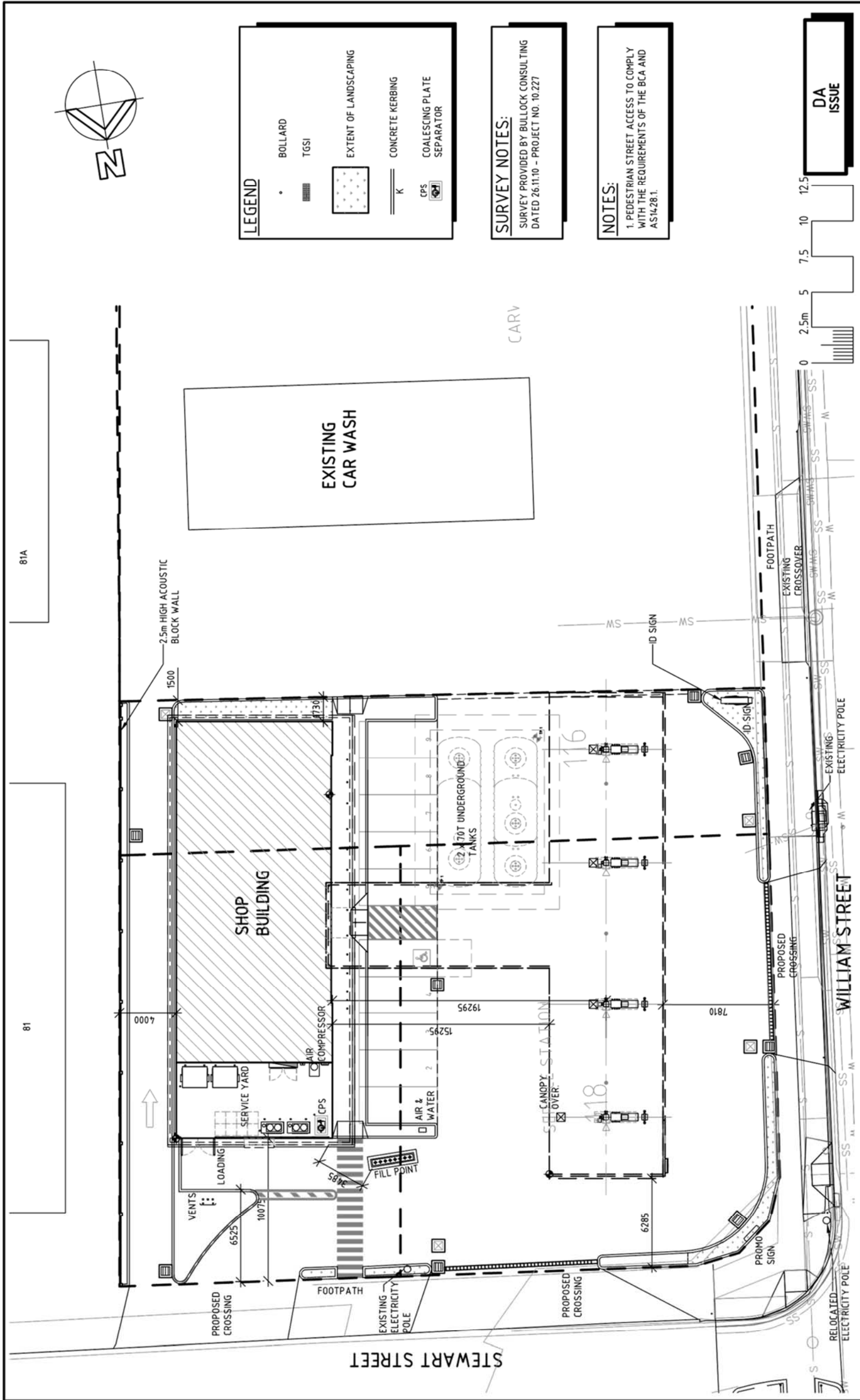
**DA  
 ISSUE**

REV.	BY	DATE	DESCRIPTION OF CHANGE	REVISION
A	DM	30.11.15	DA ISSUE	
B	DM	19.05.16	DA ISSUE	
C	DM	19.05.16	DA ISSUE - REVISED TANK FARM	

PROJECT	TITLE	DRAWN	DATE	APPROVED	DATE
DEVONPORT - TAS 114-118 WILLIAM STREET CNR STEWART STREET	DRAWINGS LIST	DM	03.09.15		
		SCALE	SIZE	DRAWING No.	REV.
		1:100	A3	66158-DA000	C





**LEGEND**

BOLLARD	•
TGSI	▨
EXTENT OF LANDSCAPING	▤
CONCRETE KERBING	—
COALESCING PLATE SEPARATOR	☐
CPS	☐

**SURVEY NOTES:**  
 SURVEY PROVIDED BY BULLOCK CONSULTING  
 DATED 26.11.10 - PROJECT NO. 10.227

**NOTES:**  
 1. PEDESTRIAN STREET ACCESS TO COMPLY WITH THE REQUIREMENTS OF THE BCA AND AS1428.1.

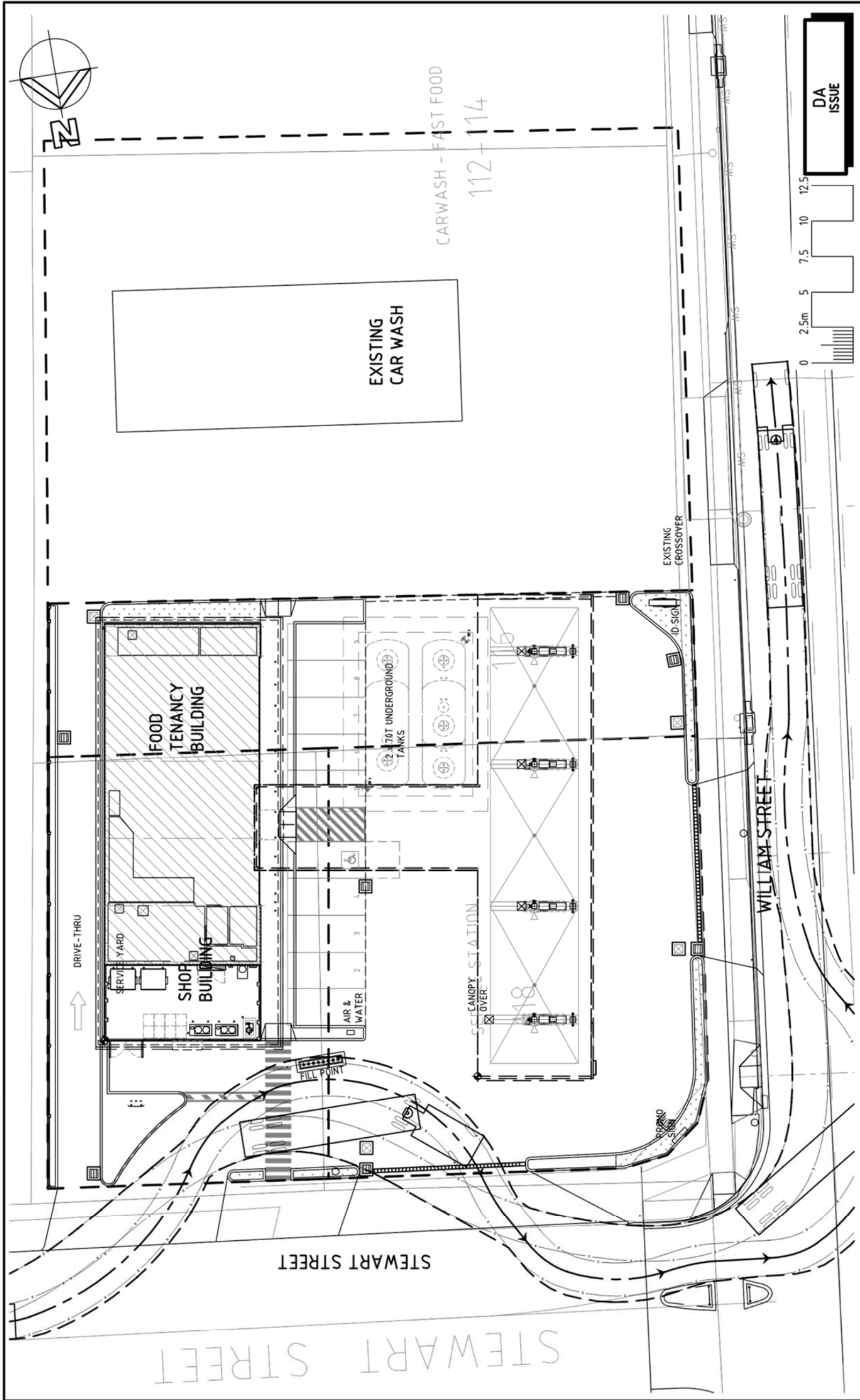
**DA ISSUE**

<b>PROJECT</b>		<b>TITLE</b>	
DEVONPORT - TAS 114-118 WILLIAM STREET CNR STEWART STREET		PROPOSED SITE PLAN	
<b>REV.</b>	<b>BY</b>	<b>DATE</b>	<b>DESCRIPTION OF CHANGE</b>
F	DM	05.05.16	REVISED CIRCULATION ISSUE
G	DM	19.05.16	DA ISSUE
H	DM	19.05.16	DA ISSUE - REVISED TANK FARM
<b>REVISION</b>			
<b>DRAWN</b>	<b>DATE</b>	<b>APPROVED</b>	<b>DATE</b>
DM	28.04.15	[Signature]	
<b>SCALE</b>	<b>SIZE</b>	<b>DRAWING No.</b>	<b>REV.</b>
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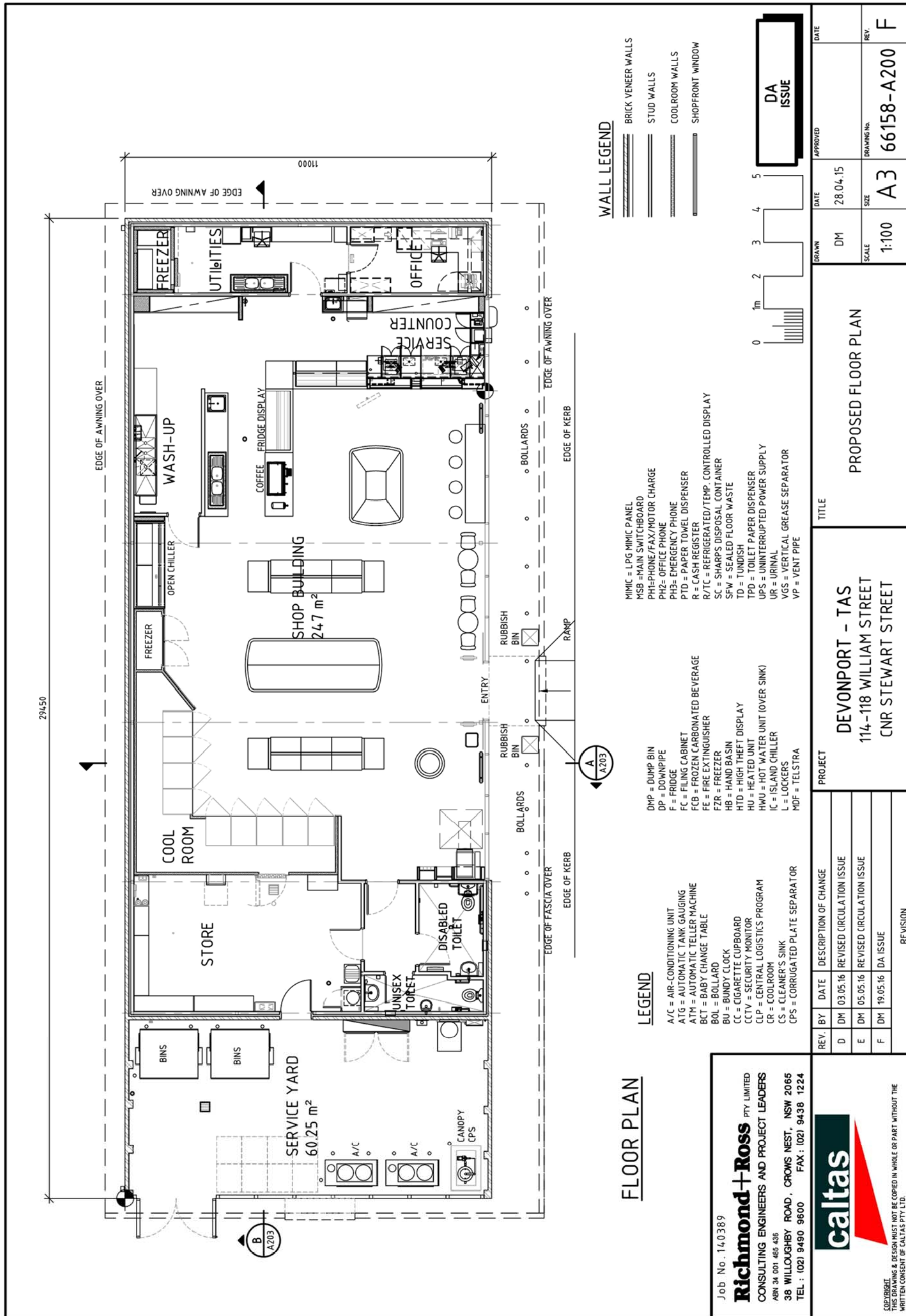


DA  
ISSUE

REVISION		PROJECT		TITLE		DATE		DATE
REV.	BY	DATE	DESCRIPTION OF CHANGE	PROJECT	TITLE	DATE	APPROVED	DATE
F	DM	05.05.16	REVISED CIRCULATION ISSUE	DEVONPORT - TAS 114-118 WILLIAM STREET CNR STEWART STREET	PROPOSED SITE PLAN TRUCK PATHS	28.04.15	DM	28.04.15
G	DM	19.05.16	DA ISSUE					
H	DM	19.05.16	DA ISSUE - REVISED TANK FARM					
			REVISION					
				SCALE	SIZE	DRAWING No.	REV.	
				1:250	A3	66158-A104	H	



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- WALL LEGEND**
- BRICK VENEER WALLS
  - STUD WALLS
  - COOLROOM WALLS
  - SHOPFRONT WINDOW

- LEGEND**
- A/C = AIR-CONDITIONING UNIT
  - ATG = AUTOMATIC TANK GAUGING
  - ATM = AUTOMATIC TELLER MACHINE
  - BCT = BABY CHANGE TABLE
  - BOL = BOLLARD
  - BU = BUNDY CLOCK
  - CC = CIGARETTE CUPBOARD
  - CCTV = SECURITY MONITOR
  - CLP = CENTRAL LOGISTICS PROGRAM
  - CR = COOLROOM
  - CS = CLEANER'S SINK
  - CPS = CORRUGATED PLATE SEPARATOR
  - DMP = DUMP BIN
  - DP = DOWNPIPE
  - F = FRIDGE
  - FC = FILING CABINET
  - FCB = FROZEN CARBONATED BEVERAGE
  - FE = FIRE EXTINGUISHER
  - FZR = FREEZER
  - HB = HAND BASIN
  - HTD = HIGH THEFT DISPLAY
  - HU = HEATED UNIT
  - HWU = HOT WATER UNIT (OVER SINK)
  - IC = ISLAND CHILLER
  - L = LOCKERS
  - MDF = TELSTRA
  - MIMIC = LPG MIMIC PANEL
  - MSB = MAIN SWITCHBOARD
  - PH1=PHONE/FAX/MOTOR CHARGE
  - PH2= OFFICE PHONE
  - PH3= EMERGENCY PHONE
  - PTD = PAPER TOWEL DISPENSER
  - R = CASH REGISTER
  - R/TC = REFRIGERATED/TEMP. CONTROLLED DISPLAY
  - SC = SHARPS DISPOSAL CONTAINER
  - SFW = SEALED FLOOR WASTE
  - TD = TUNDISH
  - TPD = TOILET PAPER DISPENSER
  - UPS = UNINTERRUPTED POWER SUPPLY
  - UR = URINAL
  - VGS = VERTICAL GREASE SEPARATOR
  - VP = VENT PIPE

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REV.	BY	DATE	DESCRIPTION OF CHANGE
D	DM	03.05.16	REVISED CIRCULATION ISSUE
E	DM	05.05.16	REVISED CIRCULATION ISSUE
F	DM	19.05.16	DA ISSUE

**PROJECT**  
 DEVONPORT - TAS  
 114-118 WILLIAM STREET  
 CNR STEWART STREET

**TITLE**  
 PROPOSED FLOOR PLAN

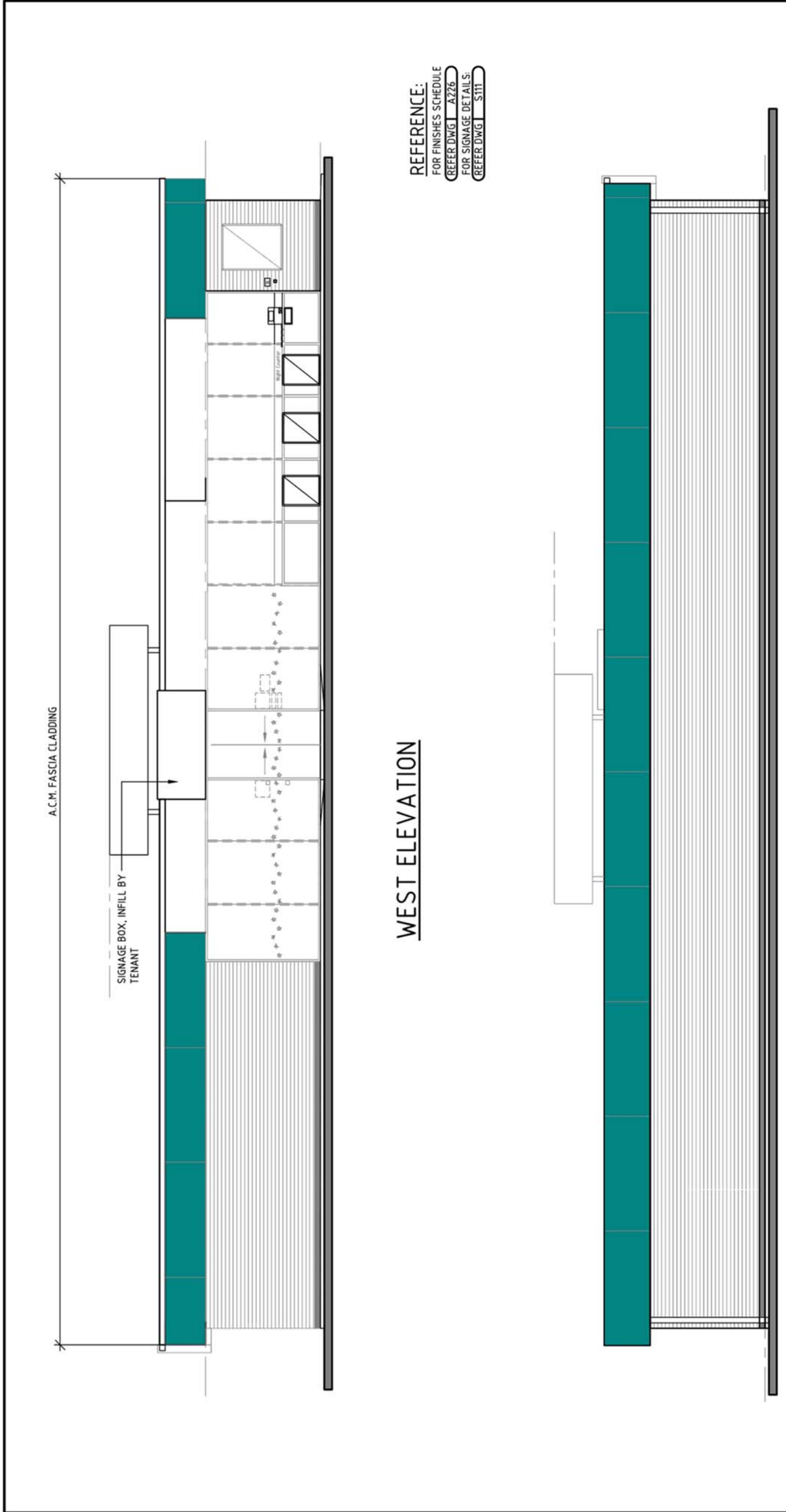
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28.04.15	DM	28.04.15	DM

SCALE	SIZE	DRAWING No.	REV.
1:100	A3	66158-A200	F

**DA ISSUE**





REFERENCE:  
 FOR FINISHES SCHEDULE  
 REFER DWG A226  
 FOR SIGNAGE DETAILS:  
 REFER DWG S111

WEST ELEVATION

EAST ELEVATION

Job No. 140389  
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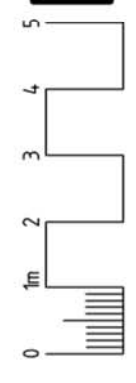


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REV.	BY	DATE	DESCRIPTION OF CHANGE
C	DM	03.05.16	REVISED CIRCULATION ISSUE
D	DM	05.05.16	REVISED CIRCULATION ISSUE
E	DM	19.05.16	DA ISSUE

PROJECT  
**DEVONPORT - TAS**  
 114-118 WILLIAM STREET  
 CNR STEWART STREET

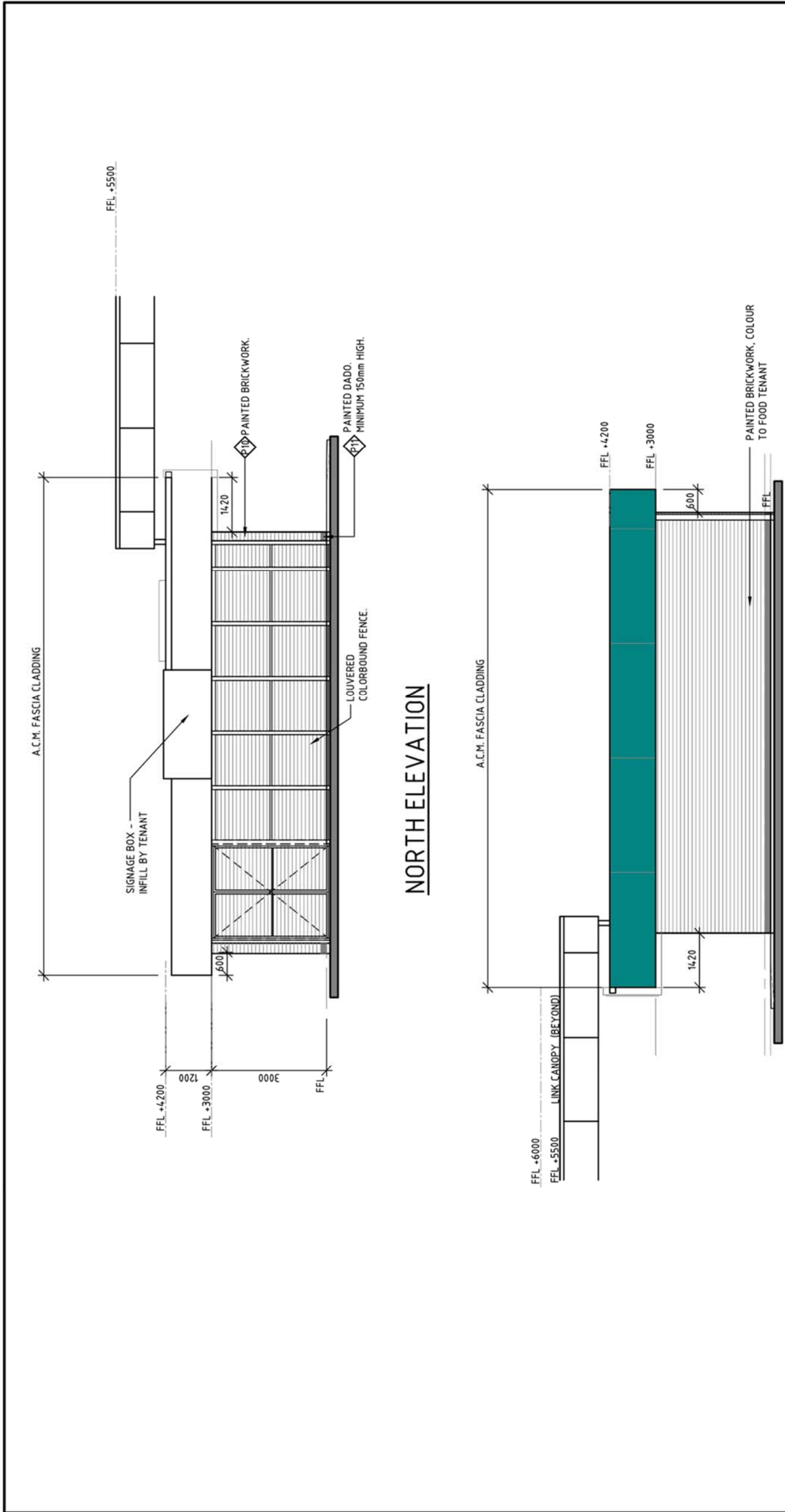
TITLE  
**PROPOSED ELEVATIONS**  
 SHEET 1 OF 2



DRAWN	DATE	APPROVED	DATE
DM	03.09.15	<b>DA ISSUE</b>	

SCALE	SIZE	DRAWING No.	REV.
1:100	A3	66158-A201	E



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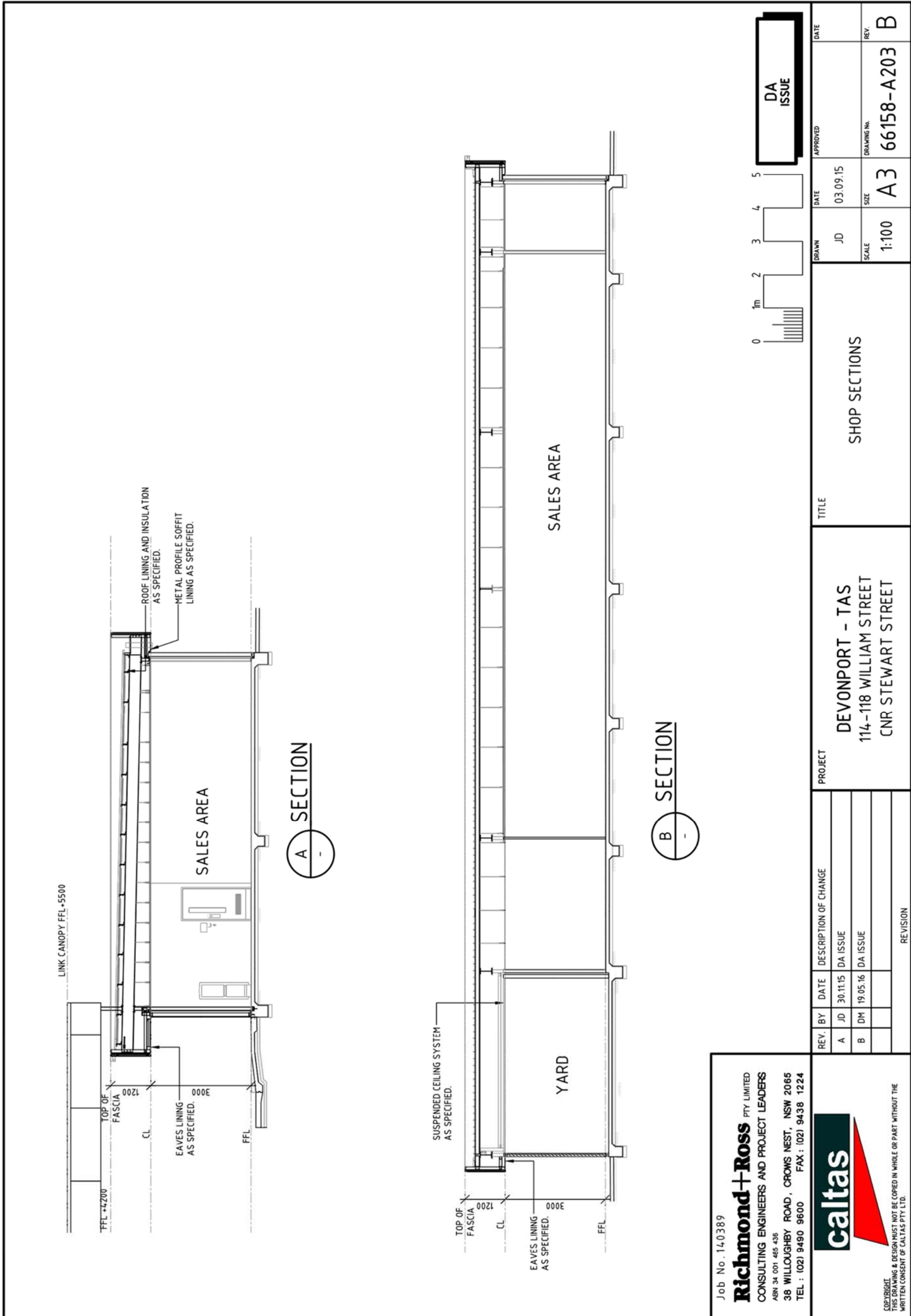


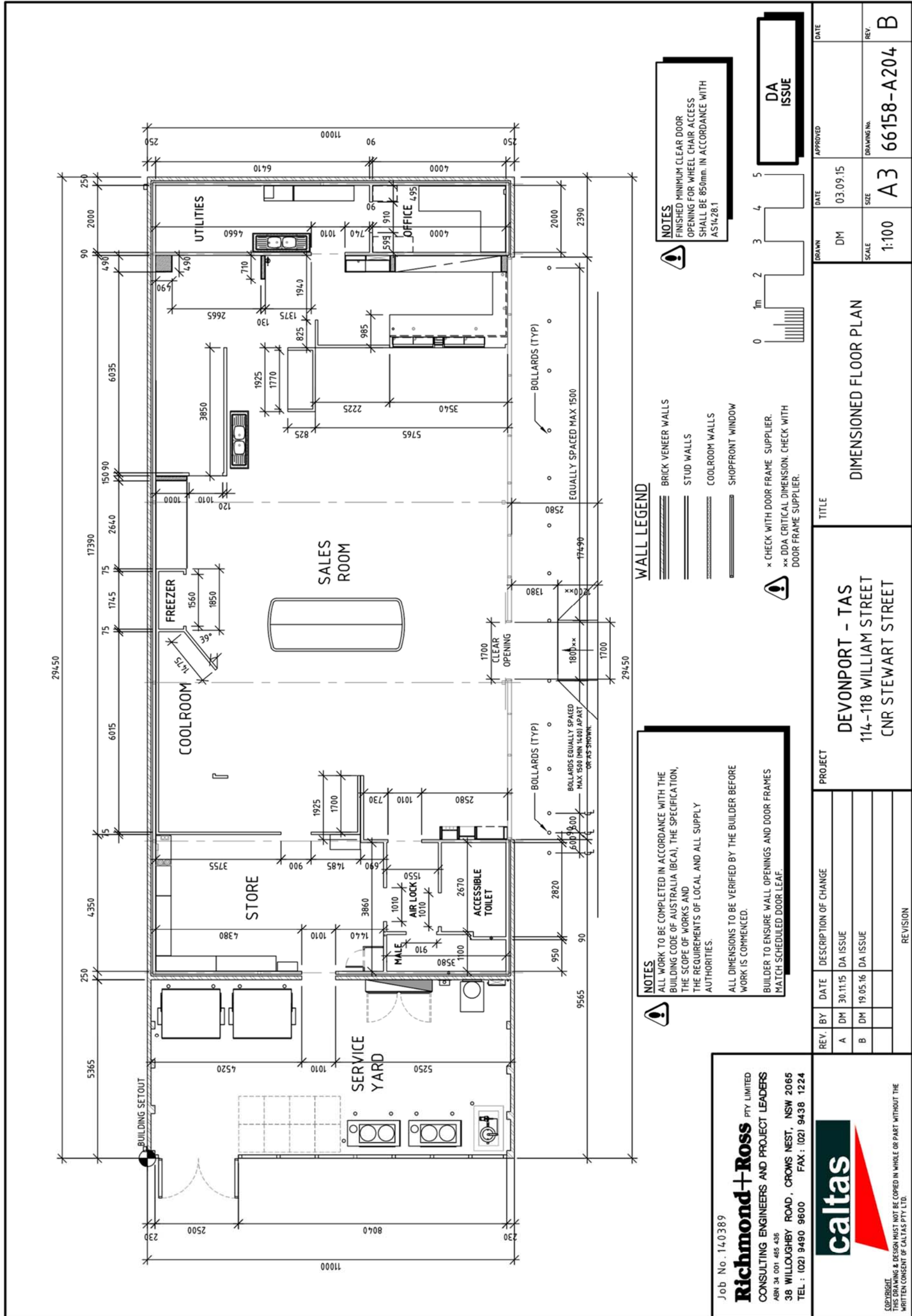
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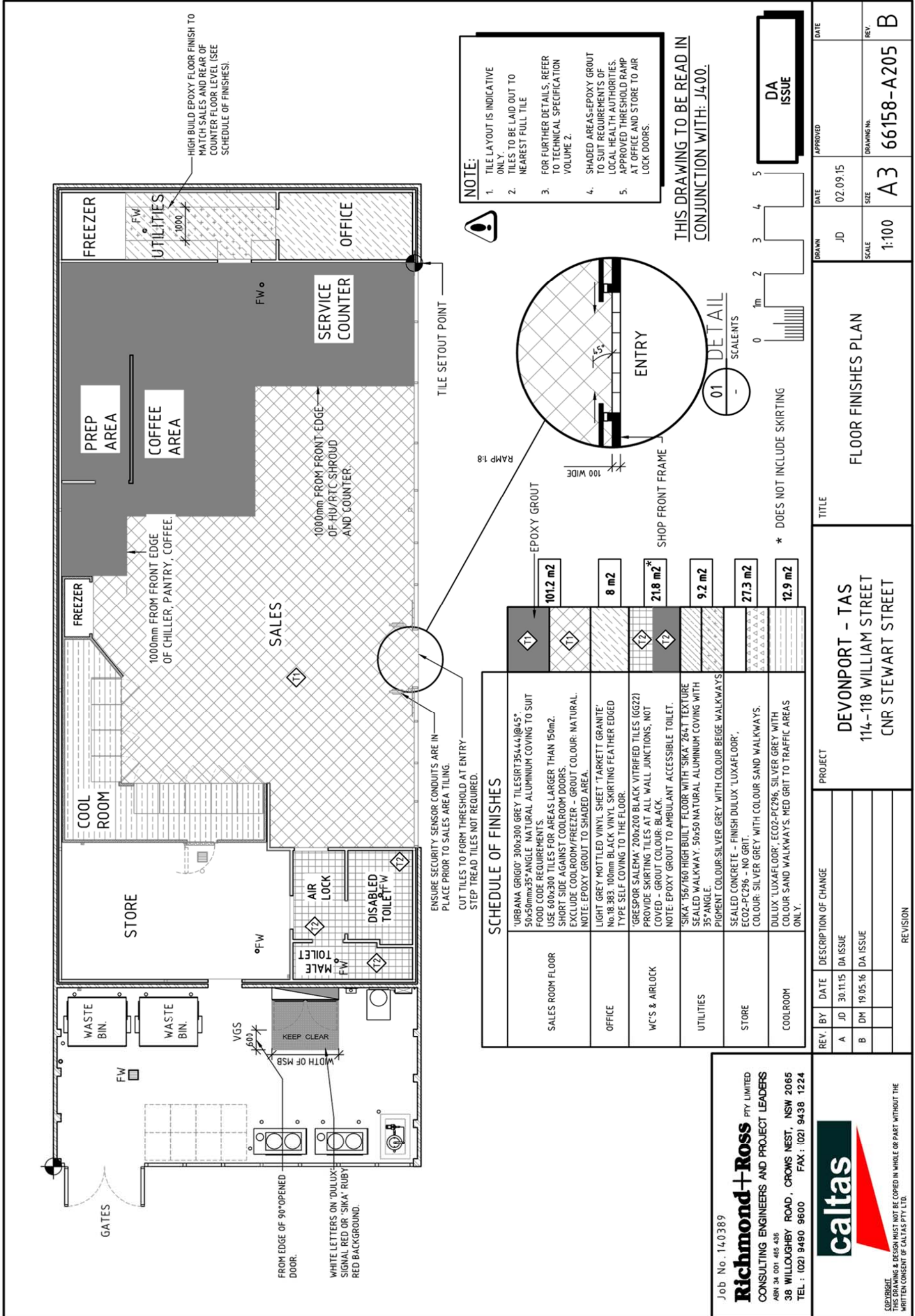
REV.	BY	DATE	DESCRIPTION OF CHANGE	PROJECT	TITLE	DATE	APPROVED	DATE
C	DM	03.05.16	REVISED CIRCULATION ISSUE	DEVONPORT - TAS 114-118 WILLIAM STREET CNR STEWART STREET	PROPOSED ELEVATIONS SHEET 2 OF 2	03.09.15	DM	03.09.15
D	DM	05.05.16	REVISED CIRCULATION ISSUE					
E	DM	19.05.16	DA ISSUE					
REVISION				SCALE	SIZE	DRAWING No.	REV.	DATE
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**DA  
ISSUE**

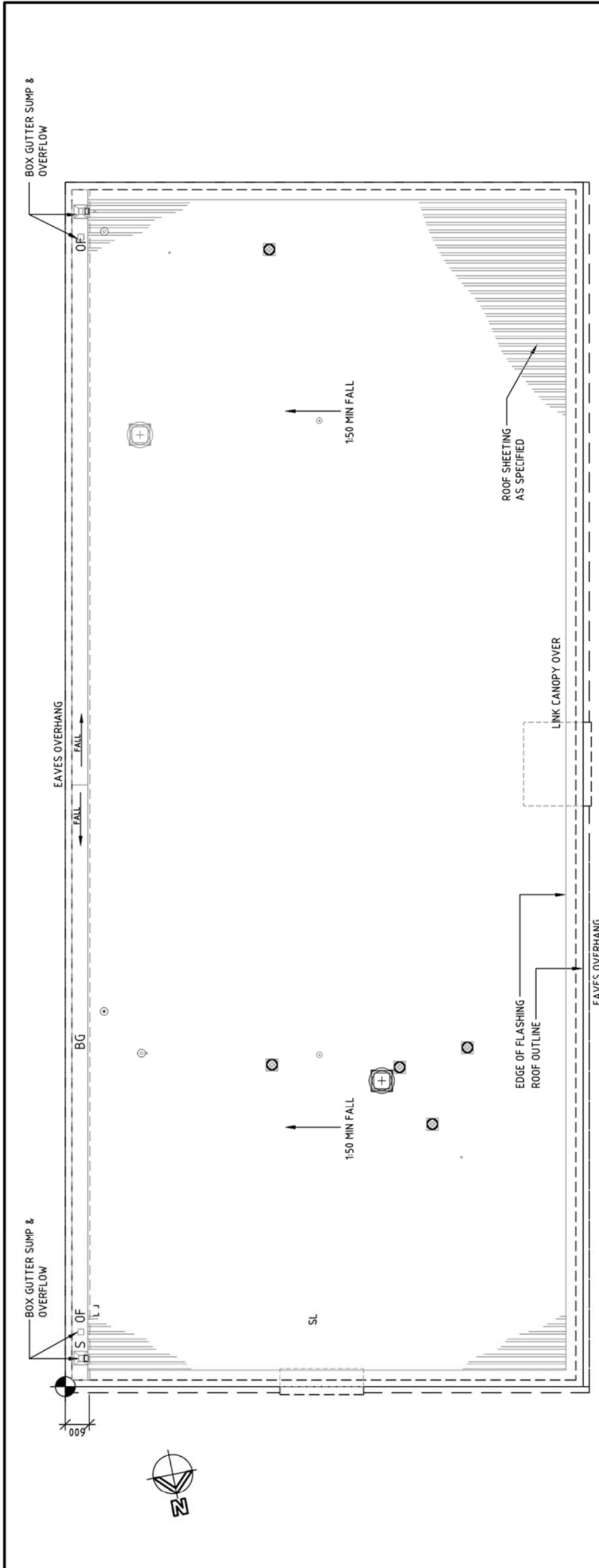












**NOTE:**  
 1. BUILDER TO PROVIDE FALL RESTRAINT SYSTEM TO ALL ROOF AREAS IN ACCORDANCE WITH WORKCOVER REQUIREMENTS. INSTALLATION IN STRICT ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS. 2. SETOUTS SHOWN ARE FOR STANDARD ZICCLARGE) AND MAY REQUIRE ADJUSTMENT TO SUIT SITE SPECIFIC LAYOUT.



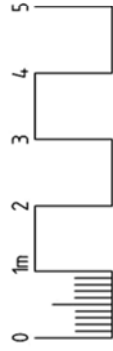
- LEGEND:**
- ⊕ SKYLIGHT. 'SOLATUBE' OR SIMILAR APPROVED.
  - ⊗ SUMP TO STD. CALTEX DETAIL
  - OVERFLOW TO STD. CALTEX DETAIL OR AS NOTED
  - BG BOX GUTTER AS SPECIFIED. TYPICAL FALL TO NEAREST DP 1:100
  - FS FALL RESTRAINT ANCHOR POINT.

**ROOF PLAN**

Job No. 140389  
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**DA ISSUE**

REV.	BY	DATE	DESCRIPTION OF CHANGE	PROJECT	TITLE	DRAWN	DATE	APPROVED	DATE			
A	DM	30.11.15	DA ISSUE	DEVONPORT - TAS 114-118 WILLIAM STREET CNR STEWART STREET	ROOF PLAN	DM	10.09.15	[Signature]	[Signature]			
B	DM	19.05.16	DA ISSUE									
				REVISION	SCALE	1:100	SIZE	A3	DRAWING No.	66158-A207	REV.	B

**EQUIPMENT SCHEDULE**

TAG	ITEM	SUPPLIER
CN1	OPERATOR TOUCH SCREEN CONSOLE	CALTEX
CN3	EFTPOS SCANNER	CALTEX
CN4	RECEIPT PRINTER	CALTEX
CN5	EFTPOS PIN PAD	CALTEX
CN6	DIAL TIME MOBILE PHONE CREDIT CHARGER	CALTEX
CN7	CASH DRAWER	CALTEX
CN8	HOLD UP DISTRESS BUTTON	CALTEX
CN9	NIGHT SAFE DRAWER	CALTEX
CN10	DRIVEWAY MICROPHONE	CALTEX
CN11	COIN CARRIER	CALTEX
CN12	EMERGENCY POWER CUT	CALTEX
CN13	SECURITY DE-ACTIVATOR	CALTEX
PA1	PA AMPLIFIER	CALTEX
MOD	MODEM	CALTEX
CPU	COMPUTER TERMINAL	CALTEX
CCTV1	SECURITY MONITOR	CALTEX
CCTV2	SECURITY MONITOR	CALTEX
CCTV3	SECURITY MONITOR	CALTEX
MW	MICROWAVE OVEN	CALTEX
PH2	OFFICE PHONE	CALTEX
PH3	EMERGENCY PHONE	CALTEX
NB1	NOTICE BOARD	VISION CHART
NB2	26mm NEWS 'FINELINE' CLIP FRAME	DISPLAY & DESIGN
NB3	26mm A3 'FINELINE' CLIP FRAME	DISPLAY & DESIGN
ST5	DATA RACK	CALTEX
SF1	'INTELLIVEND' SAFE	CALTEX
FE	FE CAB BRACKET & EXTINGUISHER	'CHUBB' FIRE SAFETY

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**FITTINGS & FIXTURES SCHEDULE**

LOCATION	ITEM	MANUFACTURER	CAT. NO.	COLOUR	FINISH
FOOD PREP.	HAND BASIN	CLARK	'FLUSHLINE' Y4110	-	STAINLESS STEEL
	TAP	ENWARE	HFS780 (KNEE OPERATED)	-	CHROME PLATED BRASS
	TOWEL DISPENSER	KIMBERLY-CLARK*	COMPACT 4980*	WHITE*	ABS PLASTIC*
	SOAP DISPENSER	KIMBERLY-CLARK*	COMPACT 4970**	WHITE*	STAINLESS STEEL**
UTILITIES	SINK	RBA Group**	6983x B211x**	WHITE*	ABS PLASTIC*
	TAP	CLARK	BENCHMARK 3007.1	-	STAINLESS STEEL
	TAP	ENWARE	SLM307A	-	CHROME PLATED BRASS
	SOAP DISPENSER	KIMBERLY-CLARK	6983	WHITE	ABS PLASTIC
STORE	CLEANER'S SINK	CLARK	Y5100, 30L, H.D. BUCKET GRATE	-	STAINLESS STEEL
	TAP	ENWARE	CS315/SP110	-	CHROME PLATED BRASS
ACCESSIBLE TOILET	TOILET PAN	CAROMA CARE	CARE 200	WHITE	VITREOUS CHINA
	TOILET CISTERN	CAROMA CARE	CARE 200	WHITE	ABS PLASTIC
	TOILET SEAT	CAROMA CARE	PEDIGREE II CARE	BLUE	COMPRESSION MOULDED PLASTIC
	BACK REST	RBA Group CAROMA	RBA 4150-200 6874005W	-	STAINLESS STEEL
	HAND BASIN	CAROMA CARE	'INTEGRA 500' WITH SHROUD	WHITE	VITREOUS CHINA
	TAP	CAROMA CARE	'NORDIC CARE' BASIN MIXER	-	CHROME PLATED BRASS
	BABY CHANGE	JD McDONALD	BCH-ECO	WHITE	HD POLYETHYLENE
	TOWEL DISPENSER	RBA Group	B-3803	-	STAINLESS STEEL
	TOILET PAPER DISP	KIMBERLY-CLARK*	4971	WHITE	ABS PLASTIC
	SOAP DISPENSER	KIMBERLY-CLARK*	6983x B211x**	WHITE*	ABS PLASTIC*
AMBULANT ACCESSIBLE TOILET	SHELF	RBA Group	B-295-16	-	STAINLESS STEEL
	GRAB RAIL	-	COMPLY WITH AS1428.1-2009	-	STAINLESS STEEL
	AIR FRESHENER	K-C MICROMIST	No.9600	WHITE	PLASTIC
	TOILET PAN	CAROMA	CARE 200	WHITE	VITREOUS CHINA
	TOILET CISTERN	CAROMA	CARE 200	WHITE	ABS PLASTIC
	TOILET SEAT	CAROMA	CARAVELLE CARE 322012W	WHITE	ABS PLASTIC
	URINAL**	CAROMA	'LEDA'	WHITE	VITREOUS CHINA
	HAND BASIN	CAROMA	'INTEGRA 500'	WHITE	VITREOUS CHINA
	TAP	CAROMA	'NORDIC' BASIN MIXER	-	CHROME PLATED BRASS
	TOWEL DISPENSER	RBA Group	B-3803(RECESSED) B-38039(SURFACE)	-	STAINLESS STEEL
TOILET PAPER DISP	KIMBERLY-CLARK*	4971	WHITE	ABS PLASTIC	
SOAP DISPENSER	KIMBERLY-CLARK*	6983x B211x**	WHITE*	ABS PLASTIC*	
SHELF	RBA Group	B-295-16	-	STAINLESS STEEL	
AIR FRESHENER	K-C MICROMIST	No.9600	WHITE	PLASTIC	
GRAB RAIL	-	COMPLY WITH AS1428.1-2009	-	STAINLESS STEEL	

**SHOP BUILDING - EXTERNAL FINISHES SCHEDULE**

TAG	MATERIAL	MANUFACTURER	REF. NO.	COLOUR	FINISH
◇P10	PAINT	DULUX COLOUR	No.84645	DELTA LIGHT GREY	SEMI-GLOSS
◇P11	PAINT	DULUX COLOUR	No.84-599	MID GREY	SEMI-GLOSS
-	PAINT	DULUX COLOUR	No.A1733	TEAL	-
SHOPFRONT	ALUMINIUM	CAPRAL	-	BLACK	ANODISED
DOWNPIPES	PRE-FINISHED	-	-	TO MATCH WALL	SEMI-GLOSS
SERVICE YARD	ALUMINIUM/STEEL	CVS EQUIPMENT OR EQUIVALENT	FREEFLOW LOUVRES SERIES 086	FROST (SURFMIST)	POWDER COAT/COLORBOND
BOLLARDS	PAINT/TAPE	DULUX DULUX 3M	No.84645 (BLD) No.84599 (DADO) 3M OR EQUIVALENT	DELTA LIGHT GREY (MEDIUM GREY) WHITE TAPE	POWDER COAT REFLECTIVE
LINE MARKING	PAINT	PERMALUX P/L.	WATER BASED	WHITE/YELLOW	NON-SLIP
TACTILES	PORCELAIN	SETON AUSTRALIA	A25140	LIGHT GREY	NON-SLIP
EAVES	STEEL	BLUESCOPE	-	FROST (SURFMIST)	'COLORBOND' SATIN

**CANOPY - FINISHES SCHEDULE**

TAG	MATERIAL	MANUFACTURER	REF. NO.	COLOUR	FINISH
◇P10	PAINT	DULUX COLOUR	No.84645	DELTA LIGHT GREY	HIGH-GLOSS
◇P11	PAINT	DULUX COLOUR	No.84-599	MID GREY	HIGH-GLOSS
ACM FASCIA	ALUMINIUM COMPOSITE SHEET	-	-	RED	SATIN
100mm FASCIA OVER-CAPPING	STEEL	BLUESCOPE	-	FROST (SURFMIST)	'COLORBOND' SATIN
SANDWICH PANEL	INSULATED ALUMINIUM PANEL	-	-	RED	SATIN
SANDWICH PANEL TOP FLASHING	STEEL	BLUESCOPE	-	RED	'COLORBOND' SATIN
SOFFIT LINING AND TRIM	STEEL	BLUESCOPE	-	WHITE	'COLORBOND' SATIN
BOLLARDS	PAINT/TAPE	DULUX DULUX 3M	No.84645 (BLD) No.84599 (DADO) 3M OR EQUIVALENT	DELTA LIGHT GREY (MEDIUM GREY) WHITE TAPE	HIGH GLOSS HIGH GLOSS REFLECTIVE

**THIS DRAWING TO BE READ**

**IN CONJUNCTION WITH:**

INTERNAL FINISHES SCHEDULE:

(REFER DWG 1-1400)

FOR CLADDING PROFILES REFER TO SPECIFICATION: VOLUME 2/SECTION 8.



x = CALSTORES

xx = FRANCHISEE OPTIONAL

xxx = AUTO FLUSH.

**NOTE:**  
 FOR COMPLETE 'STAR MART' COLOUR PALETTE REFER DRAWING SMS-100

**DA ISSUE**

REV.	BY	DATE	DESCRIPTION OF CHANGE
A	JD	30.11.15	DA ISSUE
B	DM	19.05.16	DA ISSUE

PROJECT

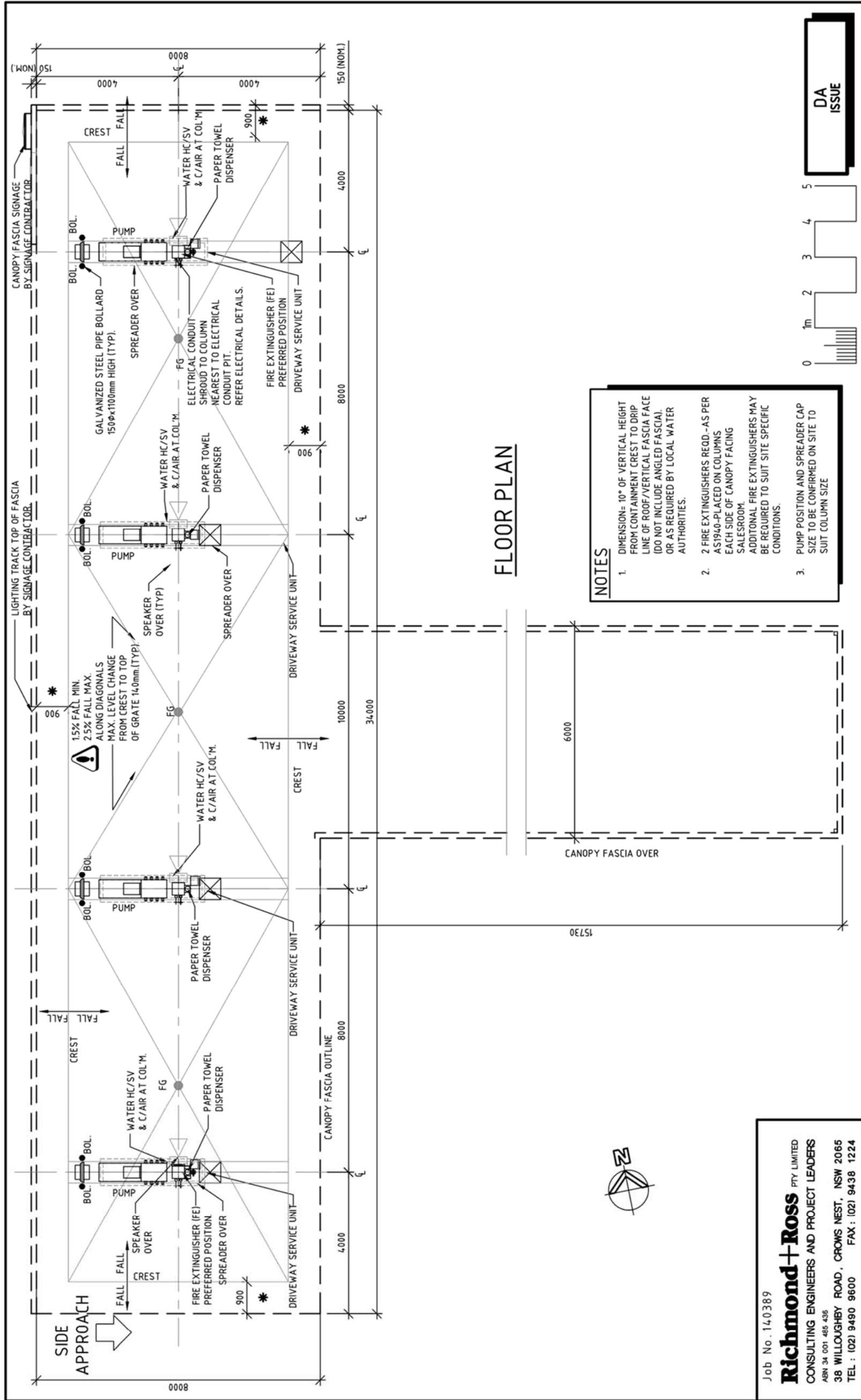
**DEVONPORT - TAS**  
 114-118 WILLIAM STREET  
 CNR STEWART STREET

TITLE

**FINISHES AND EQUIPMENT SCHEDULE BUILDING**

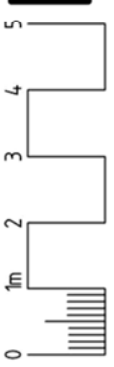
DRAWN	DATE	APPROVED	DATE
DM	03.09.15		

SCALE	SIZE	DRAWING No.	REV.
1:100	A3	66158-A226	B



**NOTES**

1. DIMENSION= 10" OF VERTICAL HEIGHT FROM CONTAINMENT CREST TO DRIP LINE OF ROOF/VERTICAL FASCIA FACE (DO NOT INCLUDE ANGLED FASCIA) OR AS REQUIRED BY LOCAL WATER AUTHORITIES.
2. 2 FIRE EXTINGUISHERS REQD.-AS PER AS1940-PLACED ON COLUMNS EACH SIDE OF CANOPY FACING SALESROOM. ADDITIONAL FIRE EXTINGUISHERS MAY BE REQUIRED TO SUIT SITE SPECIFIC CONDITIONS.
3. PUMP POSITION AND SPREADER CAP SIZE TO BE CONFIRMED ON SITE TO SUIT COLUMN SIZE



DA  
ISSUE

Job No. 140389  
**Richmond+Ross** PTY LIMITED  
 CONSULTING ENGINEERS AND PROJECT LEADERS  
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 TEL : (02) 9490 9600 FAX : (02) 9438 1224



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A	DM	30.11.15	DA ISSUE
B	DM	19.05.16	DA ISSUE

**PROJECT**  
 DEVONPORT - TAS  
 114-118 WILLIAM STREET  
 CNR STEWART STREET

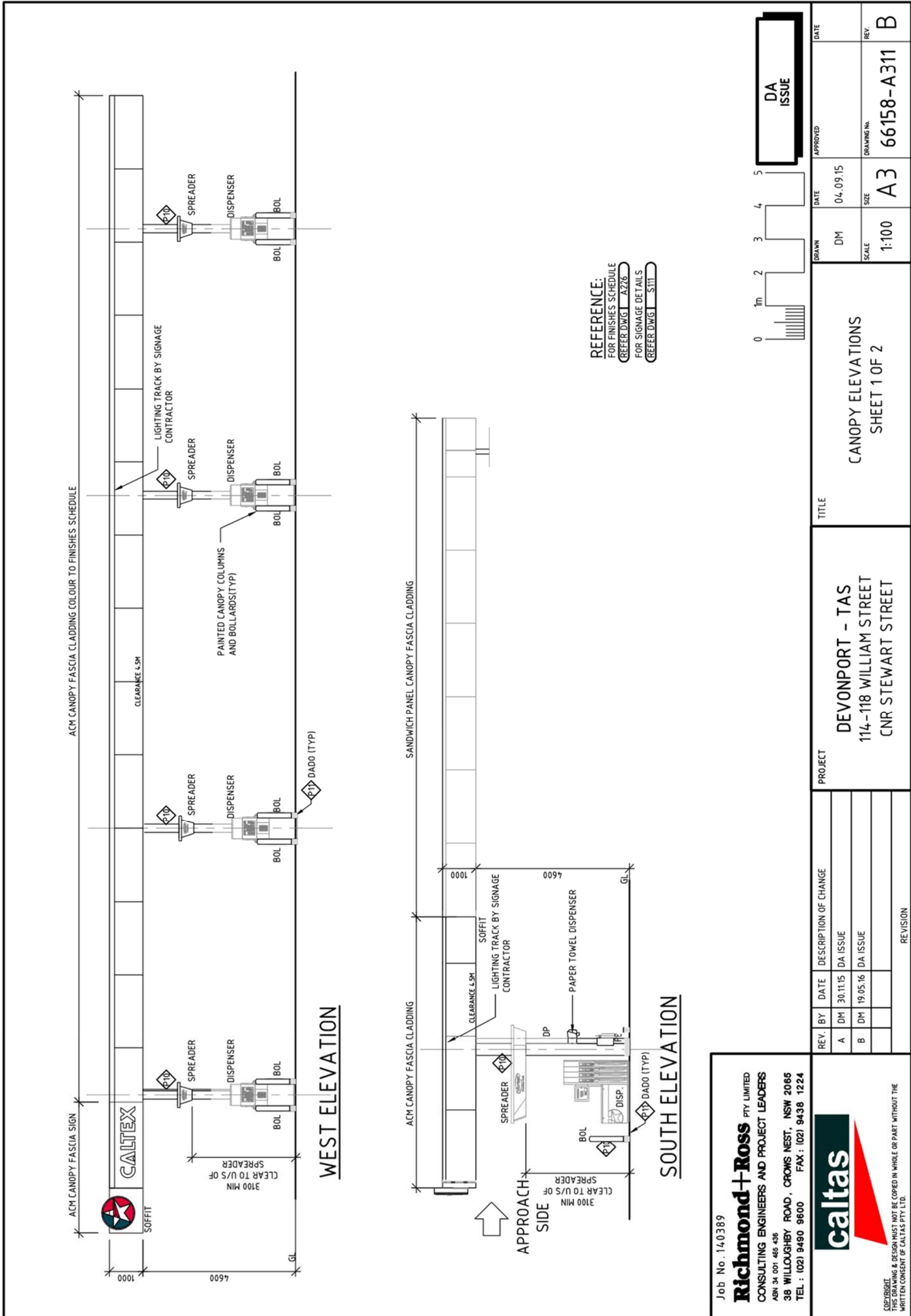
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 CANOPY FLOOR PLAN

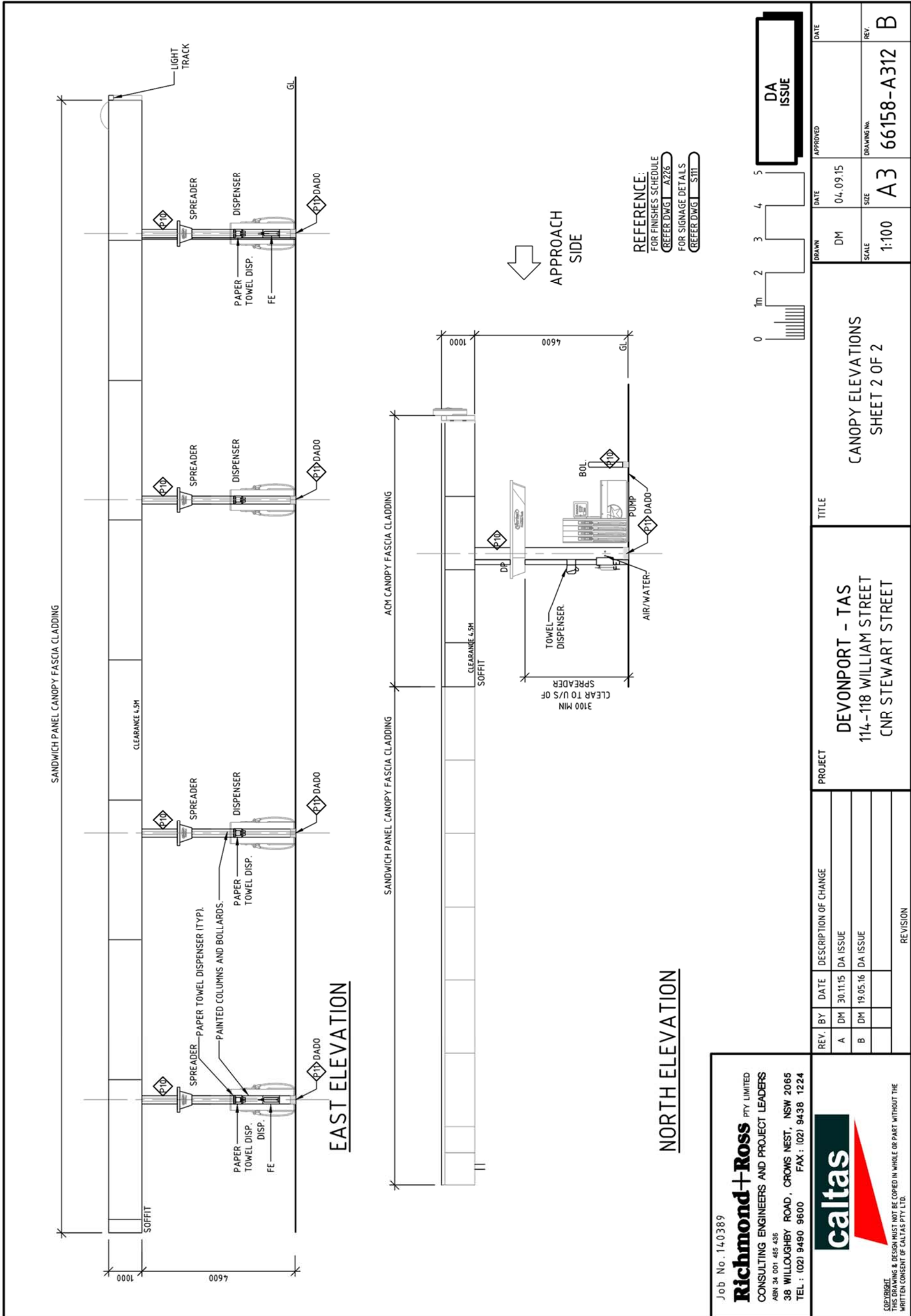
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04.09.15	DM	

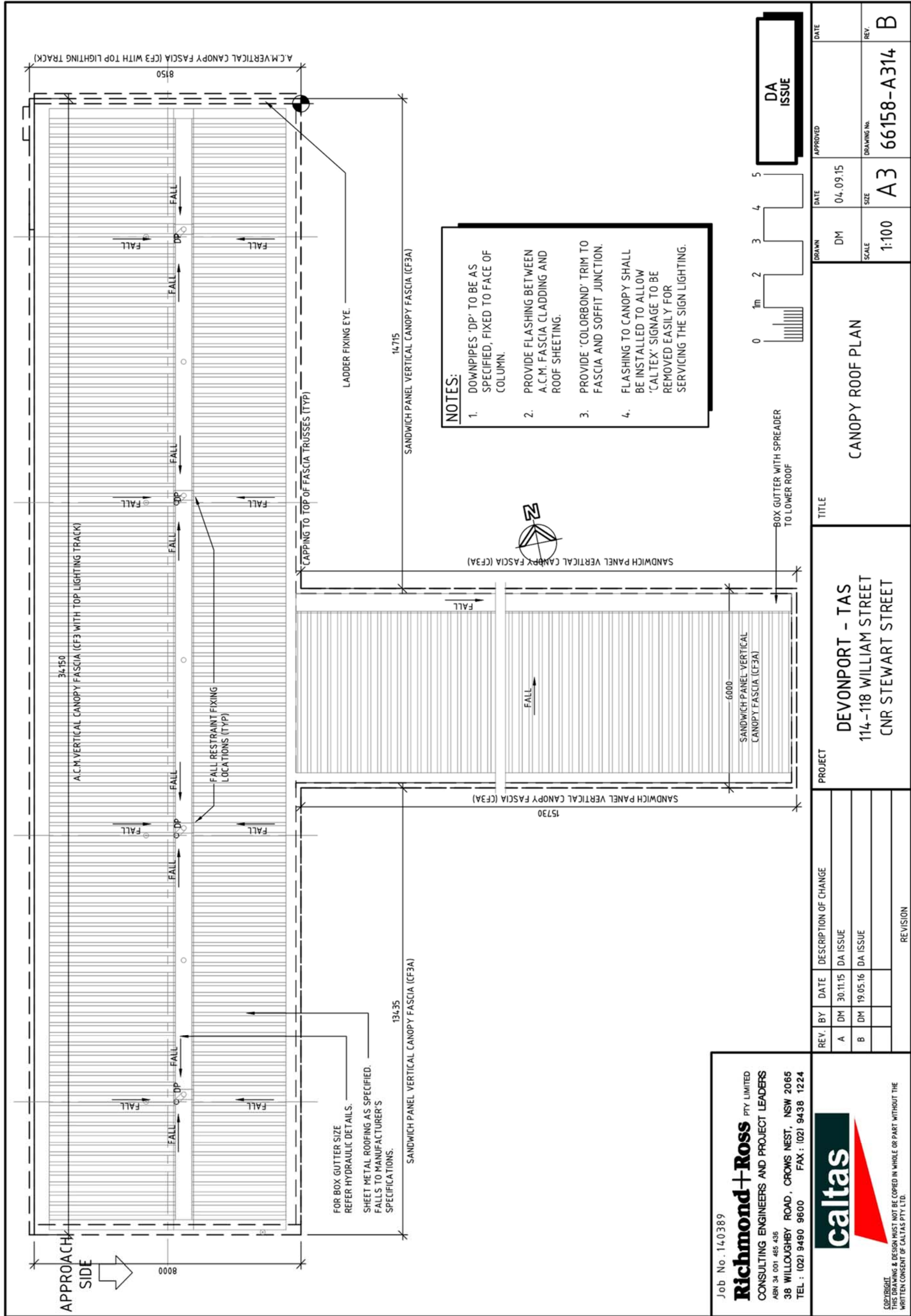
SCALE	SIZE	DRAWING No.	REV.
1:100	A3	66158-A310	B











**NOTES:**

1. DOWNPIPES 'DP' TO BE AS SPECIFIED, FIXED TO FACE OF COLUMN.
2. PROVIDE FLASHING BETWEEN A.C.M. FASCIA CLADDING AND ROOF SHEETING.
3. PROVIDE 'COLORBOND' TRIM TO FASCIA AND SOFFIT JUNCTION.
4. FLASHING TO CANOPY SHALL BE INSTALLED TO ALLOW 'CALTEX' SIGNAGE TO BE REMOVED EASILY FOR SERVICING THE SIGN LIGHTING.

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A	DM	30.11.15	DA ISSUE
B	DM	19.05.16	DA ISSUE

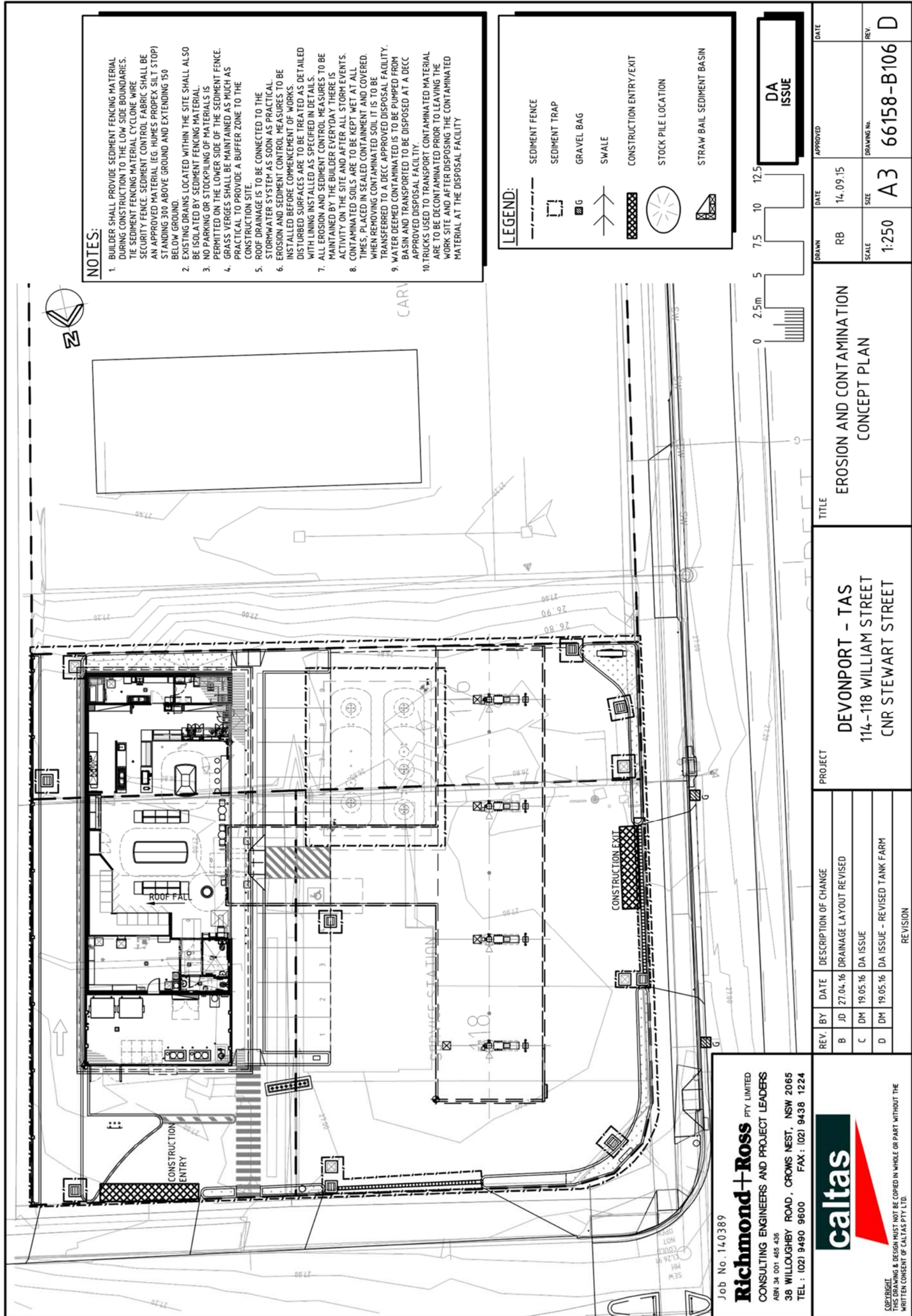
**PROJECT**  
 DEVONPORT - TAS  
 114-118 WILLIAM STREET  
 CNR STEWART STREET

**TITLE**  
 CANOPY ROOF PLAN

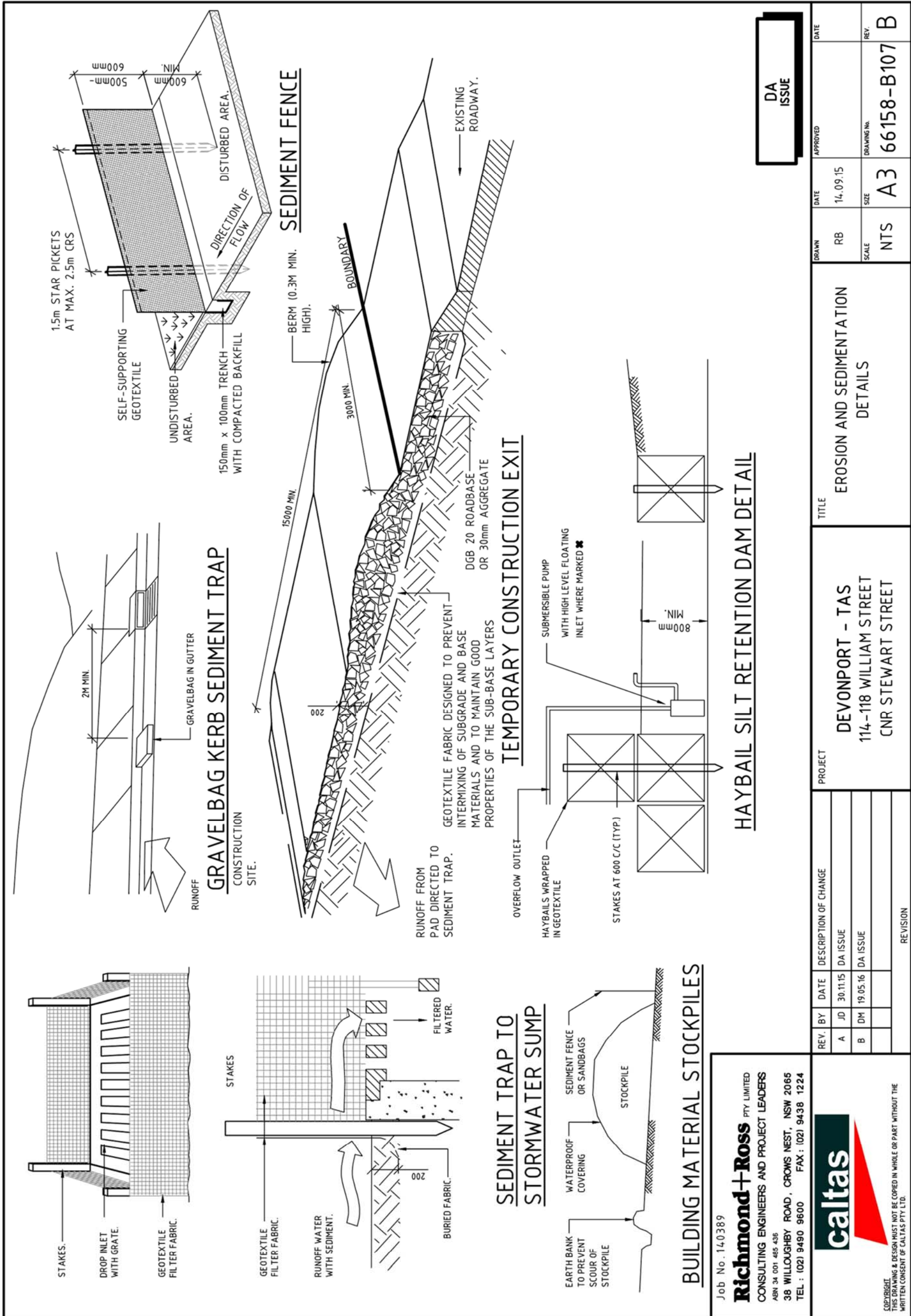
DATE	APPROVED	DATE	APPROVED
04.09.15	DM		

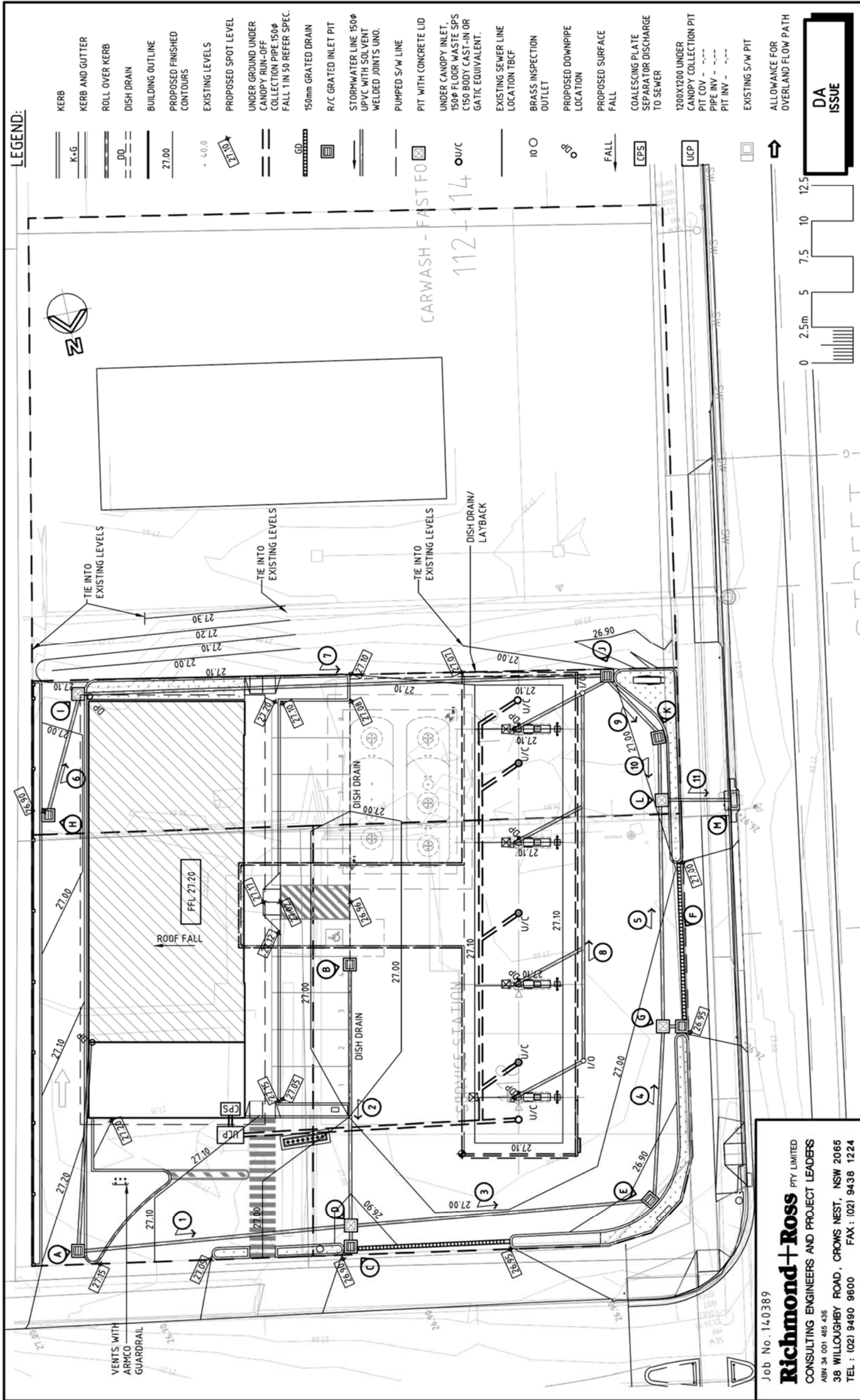
  

SCALE	SIZE	DRAWING No.	REV.
1:100	A3	66158-A314	B









REV.	BY	DATE	DESCRIPTION OF CHANGE
D	DM	05.05.16	REVISED CIRCULATION ISSUE
E	DM	19.05.16	DA ISSUE
F	DM	19.05.16	DA ISSUE - REVISED TANK FARM

PROJECT	TITLE
DEVONPORT - TAS 114-118 WILLIAM STREET CNR STEWART STREET	STORMWATER DRAINAGE CONCEPT PLAN

DATE	APPROVED	DATE	REV.
14.09.15	[Signature]		F

SCALE	SIZE	DRAWING No.
1:250	A3	66158-B108

Job No. 14.0389

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### STORMWATER DISPOSAL PHILOSOPHY

1. COLLECT ALL SITE RUNOFF FROM SURFACE GRADES, SUMPS AND UNDERGROUND DRAINS PRIOR TO DISCHARGE TO EXISTING OUTFALL.
2. ROOF RUNOFF TO BE DIRECTED INTO SITE STORMWATER SYSTEM.
3. UNDERCANOPY RUNOFF TO BE COLLECTED SEPARATELY FROM STORMWATER SYSTEM AND DIRECTED TO CPS UNIT PRIOR TO DISCHARGE TO EXISTING SEWER.
4. ON-SITE UNDERGROUND DRAINAGE HAS BEEN DESIGNED FOR 1 IN 100 YEAR FLOWS, TO CONNECT INTO COUNCIL SYSTEM VIA EXISTING OUTFALL.

### GENERAL NOTES

1. FIT STEP IRONS TO PITS DEEPER THAN 1000 EXCLUDING CPS PIT.
2. UNDER CANOPY COLLECTION DRAINS AS PER VOL 2
3. ALL GRATES TO BE WELDED CONSTRUCTION SUPPLIED COMPLETE WITH H.D. BOLTS AND FRAMES. PROVIDE FLATTENED EXPANDED METAL TO ALL GRATES.
4. ALL PIT COVERS & GRATES TO BE SECURELY BOLTED DOWN.
5. ALL UPVC PIPES TO HAVE SOLVENT WELDED JOINTS.

### PIT SCHEDULE

TAG	TYPE	SIZE	RL TOP	INVERT	COVER
A	GRATED INLET	450x450	27.15	26.55	CLASS D GRATE
B	GRATED INLET	600x600	26.90	26.28	CLASS D GRATE
C	GRATED TRENCH	SK2-010*	26.90	26.64	CLASS D GRATE
D	JUNCTION PIT	600x600	26.92	26.19	CLASS D SEALED
E	GRATED INLET	600x600	26.80	26.08	CLASS D GRATE
F	GRATED TRENCH	SK2-010*	26.95	26.69	CLASS D GRATE
G	JUNCTION PIT	600x900	26.95	26.02	CLASS D SEALED
H	GRATED INLET	600x600	26.90	26.23	CLASS D GRATE
I	JUNCTION PIT	600x900	27.10	26.19	CLASS D SEALED
J	GRATED INLET	600x900	26.95	26.00	CLASS D GRATE
K	GRATED INLET	600x900	26.90	25.97	CLASS D GRATE
L	JUNCTION PIT	600x900	27.00	25.94	CLASS D SEALED
M	EX. KERB INLET	EXISTING	26.90	25.90	ROAD/KERB INLET

\*ACO POWER DRAIN OR SIMILAR APPROVED

### STORMWATER NOTES

1. THIS IS A STORMWATER DRAINAGE PLAN ONLY. REFER TO ARCHITECTURAL DRAWINGS FOR ALL SETOUT INFORMATION.
2. ALL DRAINAGE LAYOUTS, LEVELS & DETAILS ARE DIAGRAMMATIC AND INDICATIVE ONLY.
3. DRAINAGE LAYOUTS SHOWN ARE DIAGRAMMATIC ONLY. NOTE ONLY MAJOR LINES ARE SHOWN.
4. ALL PITS AND COVERS TO PROPRIETARY PRECAST ITEMS. COVER LEVELS TO MATCH SURFACE. ALL PITS IN ROADWAYS TO BE TO CURRENT RTA REQUIREMENTS.
5. ALL GRATED DRAINS TO HAVE BASE GRADED 1.0% MIN WITH HEEL GUARD TYPE GRATES.
6. IT IS THE BUILDERS RESPONSIBILITY TO LAY ALL PIPES IN ACCORDANCE WITH ALL RELEVANT AUTHORITY REQUIREMENTS (IEG. COUNCIL, EPA, SHAOLHAVEN WATER).
7. FIT STEP IRONS TO PITS DEEPER THAN 1000 EXCLUDING CPS PITS

### LINE SCHEDULE

TAG	UPSTREAM	SIZE	MATERIAL	LENGTH (m)	GRADE (ACTUAL)	DOWNSTREAM INVERT
1	26.55	150	UPVC	19.5	1%	26.19
2	26.28	225	UPVC	18.5	0.5%	26.19
3	26.19	300	UPVC	21.0	0.5%	26.08
4	26.08	300	UPVC	12.5	0.5%	26.02
5	26.02	300	UPVC	16.0	0.5%	25.94
6	26.23	225	UPVC	8.5	0.5%	26.19
7	26.19	225	UPVC	37.5	0.5%	26.00
8	26.50	150	UPVC	34.0	1.47%	26.00
9	26.00	225	UPVC	5.0	0.5%	25.97
10	25.97	225	UPVC	5.0	0.625%	25.94
11	25.94	300	UPVC	5.0	0.71%	25.90

### STORMWATER RUNOFF CALCULATIONS

USING FORMULA  $Q = 0.00028 CAI$

- WHERE  $Q$  = DISCHARGE IN LITRES PER SECOND  
 $C$  = A RUNOFF COEFFICIENT (SEE TABLE)  
 $A$  = CATCHMENT AREA IN SQ.M.  
 $I$  = RAINFALL INTENSITY IN MILLIMETRES PER HOUR  
 $100 I 5$  = 188 MM/HR FOR 100 YEAR RETURN PERIOD  
 5 MINUTE DURATION STORM

LINE	CATCHMENT AREA (SQM) (OVERLAND FLOWS)		FLOW INTO LINE FROM CATCHMENT (L/S)			LINE FLOW (L/S)	MINIMUM PIPE REQUIREMENT		
	ROOF	PAVE'T	L'SCAPE	ROOF C=1.0	PAVE'T C=1.0		L'SCAPE C=0.65	SIZE (MM)	GRADE (MIN)
1	132	9.00	-	6.90	0.47	7.37	150	1.0%	17.73
2	-	431.5	-	-	22.55	22.55	225	0.5%	36.55
3	-	24.4	-	-	12.75	42.67	225	1.0%	51.92
4	-	152	18	-	7.94	51.22	225	1.0%	51.92
5	-	80	-	-	4.18	55.40	300	0.4%	69.85
6	132	114	-	6.90	5.96	12.86	150	1.0%	17.73
7	-	-	-	-	-	12.86	150	1.0%	17.73
8	368	-	-	19.23	-	19.23	225	0.5%	36.55
9	-	16	-	-	0.83	32.92	225	0.5%	36.55
10	-	88	14.5	-	4.60	93.41	300	0.71%	93.72
11	-	-	-	-	-	93.41	300	0.71%	93.72

### STORMWATER NOTES

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Job No. 140389

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A	JD	30.11.15	DA ISSUE
B	JD	27.04.16	SCHEDULES REVISED
C	DM	19.05.16	DA ISSUE

PROJECT  
**DEVONPORT - TAS**  
 114-118 WILLIAM STREET  
 CNR STEWART STREET

TITLE

STORMWATER DRAINAGE  
 TABLES AND NOTES

DRAWN	DATE	APPROVED	DATE
RB	15.09.15		

SCALE	SIZE	DRAWING No.	REV.
NTS	A3	66158-B109	C

DA  
 ISSUE



**SHOP BUILDING - INTERNAL FINISHES SCHEDULE**

TAG	MATERIAL	MANUFACTURER	REF. NO.	COLOUR	FINISH
A1	ACRYLIC		15mm THICK	OPAQUE WHITE	
A2	ACRYLIC		6mm THICK	CLEAR	
V1	VINYL	CALGRAPHICS		SILVER	OPAQUE
V3	VINYL	CALGRAPHICS		WOODGRAIN	OPAQUE
T1	TILES	'URBANA GRIGIO'	RT35444	LIGHT GREY	NON SLIP
T2	TILES	'GRESFOR SALEMA'	GG22	BLACK VITRIFIED	NON SLIP
T3	TILES	ROYAL TILES	RT2550	WHITE (600x300)	GLOSS
T4	TILES	ROYAL TILES	AT-C2	GREEN MOSAIC	
T5	TILES	ROYAL TILES	RT5540	JASMIN	
R1	RECONSTITUED STONE	STARON OR HI-MACS	FH114 OR T011	HORIZON OR VENUS	GLOSS
R2	RECONSTITUED STONE	STARON OR HI-MACS	FC158 OR VN24	COFFEE BEAN OR KOHALA	GLOSS
G1	GLASS	STARFIRE	12mm THICK	CLEAR	LAMINATED

**SHOP BUILDING - SHELVING FINISHES SCHEDULE**

TAG	MATERIAL	MANUFACTURER	REF. NO.	COLOUR	FINISH
P1	POWDER COAT	DULUX	ANOTEC XT 51014	MID BRONZE	MATT
P2	POWDER COAT	DULUX	DEEP OCEAN 83249	DARK BLUE	SATIN
P3	POWDER COAT	DULUX	PEARL EFFECT 84684	METROPOLIS STORM	SATIN
P4	POWDER COAT	DULUX	32312	WHITE	SATIN
P5	POWDER COAT	DULUX	PEARL EFFECT 57225	PRECIOUS SILVER	SATIN
P6	POWDER COAT	DULUX	88479	JASPER	SATIN

**SHOP BUILDING - INTERNAL FINISHES SCHEDULE**

TAG	MATERIAL	MANUFACTURER	REF. NO.	COLOUR	FINISH
P1	PAINT	DULUX COLOUR	PQ2C9	MALI	SATIN
P2	PAINT	DULUX COLOUR	P35A7	PACIFIC SPIRIT	SATIN
P4	PAINT	DULUX COLOUR	84642	CHALK USA	SATIN
P6	PAINT	DULUX COLOUR	63001	VIVID WHITE	MATT CEILING GLOSS DOORS
P7	PAINT	DULUX COLOUR	607-06957	BLACK	MATT
P8	PAINT	DULUX COLOUR	84640	SURREAL BLUE (CALTEX SILVER)	SATIN
L1	LAMINATE	WILSONART		MORRO ZEPHYR	
L2	LAMINATE	LAMINEX	LAMINEX 668	SHEER MESH	NATURAL
L3	LAMINATE	LAMINEX	465	DEEP SEA	FLINT
L4	LAMINATE	'FUNDERMAX'		RANGOON TEAK 0064	
L4	LAMINATE		OR (ALTERNATE)		
L5	LAMINATE	MOMA LAMITECH		'TEAK' L8188MT	
L5	LAMINATE	LAMINEX	262	ELECTRO GRAPHITE	
L6	LAMINATE	LAMINEX	202	PARCHMENT	
L7	LAMINATE	PARBURY	WILCOBRAL	BRUSHED ALUMINIUM	
L7	LAMINATE		OR (ALTERNATE)		
L8	LAMINATE	MOMA	LM503HWR	BRUSHED ALUMINIUM	
L8	LAMINATE	ABET LAMINATION	LM503HWR	BRA ITALIA 1014	
L9	LAMINATE	LAMINEX	558	MILANO WALNUT	NATURAL
L10	LAMINATE	LAMINEX		WHITE 200	FLINT



SEE NOTE 4.



**NOTES:**

- CUPBOARD AND DRAWER INTERNAL LINING = WHITE MELAMINE.
- FOOD PREPARATION AREA FLOOR TILES, TILE GROUT, COVERED SKIRTING, FLUSH CEILING FINISH AND WALL TILES TO COMPLY WITH 'AS 4674'.
- WOOD GRAIN LAMINATE TO RUN HORIZONTAL OR U.N.O.
- ALIGN WOOD GRAIN PATTERN AT LAMINATE JOINTS.

**DA  
ISSUE**

Job No. 140389

**Richmond+Ross** PTY LIMITED  
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**PROJECT**

**DEVONPORT - TAS**  
114-118 WILLIAM STREET  
CNR STEWART STREET

**TITLE**

**INTERNAL FINISHES SCHEDULE**  
SHOP BUILDING

**DATE**

JD 01.09.15

**DATE**

APPROVED

**SCALE**

NTS

**SIZE**

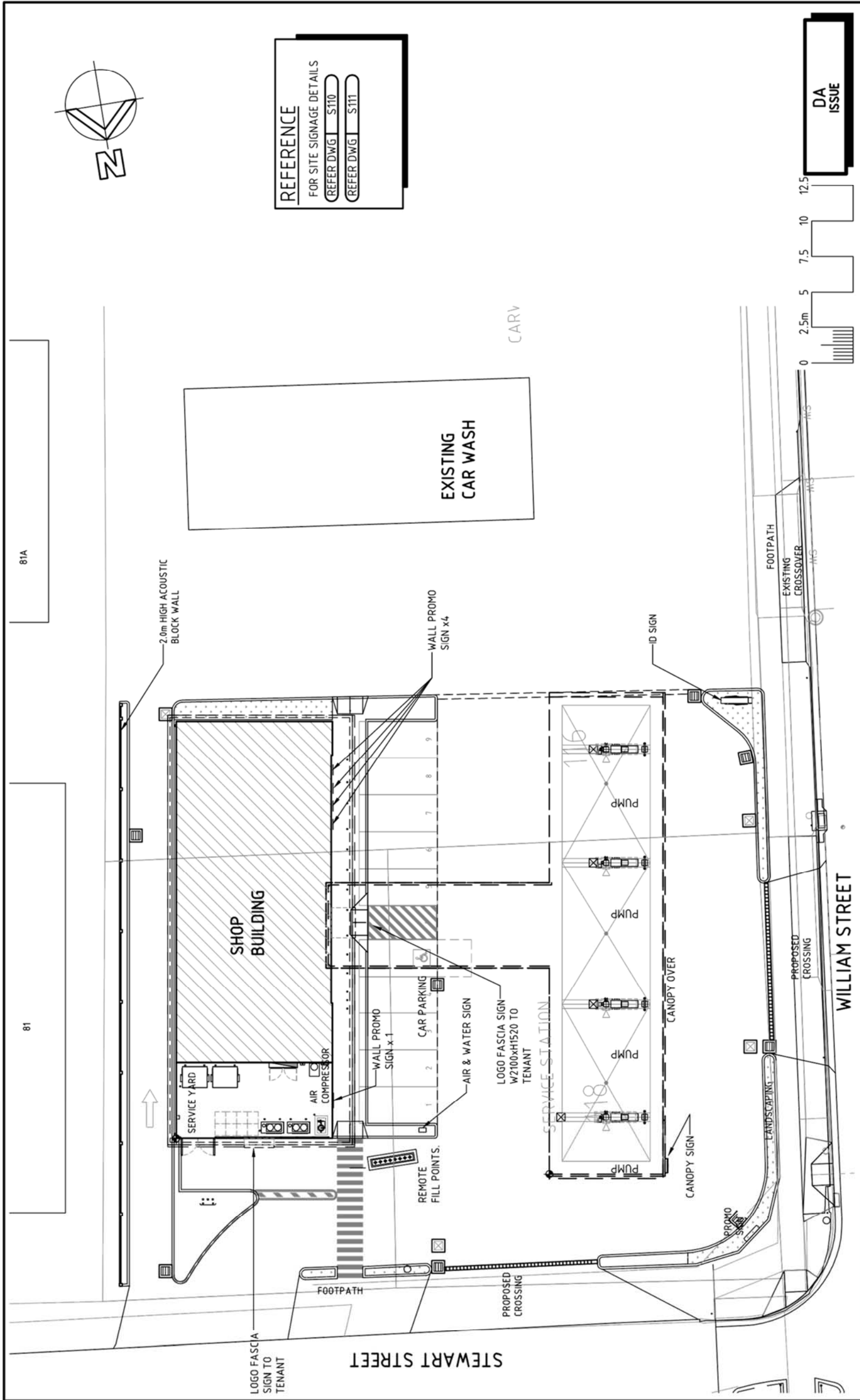
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**REV.**

DRAWING No. 66158-J400

**REV.**

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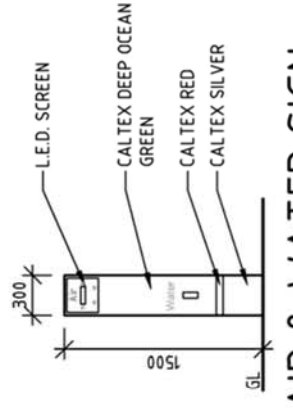


DA ISSUE

REV.	BY	DATE	DESCRIPTION OF CHANGE	PROJECT	TITLE	SCALE	DATE	APPROVED	DATE
A	DM	30.11.15	DA ISSUE	DEVONPORT - TAS 114-118 WILLIAM STREET CNR STEWART STREET	SITE SIGNAGE PLAN	1:100	A3	[Signature]	04.09.15
B	DM	19.05.16	DA ISSUE						66158-S100



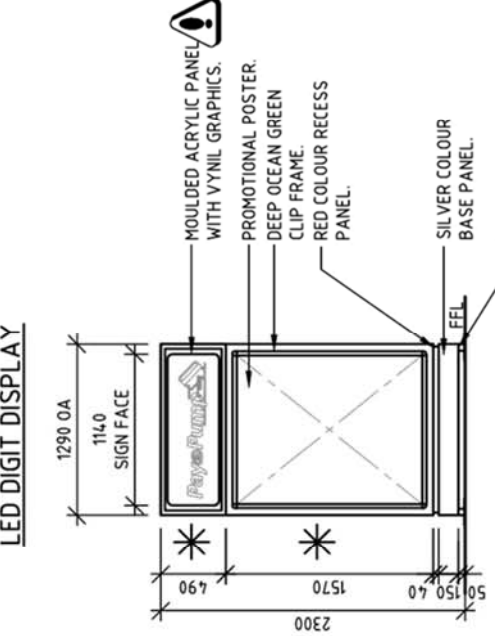
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**AIR & WATER SIGN**

Labels: L.E.D. SCREEN, CALTEX DEEP OCEAN GREEN, CALTEX RED, CALTEX SILVER

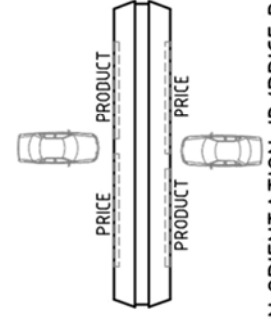
Dimensions: 300, 150, 5L



**LED DIGIT DISPLAY**

Labels: MOULDED ACRYLIC PANEL WITH VINYL GRAPHICS, PROMOTIONAL POSTER, DEEP OCEAN GREEN CLIP FRAME, RED COLOUR RECESS PANEL, SILVER COLOUR BASE PANEL, BLACK COLOUR SUB-BASE FRAME

Dimensions: 1290 OA, 1140 SIGN FACE, 2300, 1570, 490, 150, 40, 50, FFL

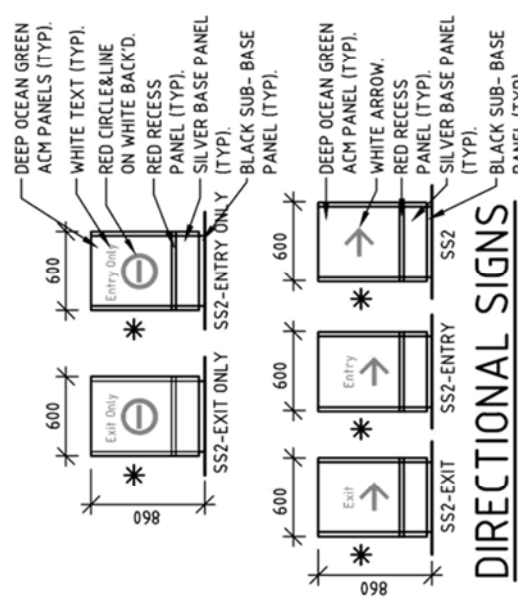


**STREET PROMO SIGN**  
PR3-SC

Labels: PRICE, PRODUCT, PRICE

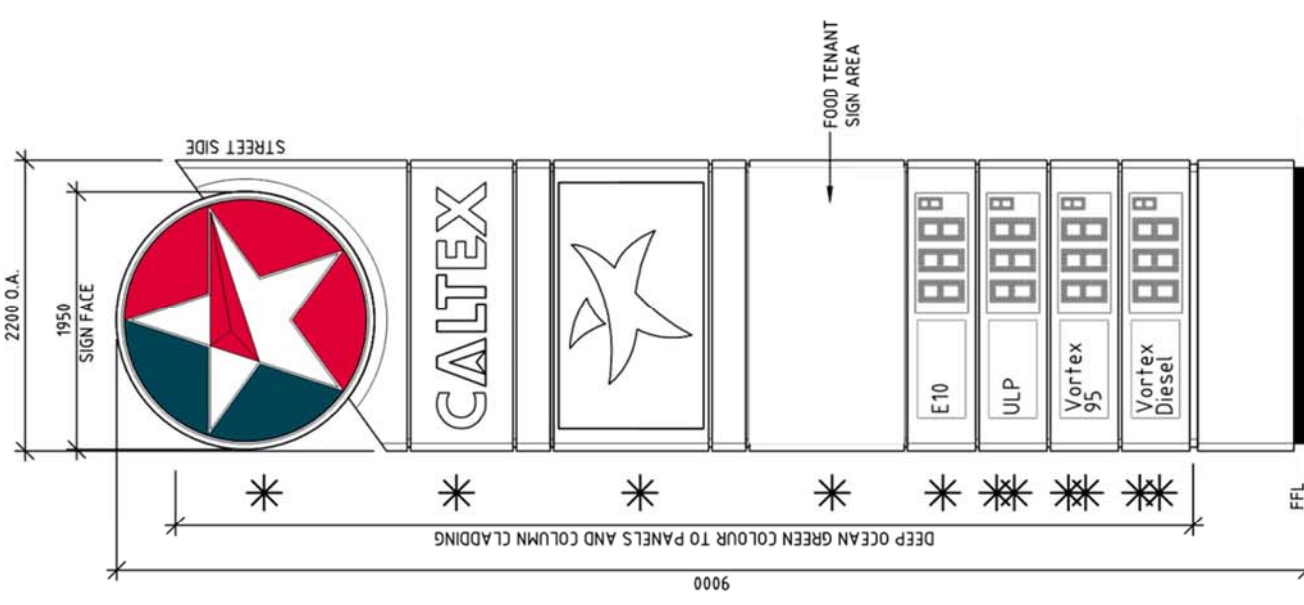
Orientation: SIGN ORIENTATION-ID/PRICE BOARD (ID/PRICE SIGNS TO READ LEFT TO RIGHT-PRODUCT THEN PRICE)

Note: INTERNALLY ILLUMINATED ACRYLIC SIGN BOX



**DIRECTIONAL SIGNS**

Labels: DEEP OCEAN GREEN ACM PANELS (TYP.), WHITE TEXT (TYP.), RED CIRCLE&LINE ON WHITE BACKD., RED RECESS PANEL (TYP.), SILVER BASE PANEL (TYP.), BLACK SUB-BASE PANEL (TYP.), SS2-ENTRY ONLY, SS2-EXIT ONLY, DEEP OCEAN GREEN ACM PANEL (TYP.), WHITE ARROW, RED RECESS PANEL (TYP.), SILVER BASE PANEL (TYP.), BLACK SUB-BASE PANEL (TYP.), SS2, SS2-ENTRY, SS2-EXIT



**PYLON SIGN**


Labels: STREET SIDE, SIGN FACE, CALTEX, FOOD TENANT SIGN AREA, E10, ULP, Vortex 95, Vortex Diesel, FFL

Dimensions: 2200 O.A., 1950, 9000

Note: DEEP OCEAN GREEN COLOUR TO PANELS AND COLUMN CLADDING

Job No. 140389

**Richmond+Ross** PTY LIMITED  
CONSULTING ENGINEERS AND PROJECT LEADERS  
ABN 34 001 485 436  
38 WILLOUGHBY ROAD, CROWS NEST, NSW 2065  
TEL : (02) 9490 9600 FAX : (02) 9438 1224



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REV.	BY	DATE	DESCRIPTION OF CHANGE
C	DM	03.05.16	REVISED CIRCULATION ISSUE
D	DM	05.05.16	REVISED CIRCULATION ISSUE
E	DM	19.05.16	DA ISSUE

REVISION

**DEVONPORT - TAS**  
114-118 WILLIAM STREET  
CNR STEWART STREET

**SITE SIGNAGE DETAILS**  
SHEET 1 OF 2

TITLE	PROJECT	DATE	APPROVED	DATE
		DM		04.09.15

DA ISSUE

SCALE: 1:100

SIZE: A3

DRAWING No: 66158-S110

REVISION

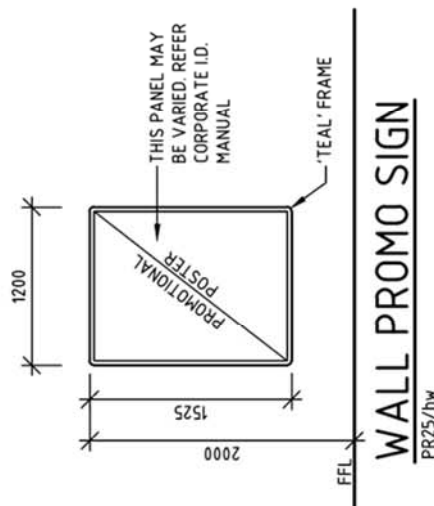
REV.	DATE	DESCRIPTION
E	19.05.16	DA ISSUE

DATE: 04.09.15

APPROVED: [Signature]

DATE: 04.09.15

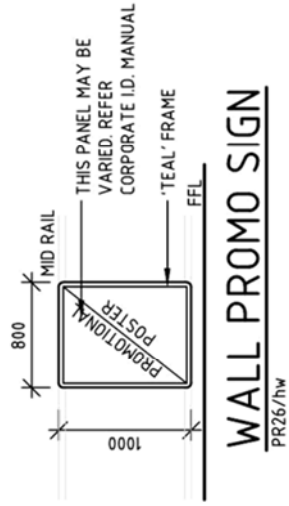




**WALL PROMO SIGN**  
PR25/hw



**SHOPFRONT SAFETY DECALS**



**WALL PROMO SIGN**  
PR26/hw

Job No. 140389  
**Richmond+Ross** PTY LIMITED  
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PROJECT <b>DEVONPORT - TAS</b> 114-118 WILLIAM STREET CNR STEWART STREET		TITLE SITE SIGNAGE DETAILS SHEET 2 OF 2		DRAWN DM	DATE 04.09.15	APPROVED 	DATE 04.09.15
REVISION		SCALE 1:100	SIZE A3	DRAWING No. 66158-S111	REV. C		
REV. A	BY DM	DATE 04.09.15	DESCRIPTION OF CHANGE DA ISSUE				
REV. B	BY DM	DATE 30.11.15	DESCRIPTION OF CHANGE DA ISSUE - REVISED SPARKY SIGN				
REV. C	BY DM	DATE 19.05.16	DESCRIPTION OF CHANGE DA ISSUE				

## 5.0 REPORTS

### 5.1 MEMBERSHIP OF CRADLE COAST AUTHORITY

File: 31710 D432331

#### RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

Strategy 5.1.3 Represent and promote Council at Regional, State and National forums

#### SUMMARY

This report is provided to assist Council in considering its ongoing membership of the Cradle Coast Authority (CCA).

#### BACKGROUND

Council gave notice of its intention to withdraw from the Authority in June 2014. The withdrawal period is effective from 30 June 2017 unless Council determines otherwise. CCA Chair Cheryl Fuller has sought advice from Council regarding its membership and whether the intention is still to withdraw as at 30 June 2017 in order that the Authority may prepare for its future operation with or without Devonport as a member.

#### STATUTORY REQUIREMENTS

The CCA is a Joint Authority created under the provisions of Section 30 of the *Local Government Act 1993*. The Authority is governed by its Rules which were updated in November 2011.

#### DISCUSSION

To determine Council's future involvement in CCA, it should consider the number of projects/activities that Council are involved in and the process CCA is currently undertaking as part of its overall strategic review process. Some of the major activities which affect Devonport are the shared services project, regional planning initiative, Cradle Coast Waste Management Group, NRM activities, Australian Masters Games and a range of tourism/marketing activities.

CCA's Board and management have been undergoing a review of its operations and have developed a new governance structure. This new structure was considered by Council at its meeting held on 27 June 2016 (Min 117/16 refers):

*"That the report relating to the Review of Governance of Cradle Coast Authority be received and noted, and that Council endorse the proposed changes as follows:*

1. *The Mayor and General Manager from each participating council be the representatives on the Cradle Coast Authority;*
2. *Two Mayors be appointed as Directors on the Board of the Authority;*
  - a. *one from Devonport, Central Coast or Burnie; and*
  - b. *one from Latrobe, Kentish, West Coast, Waratah-Wynyard, King Island or Circular Head;*
  - c. *that Board Fees not be paid to Mayors on the Board*



3. *That General Managers nominate a Director for the Board from within their ranks and that Board Fees not be paid;*
4. *The Chief Executive Officer will prepare the Agenda for Representatives Meetings in collaboration with the Chief Representative;*
5. *General Managers will prepare a briefing paper for Mayors to distribute to elected members on the: CCA Strategic Plan; Annual Plan and Budget; and an Agenda Overview within seven days of receiving the Agenda;*
6. *Consideration be given to modifying the Rules to one vote per participating council;*
7. *A review of the Board, with regard to process of appointments, adequacy and spread of skill sets and frequency of board meetings, be undertaken by the Representatives; and*

*That, in addition to the implementation of the proposed governance arrangements, the governance review be extended to include an engagement process with individual councils to understand the Council expectation of its Authority and to identify any changes to the rules, strategy, annual plan and/or governance to best deliver on their expectations."*

These proposed changes are subject to a report to the CCA Representatives Meeting on 22 September 2016.

Council has informally indicated a preference to not withdraw its Notice of Withdrawal at this stage, but to extend it by a further 12 month period to provide sufficient time to gauge the impacts and effectiveness of the governance changes as well as other organisational improvements implemented over the past twelve months. If the withdrawal period is extended, consideration over the next 12 month period could then be given as to the effectiveness or otherwise of the changes to the Authority's structure.

If the twelve month extension is approved by the Representatives, Council may wish to determine its own performance measures by which to base its decision to remain a member during that extended period. Such measures could include:

- Further reduction in subscriptions, or at a minimum at least maintain the current level plus CPI increases only;
- Increased engagement with Council to further define expectations, proposed changes to Rules (if any), strategic priorities and actions;
- Outcomes of Board review and implementation of any changes to the structure; and
- Results of the Shared Services Review.

An extension of Devonport's withdrawal period will need to be approved by the CCA Representatives by special resolution. Advice from the CCA Chief Executive Officer is that if this request is approved by Council, the matter can then be listed for consideration at the CCA's next scheduled Representatives meeting November 2016.

There is an argument that the current Rules of the CCA are too inflexible in regards to the process for a council to withdraw. The current rule states:

**"55. Withdrawal**

- (1) Subject to any requirements of the **Act** and subrule (2), a **participating council** may withdraw from membership of the **Authority** if it gives written notice to the **CEO** of its intention to withdraw at least 24 months prior to the commencement of the financial year at the end of which it wishes to withdraw.

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 Report to Council meeting on 26 September 2016
 

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- (2) The withdrawal from membership of a **participating council** is not effective prior to the 30<sup>th</sup> June 2003.
- (3) If a **participating council** has given notice under subrule (1), it may cancel that notice by further notice to the **CEO** at any time before its withdrawal becomes effective."

As part of the request for Council to be allowed to extend its notice period by a further 12 months, the option for the Rule relating to withdrawal to also be changed, that provides for a universal 12 month notice period for any participating Council.

### COMMUNITY ENGAGEMENT

There has not been any community engagement undertaken in relation to this report.

There has been some community interest in the matter, primarily raised through the local media, since the time when Council determined to provide the CCA with its Notice of Withdrawal.

### FINANCIAL IMPLICATIONS

Council's contribution to the CCA for the current and previous two financial years are as follows:

Year	2014/15	2015/16	2016/17
Amount	\$211,309	\$200,744	\$190,706

There has been a reduction in fees, partly due to a re-structure of the organisation and other identified cost saving measures.

There is also an existing loan debt with TasCorp, taken out by the CCA a number of years ago to fund the upgrading of its current offices in Burnie. Council would be liable for 23% of the face value of the TasCorp loan at the time of its withdrawal (30 June 2017). This equates to approximately \$80,000.

By withdrawing from the Authority on 30 June 2017, Council would save approximately \$190,000 per annum but would need to provide its own resources (staff/consultants) to undertake some of the projects/activities that are currently the responsibility at CCA. Therefore, the real financial benefits, is likely to be less than the annual subscription paid to the CCA.

### RISK IMPLICATIONS

Devonport makes up a significant proportion of the population of the Cradle Coast region. Council's withdrawal from CCA would fragment the region and impact on projects which Council is involved in (eg shared services, coastal pathway, Masters Games, etc.). Regional advocacy on education, health, freight and transport issues could be potentially undermined without the largest City as a member.

Consultants have been engaged by CCA to develop a feasibility study into strategic resource sharing opportunities. CCA is the host of this project and depending of the outcome of the review may be an option presented for the future coordination of shared services in the region.

### CONCLUSION

Council gave notice to withdraw from the Authority effective 30 June 2017. A new governance model is being considered with the intent that Board and management undertake an engagement strategy with councils to clearly outline expectations of CCA

**Report to Council meeting on 26 September 2016**

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and to identify any changes to the Rules, strategy, annual plan and/or governance to best deliver on those expectations.

Council would appear to have 3 options available to it:

1. seek to extend its withdrawal period by another year to provide an opportunity over that time to gauge the impacts of any changes made in the governance review to the organisation;
2. confirm its intention to withdraw from the Authority effective 30 June 2017; or
3. withdraw its Notice of Withdrawal altogether.

As previously outlined, Council may determine its own performance measures by which to base its decision to remain a member during that extended period. Such measures could include:

- Further reduction in subscriptions, or at a minimum at least maintain the current level plus CPI increases only;
- Increased engagement with Council to further define expectations, proposed changes to Rules (if any), strategic priorities and actions;
- Outcomes of Board review and implementation of any changes to the structure.

**ATTACHMENTS**

Nil

**RECOMMENDATION**

**OPTION 1**

That the report relating to membership of Cradle Coast Authority be received and noted and Council:

- a. seek to extend its withdrawal period for a further term of twelve months to 30 June 2018, and
- b. request the Authority to consider amending its Rules to provide a universal 12 month notice period for all participating Councils.

**OPTION 2**

That the report relating to membership of Cradle Coast Authority be received and noted and Council advise the Authority that it will cease its membership on 30 June 2017 in line with its previously advised notice of withdrawal.

**OPTION 3**

That the report relating to membership of Cradle Coast Authority be received and noted and Council advise the Authority that it formally withdraws its Notice of Withdrawal with immediate effect.

Author:	Karen Hampton	Endorsed By:	Paul West
Position:	Governance Coordinator	Position:	General Manager

## 5.2 LIVING CITY QUARTERLY UPDATE - SEPTEMBER 2016

File: 32161 D438540

### RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

- Strategy 2.4.1 Develop and implement a CBD Master Plan aligned to the key LIVING CITY principles based on community engagement outcomes

### SUMMARY

This quarterly report provides an update to Aldermen and the community on the current status of LIVING CITY.

### BACKGROUND

LIVING CITY is an urban renewal project that will transform Devonport and revitalise Tasmania's North West region. Council adopted the LIVING CITY Master Plan in September 2014.

The Plan is underpinned by key principles which involve creating the following distinct precincts within the CBD:

1. Retail Precinct linking the existing shopping centres and preventing further fragmentation;
2. Business and Professional Services Precinct giving purpose to the Southern CBD; and
3. Cultural Waterfront Precinct opening the City up to the river and creating a new City heart.

An independent study has identified that implementation of the LIVING CITY Master Plan will result in significant economic, social and community benefits for the North West Region of Tasmania.

With the planning phases complete, the focus has now moved to implementation of the plan. Implementation will be multi-faceted, with sub-projects progressively rolling out over the next decade and beyond.

Council has entered into a four year agreement with Projects and Infrastructure (P+i) to act as Development Managers and assist with the implementation.

Quarterly reports are provided to Council to keep Aldermen and the community updated on progress.

### STATUTORY REQUIREMENTS

The predominant legislation to which Council must comply in undertaking LIVING CITY is the *Local Government Act 1993*.

### DISCUSSION

Key activities in recent months have concentrated on early works of Stage 1, facilitating a car park in the Southern CBD, and finalising a development agreement with the State Government.

**Stage 1 construction** – An early works package has been completed by Fairbrother. The early works package consisted of:

- Site establishment, mobilization and fencing;

**Report to Council meeting on 26 September 2016**

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- Preparation and implementation of traffic management plan;
- Completion of dilapidation survey and report;
- Demolition of Council Chambers, former Repco and community house; and
- Termination of electrical and hydraulic services.

The early works package had a value of \$383,335 (ex GST).

The next stage of LIVING CITY Stage 1 construction works will involve the removal of an estimated 20,000 tonnes of rock and fill from the site. This will occur over an eight-week period, and prepare the site for the pouring of building foundations.

An agreed construction contract has been drafted and is currently being reviewed in preparation for execution along with other Stage 1 financial close documentation.

**Car Parking Update** – Rooke Street car park was closed on 22 August 2016 to facilitate Stage 1 construction. Since this time, Council have closely monitored availability of car parking in other Council managed car parks. Counts undertaken in late August highlight sufficient car parking capacity remains in all car parks in the CBD with occupancy averaging 61 percent.

A redesign of the Victoria Parade car park has resulted in approximately 50 additional spaces within this car park. A number of initiatives have also been implemented to increase access to on street parking.

Car park usage will continue to be monitored in coming months.

**State Government Agreement** – Negotiations have continued between the State Government and Council in relation to the LINC and Service Tasmania tenancies to be built in the multi-purpose building. A development agreement is currently being finalised by Crown Law.

Meetings have commenced to determine the day to day operational arrangements within the multi-purpose building.

**Stage 3 Waterfront Precinct** - The tender for Master Planning/Concept Design for the LIVING CITY Waterfront Precinct has been awarded to a team consisting of Lyons, Birrelli and Aspect Studios (Stage 1 architects) together with Fender Katsilidis (MONA architects). Design and stakeholder meetings have commenced and a preliminary concept will be prepared for public consultation by December 2016.

An expression of interest process for private hotel developers will occur once the concept design is complete.

**Southern CBD** – TasWater are establishing a North West headquarters in King Street, within the LIVING CITY Business and Professional Precinct. The new office will offer long term secure employment opportunities on the North West Coast with up to 130 employees set to be working from the site.

Council is in the process of developing a new 96 space on-grade public car park between King and Steele Streets. The additional parking capacity will service TasWater and is also expected to be an incentive that will attract further businesses into the southern precinct.



**Report to Council meeting on 26 September 2016**

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Oliver Kelly Construction have been awarded the contract to build the car park with works commencing on 19 September 2016 and expected to take approximately ten weeks to complete.

Local IT business, IT Solutions Tasmania recently purchased the old Medicare building on the corner of Rooke and King Street to expand their business. The owners, Matthew and Taryn Peck also intend to develop the upper floor of the property to inner city residential and have publicly credited the LIVING CITY Master Plan and the car park expansion as a contributing factor in their decision to proceed with the investment.

**Food Pavilion** – Negotiations in regard to the operational model of the food pavilion are continuing with a public announcement anticipated in coming months.

Over the past three months, Council's development consultants, the P + i Group have worked with the Food Pavilion Ambassador, Ben Milbourne on a regular basis. In particular, Ben has assisted P + i with contacts in relation to tenants, growers and food education.

**COMMUNITY ENGAGEMENT**

Community consultation has been a major component of LIVING CITY throughout the entire project.

Regular updates have also been provided to the public through media releases, eNews and website updates.

Pamphlets were designed, uploaded and handed out in relation to alternate car parking prior to the closure of the Rooke Street Car Park.

The community can now watch progress of the LIVING CITY development site, following the installation of two webcams. The live vision can be viewed through the LIVING CITY website [www.livingcitydevonport.com.au](http://www.livingcitydevonport.com.au)

New artist impressions (renders) have been produced demonstrating what the exterior and interior of the buildings in Stage 1 will look like. These renders are now available on the LIVING CITY website and some have featured in The Advocate newspaper.

Signage has been installed on the hoardings surrounding Stage 1 providing the public a brief overview of what will be built on the site.

In addition to Council's communication efforts, Fairbrother have contacted premises within the Rooke, Best, Oldaker and Fenton Street block to discuss the construction program, and are liaising with those affected by specific activities on an as needs basis.

**FINANCIAL IMPLICATIONS**

Council's 2016/17 Operational Budget has an allowance for income and expenditure associated with LIVING CITY. This includes the rent, and outgoings of commercial properties purchased by Council to facilitate the implementation of LIVING CITY. It also includes staff resources, consultants, advertising and general materials along with finance related items such as depreciation, interest charges, internal charges and land tax.

## Report to Council meeting on 26 September 2016

Below is the operational budget detail indicating current year to date actual income and expenditure in comparison to the budget allocation.

<b>Devonport City Council - LIVING CITY Financial Report</b>					
YTD to August 2016					
	Budget	YTD Actual	YTD Variance \$	YTD Variance %	Full Budget 2017
<b>INCOME</b>					
Rates & Service Charges					
Fees & Charges	107,113	98,840	(8,273)	-7.7%	623,500
Grants					
Contributions					
Investment Revenue					
Other Income					
<b>TOTAL INCOME</b>	<b>107,113</b>	<b>98,840</b>	<b>(8,273)</b>	<b>-7.7%</b>	<b>623,500</b>
<b>EXPENSES</b>					
Employee Benefits	53,866	41,932	11,934	22.2%	331,303
Materials & Services	53,749	13,175	40,574	75.5%	503,169
Depreciation	14,317	14,165	151	1.1%	85,900
Finance Costs	32,812	1,008,755	(975,943)	-2974.3%	710,930
Levies & Taxes	134,080	134,429	(349)	-0.3%	194,316
Other Expenses	-	-	-	0.0%	0
Internal Charges	9,604	20,083	(10,479)	-109.1%	57,621
<b>TOTAL EXPENSES</b>	<b>298,427</b>	<b>1,232,539</b>	<b>(934,111)</b>	<b>-313.0%</b>	<b>1,883,239</b>
<b>NET OPERATING SURPLUS / (DEFICIT)</b>	<b>(191,314)</b>	<b>(1,133,699)</b>	<b>(942,384)</b>	<b>492.6%</b>	<b>(1,259,739)</b>

The variance in actual versus budgeted expenditure primarily relates to an interest rate market adjustment paid to the Tasmanian Public Finance Corporation (Tascorp) on the early payout of existing LIVING CITY property loans. The loans have been refinanced through ANZ with competitive interest rates expected to exceed this payout over the loan period.

**Capital Expenditure** - \$817,857 of capital expenditure has occurred this financial year from a total budget allocation of \$30,704,915. \$557,555 of this relates to the purchase of properties in Steele Street for a car park development in the Southern CBD with the remainder predominantly related to the design of Stage 1 LIVING CITY.

Actual capital expenditure (including the acquisition of strategic properties) on LIVING CITY related items over the last five financial years is summarised below:

Year	Actual Expenditure
2012/13	\$ 7,683,282
2013/14	\$ 4,579,594
2014/15	\$ 770,268
2015/16	\$ 5,125,942
2016/17	\$ 817,857
YTD	
<b>Total</b>	<b>\$18,976,943</b>

**RISK IMPLICATIONS**

Council has prepared a risk register specifically for LIVING CITY. The risk register includes construction related incidences which need managing now that physical works have begun.

**Report to Council meeting on 26 September 2016**

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Council's Development Managers P+i Group are in the process of updating the Risk Register which will be provided to the Council's Audit Panel for comment at its November 2016 meeting. An updated Risk Register, including any amendments, will be provided to Council at its December 2016 meeting.

**CONCLUSION**

LIVING CITY will create a transformed City that will revive the region. With the Master Plan now formally adopted by Council, the focus has moved from planning to implementation.

Progress on Stage 1 has been significant over the past three months, with the early works package completed. Work has now started on bulk earth works.

The highest priorities in coming months are continuing the construction program, finalising tenancies for Stage 1, designing a concept plan for the Waterfront Precinct and building a new car park in the Southern CBD.

**ATTACHMENTS**

Nil

**RECOMMENDATION**

That the report on the progress of LIVING CITY be received and noted.

Author:	Rebecca McKenna	Endorsed By:	Matthew Atkins
Position:	Project Officer Economic Development	Position:	Deputy General Manager

## 5.3 FINANCIAL ASSISTANCE - ROUND ONE 2016/2017

File: 32760 D438588

### RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

- Strategy 4.7.3 Attract and promote equitable distribution and sharing of financial and other resources throughout the community

### SUMMARY

To present the outcomes of the Community Financial Assistance Working Group Meeting held 7 September 2016, and endorse the Group's recommendations in relation to submissions under the 2016/17 Financial Assistance Scheme Round One.

### BACKGROUND

Through the provision of a Financial Assistance Scheme, the Council supports projects, programs and activities developed for the benefit of Devonport's residents and visitors. Five areas of assistance are available, namely:

- Major Grants – provide support for Devonport community development, community events, community facilities, cultural development, cultural heritage, festivals and events, economic development, sport, recreation and healthy living.
- Minor Grants – provide up to \$3,000 to organisations to deliver programs that enhance Devonport community development, community events, community facilities, cultural development, cultural heritage, festivals and events, economic development, sport, recreation and healthy living.
- Rate Remissions - provide rate support for social, cultural, environmental, sport and recreational initiatives and events held in Devonport that attract locals and visitors creating commercial benefits for the City.
- Donations - provide assistance to groups, organisations or individuals within the City who are not eligible for sponsorship under any other Financial Assistance Program.
- Individual Development Grants – provide support for Devonport individuals, groups or teams who are performing, competing or presenting at national or international competitions, conferences or events.

For Round One of the 2016/2017 financial year, the Community Financial Assistance Working Group was responsible for assessing the Major Grants, Minor Grants, Rate Remissions, Donations and Individual Development Grant applications. In June 2016 Council adopted a revised Financial Assistance Scheme (Min CSC 31/16 refers) and confirmed the Financial Assistance working group of;

- Alderman Martin (Mayor),
- Alderman Goodwin,
- Alderman Emmerton,
- Shane Crawford – Executive Manager Corporate Community and Business Services,
- Brooke de Jong – Community and Cultural Development Manager,
- Stuart Jones – Marketing, Tourism and Recreation Manager.

**STATUTORY REQUIREMENTS**

Section 77 of the *Local Government Act 1993* outlines Council's requirements in regard to grants and benefits:

- (1) *A council may make a grant or provide a pecuniary benefit or a non-pecuniary benefit that is not a legal entitlement to any person, other than a councillor, for any purpose it considers appropriate.*
- (1A) *A benefit provided under subsection (1) may include –*
- (a) *in-kind assistance; and*
  - (b) *fully or partially reduced fees, rates or charges; and*
  - (c) *remission of rates or charges under Part 9.*
- (2) *The details of any grant made or benefit provided are to be included in the annual report of the council.*

The details of awarded grants will be reported in the 2016/2017 Annual Report.

**DISCUSSION****Applications Assessment**

The Working Group are appointed by Council to assess the applications against the relevant guidelines for the following grants/donations:

- Major Grants;
- Minor Grants;
- Rates Remissions;
- Donations; and
- Individual Development Grants.

Present at the meeting were Alderman Martin, Alderman Goodwin, Shane Crawford and Stuart Jones.

Apologies were received from Alderman Emmerton and Brooke de Jong.

**Major Grants**

Two Applications approved in 2015/2016 (previously titled Economic Development and Events Sponsorship) are in their second year of sponsorship.

**Previously Approved Applications from 2015/2016 Financial Year**

Organisation	Project Title	Amount Confirmed 2016/2017 Financial Year	Amount Confirmed 2017/2018 Financial Year
Devonport Athletic Club	Devonport Athletic Club Christmas Carnival	\$5,000	\$5,000
Rotary Club of Devonport North	Devonport Motor Show	\$2,000 (In-Kind Support)	\$2,000 (In-Kind Support)
Total		<b>\$7,000</b>	<b>\$7,000</b>



## Report to Council meeting on 26 September 2016

Nineteen applications were received for the 2016/2017 Financial Assistance Round One Major Grants. All applications were considered by the Working Group and the following highlighted initiatives are recommended to Council to receive support.

Organisation	Project Description	Amount Requested	Amount Recommended 2016/2017 Financial Year
Devonport Eisteddfod	Devonport Eisteddfod 2016	\$16,500	\$10,000
Mersey Community Care Association Inc.	Solar Panels for Mersey Community Care's Home Base	\$14,795	Nil
Devonport Orchid Society	Tasmanian Orchid Conference 2017	\$5,359	\$2,000
Whitelion	Stride Wellbeing Workshops	\$6,600	\$2,000 (In Kind Support)
Melaleuca Home for the Aged	Replacing flooring in the facility's kitchen area 3 x Parking Permits	\$12,275	\$750 (Parking Permits)
Cradle Coast Sports and Events Pty Ltd	Devonport Triathlon 2017	\$25,000 p.a. for 3 years	\$20,000 *2017/2018 - \$15,000 2018/2019 - \$15,000
East Devonport Community House	Upgrades to the ground-floor kitchen	\$7,499	Nil
Devonport Racing Club	Upgrades to Racecourse Road	\$24,229	Nil
Spreyton Football Club	Washing machine and drier	\$3,158	Nil
Devonport Tennis Club	Re-surfacing and re-fencing 6 plexi-pave courts	\$25,000	Nil
Devonport Agricultural & Pastoral Society Inc.	Upgrades to the access road around the central arena	\$15,000	Nil
Devonport Apex Regatta Association Inc.	Devonport Apex Regatta	\$11,600	Nil
Elli Liades	Funding for film to be shot in Devonport	\$12,500	Nil
Mersey Valley Devonport Cycling Club	Junior Road Nationals 2017	\$8,755	\$8,755
Gateway Community Care	Heavens Kitchen healthy lunch box program	\$5,604	\$2,000

## Report to Council meeting on 26 September 2016

Devonport Chamber of Commerce & Industry	Marketing Our Mainstreets project	\$23,600	\$17,000 *Subject to discussions with Council
Ten Days on the Island	Beneath the Waterline, art/research and interpretation project	\$5,900	\$4,000 *Subject to clarification of ownership of artwork.
GTR Events	Tour of Tasmania 2016	\$15,000	\$15,000
Scouts Australia, Tasmanian Branch 1 <sup>st</sup> Spreyton Scout Group	Flooring the kitchen and toilet areas	\$4,090.91	Nil
<b>Total</b>			<b>\$81,505</b>

**Minor Grants**

Twenty-One applications were received for 2016/2017 Financial Year Round One Minor Grants. All applications were considered by the Working Group and the following highlighted initiatives are recommended to Council to receive support.

Organisation	Project Description	Project Cost	Amount Recommended
Coast FM Community Radio	Ergonomic office chairs and stackable chairs	\$2,792	Nil
Mersey Community Care Association Inc.	Parking Permits	\$2,750	\$2,750 (Parking Permits)
Mersey Community Care Association Inc.	Volunteer Week Luncheon	\$4,725	Nil
Brave Foundation	A Scholarship for a pregnant teen and two Educational Awareness Packs	\$3,000	\$1,000 (Educational Awareness Packs)
Devonport Lapidary Club Inc.	3 dual-wheeled electric grinder machines Equipment Hire – Jewellery, Gem & Mineral Fair	\$3424.08	\$1,567.50
Devonport Senior Citizens Club Inc.	Repainting extended section of building and replacing men's bathroom sink	\$2,046	\$1,023
Housing Choices Tasmania Ltd	Interior fit out and signage of the Food Sustainability Project at the East Devonport Community House	\$5,779.41	\$2,886.51
Mersey Valley Pony Club	Repair Dressage arena	\$6,930	Nil

## Report to Council meeting on 26 September 2016

East Devonport Community House	Community Café project	\$3,090.85	Nil
Spreyton Cricket & Bowls Club	New synthetic Cricket pitch	\$2,100	\$2,100
North West Bird Club of Tasmania	Printer	\$925.99	Nil
Rotary Club of Devonport North	Equipment Hire – Breakfast in the Park	\$216	\$216
Sing Australia Devonport	Electronic keyboard	\$1,111.43	\$600
Rotary Club of Devonport	Equipment Hire – Kite Festival and Teddy Bear Fly In	\$650	\$650
Crime Stoppers Tasmania	“My home, our community” campaign	\$3,000	Nil
Parkrun Inc.	Defibrillator	\$2,200	\$2,200 *Subject to discussions with Council
Devonport Community House	Building and Permit Fees	\$1,200	\$1,200
Devonport Junior Football Club	Sports equipment	\$2,790.82	\$1,359.41
Mersey Rowing Club Inc.	Training equipment	\$4,177	\$2,100
East Devonport Football Club	Replacing flooring	\$3,660	Nil
Devonport Agricultural & Pastoral Society Inc.	Equipment Hire – Devonport Show	\$375	\$375
		<b>Total</b>	<b>\$20,027.42</b>

**Rate Remissions**

Ten applications were received for 2016/2017 Financial Year Rate Remissions. All applications were considered by the Working Group and the following highlighted initiatives are recommended to Council to receive support.

Organisation	Street Address	General Rate Value	Amount Recommended
Berwyn Huett	58 Wright Street, EAST DEVONPORT	\$2,472.05	Nil
Mersey Community Care Association Inc.	167 Steele Street, DEVONPORT	\$3,082.17	\$3,082.17
Mersey Rowing Club Inc.	52 River Road, AMBLESIDE	\$1,617.87	\$1,617.87

## Report to Council meeting on 26 September 2016

Scouts Association of Australia 1st Spreyton Scouts	96 Mersey Main Road, SPREYTON	\$1,105.37	\$1,105.37
East Devonport Tennis Club	48-50 Wright Street, EAST DEVONPORT	\$1,372.44	\$1,372.44
Don River Railway	24 Forth Road, DON	\$9,573.90	\$9,573.90
Spreyton Football Club	31-49 Mersey Main Road, SPREYTON	Annual Ground User Fees	Nil
Devonport Girl Guides	56A Forbes Street, DEVONPORT	\$1,447.04	\$1,447.04
Scouts Australia, Tasmanian Branch, Mersey District	342 Pumping Station Road, FORTH	\$3,472.65	\$3,472.65
Devonport Agricultural & Pastoral Society	86A Gunn Street DEVONPORT	\$23,540.70	\$5,000
<b>Total</b>			<b>\$26,589.27</b>

**Donations**

One Donation application has been received for 2016/2017 Financial Year to date. This application was considered by the Working Group at this meeting and the following **highlighted** initiative are recommended to Council to receive support.

<b>Organisation</b>	<b>Project Title</b>	<b>Amount Recommended</b>
Devonport Orchid Society Inc.	Spring Orchid Show	\$250
<b>Total</b>		<b>\$250</b>

All further donation applications for 2016/17 will be assessed on a monthly basis by the Financial Assistance Working Group.

**Individual Development Grants**

Six applications have currently been received for the 2016/2017 Financial Year. All applications have been assessed by the Financial Assistance Working Group and currently a total of \$300 has been approved.

**COMMUNITY ENGAGEMENT**

Details of the Financial Assistance Scheme including the application process are available on Council's website, the page was updated in July of this year.

Newspaper advertising and Facebook posts advised the opening of the Financial Assistance Scheme Round One. The Facebook post reached 901 individuals, a subsequent post on 19 August 2016 advising that Round One was "due to close soon" reached 2,354 individuals.

Details of the changes to the Financial Assistance Scheme including "Frequently Asked Questions" and "Tips for marketing your event" were emailed to:

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**Report to Council meeting on 26 September 2016**


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- Special Interest Group Members,
- Strategic Special Committee Members,
- Individuals and Organisations who had registered (via the Council website) to receive information on Council's Financial Assistance Scheme,
- 2014/2015 and 2015/2016 grant recipients,
- Organisations that had hired Council equipment (2014–2016), and
- Organisations who had previously received Parking Passes.

These groups also received reminder emails that the Financial Assistance Scheme Round One was open until 31 August 2016, and appointments could be made with a Council Officer to discuss the application process.

### FINANCIAL IMPLICATIONS

The awarded grants, rate remissions and donations will be funded through 2016/2017 Community Financial Assistance budget allocations.

The 2016/2017 Financial Assistance Major Grants budget is \$140,000; the Round One proposed expenditure is \$81,505.00.

The 2016/2017 Financial Assistance Minor Grants budget is \$109,000; the Round One proposed expenditure is \$20,027.42.

The 2016/2017 Financial Assistance Rate Remissions budget is \$30,000; the Round One proposed expenditure is \$26,671.44

The 2016/2017 Financial Assistance Donations budget is \$1,200; the proposed expenditure is \$250.

### RISK IMPLICATIONS

There is a risk that organisations that have applied and have been unsuccessful may be critical of Council's decision in relation to the allocation of the funds.

There is a risk that organisations that have applied and have been successful maybe unable to deliver agreed outcomes.

### CONCLUSION

The 2016/2017 Financial Assistance Working Group recommends that Council approve the Major Grants, Minor Grants, Rates Remissions and Donations to the value of \$128,453.86 as below as well as noting the recurring sponsorships to the value of \$7,000.

Financial Assistance Type	Number Applicants	Number of applicants recommended to received funding	Budget Allocation	Fund Amount (\$)	Balance remaining	Provisionally Allocated through Council deliberations
Major	19	10	\$140,000.00	\$81,505.00	\$58,495.00	\$57,000.00
Minor	21	15	\$109,000.00	\$20,027.42	\$88,972.58	\$70,000.00
Rates Remissions	10	8	\$30,000.00	\$26,671.44	\$3,328.56	N/A
Donations	1	1	\$1,200.00	\$250.00	\$950.00	\$0
Recurring Major Grants (previously: Economic Development and Sponsorship Grants)	2		\$7,000.00	\$7,000.00	0	\$7,000.00
<b>Total</b>	<b>53</b>	<b>34</b>	<b>\$257,230.00</b>	<b>\$135,453.86</b>	<b>\$151,746.14</b>	<b>\$134,000.00</b>



**Report to Council meeting on 26 September 2016**

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The 2016/2017 Financial Assistance Major Grant Round Two is scheduled to open 1 January 2017 and closes 28 February 2017.

The 2016/2017 Financial Assistance Minor Grant Round Two is scheduled to open 1 January 2017 and closes 28 February 2017.

Applications for Donations are open throughout the 2016/2017 financial year and will be assessed by the Financial Assistance Working Group on the first week of the month.

Individual Development Grants are open throughout the 2016/2017 financial year and will be assessed by the Financial Assistance Working Group in November, January, March, May and July.

**ATTACHMENTS**

Nil

**RECOMMENDATION**

That the report regarding Financial Assistance be received and noted, and Council;

- a. approve Major Grants, Minor Grants, Rate Remissions and Donations through the 2016/2017 Community Financial Assistance budget allocations as follows:

**Recurring Major Grants**

- Devonport Athletic Club \$5,000
- Rotary Club of Devonport North \$2,000 (In-Kind Support)

**Major Grants**

- Devonport Eisteddfod 2016 \$10,000
- Devonport Orchid Society \$2,000
- Whitelion \$2,000 (In-Kind Support)
- Melaleuca Home for the Aged \$750 (Parking Permits)
- Cradle Coast Sports and Events Pty Ltd \$20,000 (\*\$15,000 2017/2018 and \$15,000 2018/2019)
- Mersey Valley Devonport Cycling Club \$8,755
- Gateway Community Care \$2,000
- Devonport Chamber of Commerce & Industry \$17,000 (\*Subject to discussions with Council)
- Ten Days on the Island \$4,000 (\*Subject to discussions with Council)
- GTR Events \$15,000

**Minor Grants**

- Mersey Community Care Association Inc. \$2,750 (Parking Permits)
- Brave Foundation \$1,000 (Educational Awareness Packs)
- Devonport Lapidary Club Inc. \$1,567.50
- Devonport Senior Citizens Club Inc. \$1,023
- Housing Choices Tasmania Ltd \$2,886.51

Report to Council meeting on 26 September 2016

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- Spreyton Cricket & Bowls Club \$2,100
- Rotary Club of Devonport North \$216
- Sing Australia Devonport \$600
- Rotary Club of Devonport \$650
- Parkrun Inc \$2,200 (Subject to discussions with Council)
- Devonport Community House \$1,200
- Devonport Junior Football Club \$1,359.41
- Mersey Rowing Club Inc \$2,100
- Devonport Agricultural & Pastoral Society Inc \$375

**Rate Remissions**

- Mersey Community Care Association \$3,082.17
  - Mersey Rowing Club Inc. \$1,617.87
  - Scouts Association of Australia 1<sup>st</sup> Spreyton Scouts \$1,105.37
  - East Devonport Tennis Club \$1,372.44
  - Don River Railway \$9,573.90
  - Devonport Girl Guides \$1,447.04
  - Scouts Australia, Tasmania Branch, Mersey District \$3,472.65
  - Devonport Agricultural & Pastoral Society \$5,000; and
- b. note the funding for the Devonport Chamber of Commerce & Industry, Ten Days on the Island and Parkrun Inc. is subject to further discussions.

Author: Position:	Danielle O'Brien Administration Officer Community Services	Endorsed By: Position:	Shane Crawford Executive Manager Corporate, Community & Business Services
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## 5.4 CHRISTMAS PARADE ROUTE 2016

File: 31022 D439875

### RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

Strategy 4.2.2 Cultural facilities and programs are well planned and promoted to increase accessibility and sustainability, active engagement and strong participation for the benefit of current and future generations

### SUMMARY

To provide Council with options regarding the Christmas Parade route for 2016.

### BACKGROUND

Council implements a suite of events for the community, including the Christmas Parade and New Year's Eve events.

Council had provided assistance to Devonport APEX Club to run the Christmas Parade for many years before being requested to organise and execute the event in its entirety since 2011.

The debrief with key stakeholders following the 2015 parade included a recommendation to consider an alternative parade route for 2016 due to safety and traffic concerns.

### STATUTORY REQUIREMENTS.

There are no statutory requirements that relate to this report.

### DISCUSSION

The Devonport Christmas Parade in 2015 was held on Friday, 5 December attracting approximately 6,000 people to the event. The parade commenced at Victoria Parade, heading up Oldaker Street, along William Street, down Best Street, then turning into Rooke Street before finishing at Roundhouse Park.

The Christmas Parade signalled the start of the festive season which included retail activity in the Mall, East Devonport and Four Ways shopping precincts. In 2015 a total of 49 floats participated in the parade including schools, sporting organisations, businesses, community groups, emergency services and media organisations.

The 2015 Christmas parade attracted large crowds right along the parade route. Feedback received from the event was generally positive. One of the recommendations from the Christmas parade debrief held with Police and the SES, was to consider an alternative parade route for 2016.

It was suggested that the current route has a number of challenges which would be alleviated by changing the route. These include:

- Access for emergency services vehicles impeded in the event of an external emergency;
- Current road closure includes the Fire/Ambulance station main entrance;
- Increased presence from Police needed to man major intersections on current route. In the event of an emergency, these officers may need to leave assigned areas;
- Traffic lights affected at several intersections;

Report to Council meeting on 26 September 2016

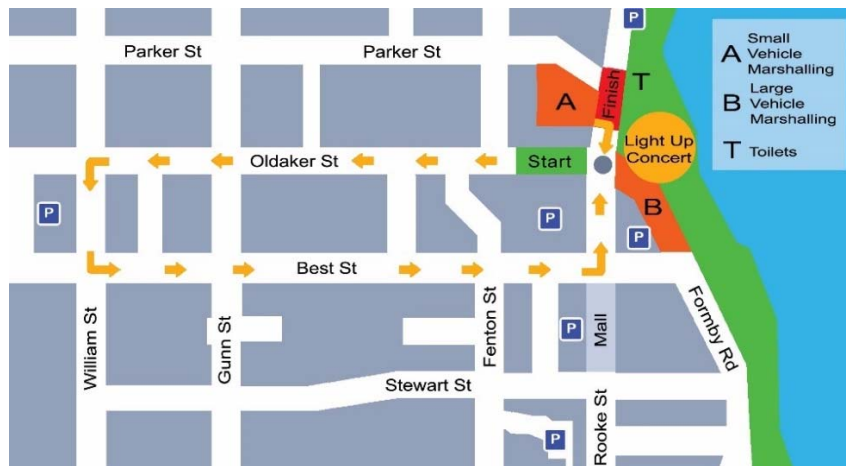
- Major intersections are left partly open to traffic while Parade is in progress, creating difficult turning for large vehicles, particularly when cars are parked near intersections;
- Traffic islands and parked vehicles along the route caused bottlenecks in several areas along the route;
- Traffic and pedestrians not associated with the Parade are still using the streets;
- Current construction along the route will limit footpath space, which could force onlookers further out into the street;
- Bus exchange and taxi rank affected by road closures;
- Major retailers affected by road closures – BWS, Woolworths, Coles, Kmart;
- Major carparks closed for part or whole of the Parade – Victoria Parade (marshalling), Best Street, Rooke Street (now closed anyway), Formby Road (marshalling);
- Clearing vehicles from the marshalling area can be an issue;
- Very few retailers remain open until the beginning of the Parade;
- CBD becomes gridlocked during parade; and
- Traffic is interrupted on the main routes forcing drivers onto the minor routes that are already moving slowly.

The commencement of the Living City project has presented a significant change to city landscape, and reduced the flexibility for the community to view the parade from Oldaker Street and Best street. The construction zone has also produced a number of potential risk hazards due to the large concrete pillars lining the construction zone.

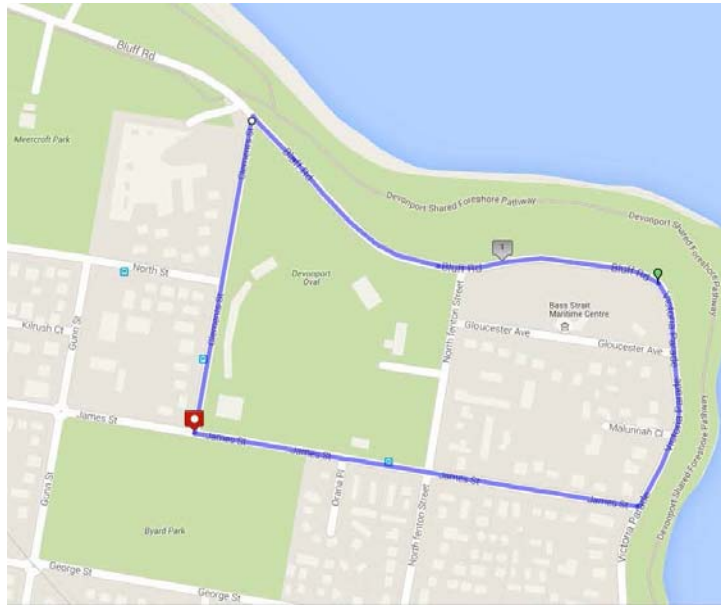
Council have worked collaboratively with the Devonport Chamber of Commerce and Industry, hospitality and tourism sectors, service and sporting clubs, Police, SES and the community in relation to the format and proposed route for Christmas 2016.

An alternative route was developed to reduce the traffic and safety issues identified in the current route. The alternative route starts at Byard Park and runs along the foreshore, finishing back at Byard Park. The current and alternative routes are below.

Current route



## Alternative route

**COMMUNITY ENGAGEMENT**

In May 2016 Council implemented a community engagement process seeking community feedback on changing the current route. The engagement ran from May 9-23, and methods included:

- Letters to all previous parade participants
- Meetings with parade sponsors, DCCI
- Meetings with bus company, fire, ambulance, SES Police and Tas Rail
- Speak Up Devonport
- Mayor's Message in Local press, online, Social media
- Media release
- Social media posts and tweets
- DCC website

The consultation received limited feedback from the community, however the majority of respondents expressed a view that their preference was to retain the current parade route, primarily based upon a concern that the alternative route would disadvantage retailers at Four Ways and also in the CBD.

The consultation received limited feedback from the retail sector. In order to ensure retail and business engagement, an invitation was sent to all retailers to attend a number of listening posts at Council on 25 and 26 May to provide feedback on the current and alternative parade route. There was limited feedback from these sessions with two retailers attending.

Correspondence from the SES in September 2016 expressed safety concerns with the current route, and reinforcing the view that the route should be changed in 2016. An extract from an email received from the SES on 1 September states;

*"We feel that with the major construction site in the CBD and the limitation on parking that this already difficult to manage parade route, could become unmanageable leading to potentially very unsafe conditions for drivers, SES personnel, parade participants & spectators."*

Council officers met with the DCCI Retail Subcommittee on 5 September 2016 to seek their view on the alternative route. The Retail Subcommittee strongly indicated their



preference for the parade to maintain its current route, but acknowledged that the majority of retail businesses at Four Ways and in the CBD are not open during the Christmas parade, and that the parade provides limited financial injection to the retail sector.

**FINANCIAL IMPLICATIONS**

There are no financial implications for retaining the current route, or changing the route.

**RISK IMPLICATIONS**

- Workplace Health and Safety  
There are a number of potential risks identified as a result of the LIVING CITY project, on the current parade route. There were also a number of concerns identified by SES relating to road closures and traffic management on the current route.
- Reputational risk  
There is a risk that if the SES do not support the current parade route and withdraw their involvement, the management of the parade may be problematic from a community safety perspective.
- Reputational Risk  
The CBD location is well established and any change may be viewed negatively by the community

**CONCLUSION**

The Devonport Christmas parade is a key event for the City. The current parade route presents a number of challenges, safety and traffic issues. The Mersey SES have reviewed the 2015 parade and formally expressed their preference for the parade route to be changed, which has been supported by Tas Police. The current parade issues combined with impact to viewing areas due to the LIVING CITY project may justify a change to the 2016 parade route.

There are two options provided to Council for consideration, either maintaining the current established route or move to the parade to an alternate route.

Should a change be made, the Parade could be returned to its CBD location in future years.

**ATTACHMENTS**

Nil

**RECOMMENDATION**

**Option 1**

That Council determine to change the route for the 2016 Christmas Parade, to the Victoria Parade/Bluff Road area, with the route to be reassessed following the completion of stage 1 of LIVING CITY.

**Option 2**

That Council determine to maintain the existing Christmas Parade route for 2016.

Author:	Stuart Jones	Endorsed By:	Shane Crawford
Position:	Marketing, Tourism and Recreation Manager	Position:	Executive Manager Corporate, Community & Business Services

## 6.0 INFORMATION

### 6.1 WORKSHOPS AND BRIEFING SESSIONS HELD SINCE THE LAST COUNCIL MEETING

Council is required by Regulation 8(2)(c) of the *Local Government (Meeting Procedures) Regulations 2015* to include in the Agenda the date and purpose of any Council Workshop held since the last meeting.

Date	Description	Purpose
05/09/2016	Cradle Coast Authority – Tourism Update with Ian Waller	Presentation of update on activities and projects
	Cradle Coast Authority – NRM Update with Richard Ingram	Presentation of update on activities and projects
	Jazz Update	Overview of 2016 Jazz Festival
	Cradle Coast Authority Membership	Discussion with Aldermen
	Cradle Coast Authority Shared Services Project	Update provided on the engagement of Third Horizon to undertake the Shared Services study in the region. Aldermen were requested to complete an initial survey questionnaire online.
	TasWater – Dividend Reduction	The impact of the decision of TasWater to reduce the dividend stream for Devonport was provided.
	Parking – during LIVING CITY Construction	Update provided to Aldermen on strategies to alleviate perceived parking shortfalls during construction works

## RECOMMENDATION

That the report advising of Workshop/Briefing Sessions held since the last Council meeting be received and the information noted.

Author: Position:	Robyn Woolsey Administration Officer	Endorsed By: Position:	Paul West General Manager
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## 6.2 MAYOR'S MONTHLY REPORT

File: 22947 D438677

### RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

Strategy 5.3.2 Provide appropriate support to elected members to enable them to discharge their functions

### SUMMARY

This report details meetings and functions attended by the Mayor.

### BACKGROUND

This report is provided by the Mayor to provide a list of meetings and functions attended by him for the month of August 2016.

### STATUTORY REQUIREMENTS

There are no statutory requirements which relate to this report.

### DISCUSSION

In his capacity as Mayor, Alderman Steve Martin attended the following meetings and functions during the month of August 2016:

- 7AD Manager Sylvia Sayers
- H.E.L.P. Film Festival CMAX Cinemas
- Principal Jerome Pape, Hillcrest Primary School
- Principal Meredith Cashion, Nixon Street Primary School
- Christie Goss, Director Malangenna Child Care
- Art Opportunity Forum, Devonport Regional Gallery
- White Japanese Cherry Tree planting, Formby Road
- Fairy Garden Opening, Devonport Community House
- Sport & Recreation Special Strategic Committee
- Learning Communities Committee
- Braddon Mayor's meeting – Latrobe
- Qantaslink, Stephen Farquer – Hobart
- Dept. Sport & Recreation, Kate Kent & Mark Green – Hobart
- Mayor Steve Wass - Kingston
- Kingborough Bowls Club - Kingston
- Pete Goward, Rokeby High School – Rokeby
- East Devonport Bowls Club
- State Growth, John Perry & Dennis Hendricks with GM Paul West & Deputy GM Matthew Atkins
- Devonport Christian School, Principal Chad Smit
- Infrastructure, Works & Development Committee
- State Growth, Lara Hendricks
- Resident meetings
- Health forum at the DECC
- Don College Catering Class – presentation of certificates
- Mersey Community Hospital
- GP Glass, Brian Imlach
- Devonport Soccer Club FFA game – Strikers win 1-0 Lambton Jaffas
- Isaak Cole and Tracey Kent, Distinctly Devonport Prize Presentation

Report to Council meeting on 26 September 2016

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- Radio 7AD interviews
- ABC Radio Interview
- National Science Week Launch – Ulverstone
- Jane Forward, Devonport Linc
- Devonport Regional Gallery Exhibition Opening
- Ald Jeff Matthews
- Community Services Committee
- Advocate interview & photo – LIVING CITY
- Maidstone Park Management Controlling Authority
- Kathleen Priestley, Devonport LINC
- Southern Cross Television interview – Devonport Strikers
- Curiosity HQ Drones, Droids & Robot's Makers' Faire, Devonport Christian School
- Radio 7AD interview – LIVING CITY
- Commemorative Service 50th Anniversary of Long Tan
- Faye King's retirement luncheon (TT Line 30 years)
- STEAM at UTAS – Burnie
- ABC Radio, Belinda King interview
- Festival of Learning briefing/meeting
- Launch Festival of Learning
- Cameron McLeod, NMFC – Hobart
- Football Federation of Tasmania B&F and Awards Night – Hobart
- NW Junior Basketball Finals – U/14 Warrior Girls Premiers
- Festival of Learning – crocheting
- Mersey Community Hospital Auxiliary AGM – Latrobe
- Council August Ordinary Meeting
- Ald Charlie Emmerton
- Mike Shaw, Matt Bennell, John Thompson & Brooke De Jong
- Launch The Great 1000 Book Challenge – Children's Book Week
- Opening of new Advocate Office – Burnie
- Digital Strategy Working Group
- Chongming Delegation visit to Valley Road Soccer Club with Deputy Mayor Annette Rockliff
- Radio 7AD Brian Carlton interview – LIVING CITY
- National Trust Tasmania, , Matthew Smithies, Karen Eastaugh with Shane Crawford & Ald Laycock
- Cradle Coast Tourism Meeting
- DCCI President Stacey Sheehan
- Basketball TAS U/12 Basketball Championships
- Devonport Bulls – Preliminary Final
- Deputy Mayor Annette Rockliff
- Devonport Christian School – Council visit
- Cradle Coast Events Michael Bonney
- TT Line CEO Bernard Dwyer & Shane Crawford
- Nixon Street Primary School Book Fair
- Pop up Festival of Learning Stall
- Devonport Regional Gallery, Strategic Plan
- Devonport Strikers FFA Cup Game
- Sea FM Radio interview – Festival of Learning
- Australian Masters Games internal meeting
- Mayor's Charitable Trust Fund Committee

Report to Council meeting on 26 September 2016

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**ATTACHMENTS**

Nil

**RECOMMENDATION**

That the Mayor's monthly report be received and noted.



## 6.3 GENERAL MANAGER'S REPORT - SEPTEMBER 2016

File: 29092 D408096

### RELEVANCE TO COUNCIL'S PLANS & POLICIES

Council's Strategic Plan 2009-2030:

- Strategy 5.8.2 Ensure access to Council information that meets user demands, is easy to understand, whilst complying with legislative requirements

### SUMMARY

This report provides a summary of the activities undertaken by the General Manager, 14 August to 20 September 2016. It also provides information on matters that may be of interest to Aldermen and the community.

### BACKGROUND

The report is provided on a regular monthly basis and addresses a number of management and strategic issues currently being undertaken by Council. The report also provides regular updates in relation to National, Regional and State based local government matters as well as State and Federal Government programs.

### STATUTORY REQUIREMENTS

Council is required to comply with the provisions of the *Local Government Act 1993* and other legislation. The General Manager is appointed by the Council in accordance with the provisions of the Act.

### DISCUSSION

#### 1. COUNCIL MANAGEMENT

- 1.1. Attended and participated in a number of internal staff and management meetings.
- 1.2. Attended Workshops, Section 23 Committee and Council Meetings as required.
- 1.3. Participated in a teleconference with officers of the Tasmanian Audit Office for the "close-out" of the 2015/16 audit process. The Council's Financial Statements for the year ended 30 June 2016 were issued with an unqualified audit opinion on 26 August 2016. A copy of the 'Auditor's Opinion' and the 'Report to Those Charged with Governance' by the Deputy Auditor-General were provided to the Governance and Finance Committee meeting on 19 September. Mr John Howard an independent member of the Audit Panel also attended the teleconference.
- 1.4. Council recently auctioned the property at 86 Middle Road, Devonport for the non-payment of rates. In addition to the rates being unpaid for more than 3 years, Council also incurred costs associated with removing the previous burnt out house that was on the site. The auction was successful with the property being sold on the day. There will be sufficient funds achieved following payment of all cost to clear outstanding debts for both rates and other charges. Progress is being made for a similar action relating to unpaid rates on a property in Nixon Street, Devonport.

2. LIVING CITY

- 2.1. Participated in a number of meetings relating to LIVING CITY including with P+i Group, Council's appointed independent Development Managers for the project.
- 2.2. As part of keeping the community informed on the progress of LIVING CITY it is proposed that regular update videos be uploaded to the LIVING CITY webpage. The first video was uploaded on 14 September.
- 2.3. At the request of the Kentish Council the Deputy General Manager attended a Workshop session with the Council to provide a presentation on LIVING CITY.

3. COMMUNITY ENGAGEMENT (RESIDENTS & COMMUNITY GROUPS)

- 3.1. Met on a confidential basis with representatives of a local group wishing to pursue development in Devonport.
- 3.2. Had a number of discussions with various community members regarding Council management issues including trees, footpaths, building maintenance, animal control and compliance issues.
- 3.3. Attended the wind up and presentation of 'Get Set for Work in the Disability Sector' at Devonfield. The program was an innovative work and training pilot initiative funded by the Department of State Growth and Skills Tasmania. It enabled jobseekers to gain valuable insight and experiences in a career in the disability sector through structured work experience and vocational education and training.

4. NATIONAL, REGIONAL AND STATE BASED LOCAL GOVERNMENT

- 4.1. Attended a meeting of the Cradle Coast General Managers Group. Items discussed at this meeting included:
  - Tasmanian Flood Recovery
  - Cradle Coast Waste Management Group
  - Shared Services Project
  - Statewide Planning Scheme progress
  - Cradle Coast Authority Governance Review
  - Rating of Independent Living Units
- 4.2. Dulverton Regional Waste Management Authority have formally advised Council that the new Rules were adopted by the Authority on 1 September 2016. The new Rules were approved by all participating councils and are now in force.
- 4.3. Participated in a meeting of the Steering Group appointed by the Cradle Coast Authority to progress the Shared Services Project as part of the Minister for Local Government's local government reform agenda.

Tenders for consultants to undertake the project were advertised in June 2016. Following shortlisting the Steering Committee interviewed four companies.

As a result, Third Horizon has been engaged to undertake the feasibility study into strategic resource and service sharing opportunities.

Third Horizon is an Australian owned consulting firm with offices in Sydney, Melbourne and Canberra. They bring a breadth of experience in the evaluation and design of shared services opportunities and have completed similar engagements for a large number of public and private sector clients.

They will be using a collaborative co-design approach, working with councils to design a solution that reflects their ideas and aspirations.

- 4.4. With the Mayor, Deputy Mayor and Council Management Team met with representatives of Third Horizon. Third Horizon have undertaken similar meetings with representatives of all Cradle Coast Councils.
- 4.5. With the Mayor attended a day long workshop with Third Horizon together with other Cradle Coast representatives. The workshop was to assist the consultants as they develop their views on future opportunities for Shared Services in the Region.
- 4.6. With Council's Representative, Ald Goodwin attended a meeting organised by the Local Government Association of Tasmania regarding the decision by TasWater to reduce the distribution of dividends for councils from the existing \$30M per annum to \$20M. This change is proposed to take effect from 1 July 2018. A separate report on the issue was provided to the Governance and Finance Committee meeting.
- 4.7. Attended the Annual General Meeting of the North West Branch of Local Government Professionals. LG Professionals is the new name for the former Local Government Managers Australia.

### **COMMUNITY ENGAGEMENT**

The information included above details any issues relating to community engagement.

### **FINANCIAL IMPLICATIONS**

Any financial or budgetary implications related to matters discussed in this report will be separately reported to Council.

There is not expected to be any impact on the Councils' operating budget as a result of this recommendation.

### **RISK IMPLICATIONS**

Any specific risk implications will be outlined in the commentary above. Any specific issue that may result is any form of risk to Council is likely to be subject of a separate report to Council.

### **CONCLUSION**

This report is provided for information purposes only and to allow Council to be updated on matters of interest.

### **ATTACHMENTS**

1. Action Report on Council Resolutions - September 2016
2. CONFIDENTIAL - Action Report on Council Resolutions - September Confidential 2016

### **RECOMMENDATION**

That the report of the General Manager be received and noted.

Author:	Paul West
Position:	General Manager

**DEVONPORT CITY COUNCIL**  
**ACTION REPORT ON COUNCIL RESOLUTIONS - SEPTEMBER 2016**

OPEN SESSION						
MEETING DATE	RESOLUTION NO	TOPIC	RESOLUTION/ITEM	STATUS	COMMENTS	RESPONSIBLE OFFICER
August 2016	150/16	Contract 1311 - Tender - Steele Street Building Demolition and Carpark Construction	Award the contract to Oliver Kelly Construction for the tendered sum of \$532,973 (ex GST).	Completed	Contract signed with Oliver Kelly	DGM
	151/16	Dulverton Regional Waste Management Authority - Formal Adoption of Rules	Formally approve amended Dulverton Regional Waste Management Authority Rules.	Completed	Letter forwarded to Dulverton Waste Management to confirm approval on 23 August 2016	GM
	152/16	Response to the Tasmanian Government Draft Transport Access Strategy	Provide response to the Local Government Association of Tasmania in line with contents of report.	Completed	Response sent.	GM
	153/16	Flooding - Don River - Joanna & John Gair	Noted comments by Mr & Mrs Gair have been referred to review processes underway.	Completed	Letter forwarded to Mr and Mrs Gair 23 August 2016	GM
	159/16	Infrastructure Works & Development Committee Meeting - 8 August 2016	<p><b>Sports Ground Grass Lengths</b>            Additional maintenance to be carried out at Devonport Oval to increase outfield speed for Cricket and further discussions to be held with governing body addressing concerns relating to reduced grass length.</p> <p><b>Pedestrian Strategy 2016-2021</b>            Endorse release of strategy for 30 day public consultation period.</p> <p><b>Master Builders Tasmania Park Seat Request</b>            Offer of donation and installation of seat and plaque along Victoria Parade marking 125<sup>th</sup> year celebrations be accepted.</p>	<p>Completed</p> <p>Completed</p> <p>In progress</p>	<p>Onsite meeting with Cricket North West 24/08/2016.</p> <p>On public display.</p> <p>Arrangements being finalised with MBT.</p>	DGM

MEETING DATE	RESOLUTION NO	TOPIC	RESOLUTION/ITEM	STATUS	COMMENTS	RESPONSIBLE OFFICER
<b>August 2016</b>	161/16	Community Services Committee Meeting - 15 August 2016	<p><b>Minutes of the Community Development Strategic Special Committee Meeting</b>                      Council endorse the Living + Learning Brand Logo and Associated Brand Book and approve an interpretation panel being designed and installed near the avenue of Cherry Blossoms planted on Formby Road commemorating 20<sup>th</sup> Anniversary of Sister City relationship with Minamata.</p> <p><b>Eastside Village Branding Proposal</b>                      Supports <i>Eastside Village</i> rebranding proposal and undertakes rebranding of signage during 2016/2017.</p>	In progress	Sister Cities Association to provide information for sign after their October meeting.	EM(CC&B)
				In progress	Signage for the change to East Side Village has been ordered.	



Previous Council Resolutions - still being actioned						
MEETING DATE	RESOLUTION NO	TOPIC	RESOLUTION/ITEM	STATUS	COMMENTS	RESPONSIBLE OFFICER
July 2016	132/16	AM2016.02 Rezoning from General Residential to Central Business	Agree to certify AM2016.02 to rezone 83 Stewart Street, Devonport (CT216837/1) from General Residential to Central Business. Approve PA2016.0009 conditionally.	Completed	Report on current agenda.	DGM
	134/16	LIVING CITY Stage 1 Construction Contract and Financial Close	<ol style="list-style-type: none"> <li>1. Authorise execution of modified AS4300 with Fairbrother Pty Ltd based on a guaranteed maximum price contract sum of no more than \$59,440,000 (ex GST).</li> <li>2. Adopt Value Management design revisions.</li> <li>3. Note status of State Government funding agreement; and</li> <li>4. Note final executed documents are anticipated to result in improved financial outcome for Stage 1 funding model, details being released publically once confirmed.</li> </ol>	In progress	Financial close documentation being prepared for execution.	DGM
27 June 2016	111/16	LIVING CITY Finance Approval	Received and noted report and authorised the General Manager to take required action.	In progress	Loan documentation being finalised.	DGM
	123/16	Community Services Committee Meeting - 20 June 2016	<p><b>Minutes of the Arts Culture and Tourism Strategic Special Committee Meeting - 26 March 2016</b></p> <p>Support Devonport Maritime and Heritage Special Interest Group submitting an Expression of Interest in being host location for Australia Maritime Museums Council bi-annual conference, either pre or post Australian Wooden Boat Festival 2019.</p> <p><b>Partnership Agreements</b> Finalise agreements with</p> <ul style="list-style-type: none"> <li>• Devonport Community House</li> <li>• City of Devonport Brass Band</li> <li>• Carols by Candlelight</li> <li>• Tasmanian Arboretum</li> </ul>	<p>In progress</p> <p>In progress</p>	<p>Letter has been written to the Australian Maritime Museum Council in relation to Devonport being the host location for 2019 Conference.</p> <p>Agreements forwarded to partners for consideration. Tasmanian Arboretum completed.</p>	EM(CC&B)

MEETING DATE	RESOLUTION NO	TOPIC	RESOLUTION/ITEM	STATUS	COMMENTS	RESPONSIBLE OFFICER
27 June 2016	123/16 (cont.)	Community Services Committee - 20 June 2016	<b>Devonport Food Connection Project Status</b> Recommend revised Devonport Food Security Network be established to address food security challenges.	In progress	North West Coalition to be formed. First network meeting yet to be organised.	EM(CC&B)
23 May 2016	88/16	Land - 260 Steele Street - Application from Devonport Choral Society	Offer subjectively Devonport Choral Society Inc and Devonport Repertory Society joint occupancy of storage space located on 260 Steele Street.	In progress	Awaiting approval from Crown Lands Services regarding the sub-lease.	DGM
March 2016	47/16	Tiagarra - Lease to Six Rivers Aboriginal Corporation	Authorised to finalise a 20 year lease (incl sub-lease) to SRAC. Authorised General Manager to finalise the transfer of built assets to SRAC once lease agreement is finalised.	Completed	Report on current agenda.	GM
	54/16	Governance and Finance Committee Meeting - 15 March 2016	Public Wi-Fi Expansion Agreed to proceed with provision of free Wi-Fi services to include the Fourways, East Devonport Shopping Precinct, expanded CBD area and Mersey Bluff within existing budget allocation.	In progress	Equipment received. Finalising location for access point.	EM(CC&B)

**7.0 SECTION 23 COMMITTEES****7.1 GOVERNANCE AND FINANCE COMMITTEE MEETING - 19  
SEPTEMBER 2016**

File: 29468 D440236

**RELEVANCE TO COUNCIL'S PLANS & POLICIES**

Council's Strategic Plan 2009-2030:

Strategy 5.3.2 Provide appropriate support to elected members to enable them to discharge their functions

**SUMMARY**

The purpose of this report is to receive the minutes and endorse the recommendations provided to Council by the Governance and Finance Committee meeting held on Monday, 19 September 2016.

**ATTACHMENTS**

1. Minutes - Governance and Finance Committee - 2016/09/19

**RECOMMENDATION**

That the minutes of the Governance and Finance Committee meeting held on Monday, 19 September 2016 be received and the recommendations contained therein be adopted.

- GFC 29/16 Pay by Phone Parking Technology - Review
- GFC 30/16 Annual General Meeting
- GFC 31/16 Annual Plan Progress Report - July-August 2016
- GFC 32/16 Tiagarra - Lease to Six Rivers Aboriginal Corporation
- GFC 33/16 DIGITAL DEVONPORT: Devonport City Digital Strategy 2017-2021
- GFC 34/16 TasWater - Dividends to Councils
- GFC 35/16 Elected Members' Expenditure Report - July/August 2016
- GFC 36/16 Annual Financial Statement - 30 June 2016
- GFC 37/16 Finance Report for August 2016
- GFC 38/16 Governance & Finance Report

Author:	Robyn Woolsey	Endorsed By:	Paul West
Position:	Administration Officer	Position:	General Manager

**MINUTES OF A GOVERNANCE AND FINANCE COMMITTEE MEETING OF THE  
DEVONPORT CITY COUNCIL HELD IN THE COUNCIL CHAMBERS, 17 FENTON WAY  
ON MONDAY, 19 SEPTEMBER 2016 COMMENCING AT 5:30PM**

**PRESENT:** Ald G F Goodwin (Chairman)  
Ald C D Emmerton  
Ald S L Martin  
Ald T M Milne  
Ald L M Perry  
Ald A L Rockliff

**Aldermen in Attendance:**  
Ald A J Jarman  
Ald J F Matthews

**Council Officers:**  
General Manager, P West  
Executive Manager Corporate, Community & Business, S Crawford  
Executive Manager Organisational Performance, K Peebles

**Audio Recording:**  
All persons in attendance were advised that it is Council policy to record Council meetings, in accordance with Council's Audio Recording Policy. The audio recording of this meeting will be made available to the public on Council's website for a minimum period of six months.

<b>1.0 APOLOGIES</b>
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There were no apologies received.

<b>2.0 DECLARATIONS OF INTEREST</b>
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There were no Declarations of Interest.

<b>3.0 PROCEDURAL</b>
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**3.1 PUBLIC QUESTION TIME**

**3.1.1 QUESTIONS ON NOTICE FROM THE PUBLIC**

Nil

**3.1.2 QUESTION WITHOUT NOTICE FROM THE PUBLIC**

Nil

**3.2 QUESTIONS FROM ALDERMEN**

Nil

**3.3 NOTICES OF MOTION**

Nil

**4.0 GOVERNANCE AND FINANCE REPORTS****4.1 PAY BY PHONE PARKING TECHNOLOGY - REVIEW (D425929)****GFC 29/16 RESOLUTION**

MOVED: Ald Martin  
 SECONDED: Ald Emmerton

That it be recommended to Council that the report of the Executive Manager Corporate, Community and Business Services relating to the Pay-By-Phone technology trial be received and that it undertakes an expression of interest process for pay by phone technology to be maintained in Council car parks.

	For	Against		For	Against
Ald Goodwin	✓		Ald Milne	✓	
Ald Emmerton	✓		Ald Perry	✓	
Ald Martin	✓		Ald Rockliff	✓	

CARRIED UNANIMOUSLY

**4.2 ANNUAL GENERAL MEETING (D432292)****GFC 30/16 RESOLUTION**

MOVED: Ald Perry  
 SECONDED: Ald Emmerton

That it be recommended to Council that the 2016 Annual General Meeting be held in the Council Chambers on Monday 24 October 2016 at 5:00 pm (prior to Council's ordinary meeting).

	For	Against		For	Against
Ald Goodwin	✓		Ald Milne	✓	
Ald Emmerton	✓		Ald Perry	✓	
Ald Martin	✓		Ald Rockliff	✓	

CARRIED UNANIMOUSLY

**4.3 ANNUAL PLAN PROGRESS REPORT - JULY-AUGUST 2016 (D432351)****GFC 31/16 RESOLUTION**

MOVED: Ald Rockliff  
 SECONDED: Ald Martin

That it be recommended to Council that the 2016/17 Annual Plan Progress Report for the period 1 July to 31 August 2016 be received and noted.

	For	Against		For	Against
Ald Goodwin	✓		Ald Milne	✓	
Ald Emmerton	✓		Ald Perry	✓	
Ald Martin	✓		Ald Rockliff	✓	

CARRIED UNANIMOUSLY



**4.4 TIAGARRA - LEASE TO SIX RIVERS ABORIGINAL CORPORATION (D417167)****GFC 32/16 RESOLUTION**

MOVED: Ald Martin

SECONDED: Ald Milne

That it be recommended to Council that the report relating to the transfer of the building and the lease of the land known as "Tiagarra" to Six Rivers Aboriginal Corporation be noted and the General Manager be authorised to execute the Lease and Deed of Transfer.

	For	Against		For	Against
Ald Goodwin	✓		Ald Milne	✓	
Ald Emmerton	✓		Ald Perry	✓	
Ald Martin	✓		Ald Rockliff	✓	

CARRIED UNANIMOUSLY

**4.5 DIGITAL DEVONPORT: DEVONPORT CITY DIGITAL STRATEGY 2017-2021 (D438178)****GFC 33/16 RESOLUTION**

MOVED: Ald Martin

SECONDED: Ald Perry

That it be recommended to Council that the report of the Executive Officer Community Services relating to the Devonport City Digital Strategy 2017-2021 be received and noted and Council endorse the release of the Strategy for a 30 day public consultation period.

	For	Against		For	Against
Ald Goodwin	✓		Ald Milne	✓	
Ald Emmerton	✓		Ald Perry	✓	
Ald Martin	✓		Ald Rockliff	✓	

CARRIED UNANIMOUSLY

**4.6 TASWATER - DIVIDENDS TO COUNCILS (D435652)****GFC 34/16 RESOLUTION**

MOVED: Ald Rockliff

SECONDED: Ald Emmerton

That it be recommended to Council that the report of the General Manager relating to TasWater Dividends be received and it be noted that:

- (a) in all likelihood Council will have reduced dividend payment from TasWater of approximately \$546,000 per annum from 1 July 2018 for a period of seven years, noting that this is on top of the previous freeze placed on dividends since 1 July 2015.
- (b) Council in the lead up to developing the 2018/19 budget review options to address this shortfall through either increased revenue and/or reduced expenditure/programs.

	For	Against		For	Against
Ald Goodwin	✓		Ald Milne	✓	
Ald Emmerton	✓		Ald Perry	✓	
Ald Martin	✓		Ald Rockliff	✓	

CARRIED UNANIMOUSLY

**4.7 ELECTED MEMBERS' EXPENDITURE REPORT - JULY/AUGUST 2016 (D434417)****GFC 35/16 RESOLUTION**

MOVED: Ald Perry

SECONDED: Ald Emmerton

That it be recommended to Council that the report advising of Aldermen expenses be received and noted.

	For	Against		For	Against
Ald Goodwin	✓		Ald Milne	✓	
Ald Emmerton	✓		Ald Perry	✓	
Ald Martin	✓		Ald Rockliff	✓	

CARRIED UNANIMOUSLY

**4.8 ANNUAL FINANCIAL STATEMENT - 30 JUNE 2016 (D433377)****GFC 36/16 RESOLUTION**

MOVED: Ald Emmerton

SECONDED: Ald Martin

That it be recommended to Council that the report of the General Manager relating to the Annual Financial Report for the year ended 30 June 2016 be received and that Council:

- (a) receive the Annual Financial Report and note that it will be included as an Appendix in the 2016 Annual Report; and
- (b) adjust the carried forward capital works projects budget as listed in this report to the value of \$2,142,465.

	For	Against		For	Against
Ald Goodwin	✓		Ald Milne	✓	
Ald Emmerton	✓		Ald Perry	✓	
Ald Martin	✓		Ald Rockliff	✓	

CARRIED UNANIMOUSLY

**4.9 FINANCE REPORT FOR AUGUST 2016 (D419093)****GFC 37/16 RESOLUTION**

MOVED: Ald Rockliff

SECONDED: Ald Emmerton

That it be recommended to Council that the Finance Report for August 2016 be received and noted.

	For	Against		For	Against
Ald Goodwin	✓		Ald Milne	✓	
Ald Emmerton	✓		Ald Perry	✓	
Ald Martin	✓		Ald Rockliff	✓	

CARRIED UNANIMOUSLY

**4.10 GOVERNANCE AND FINANCE REPORT (D434352)****GFC 38/16 RESOLUTION**

MOVED: Ald Martin

SECONDED: Ald Perry

That it be recommended to Council that the Governance and Finance report be received and noted.

	For	Against		For	Against
Ald Goodwin	✓		Ald Milne	✓	
Ald Emmerton	✓		Ald Perry	✓	
Ald Martin	✓		Ald Rockliff	✓	

CARRIED UNANIMOUSLY

**There being no further business on the agenda the Chairman declared the meeting closed at 6:21pm.**

Confirmed

Chairman

## 8.0 CLOSED SESSION

### RECOMMENDATION

That in accordance with Regulation 15 of the *Local Government (Meeting Procedures) Regulations 2015*, the following be dealt with in Closed Session.

<b>Item No</b>	<b>Matter</b>	<b>Local Government (Meeting Procedures) Regulations 2015 Reference</b>
8.1	Application for Leave of Absence	15(2)(h)
8.2	Unconfirmed Minutes - Joint Authorities	15(2)(g)

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**OUT OF CLOSED SESSION**

**RECOMMENDATION**

That Council:

- (a) having met and dealt with its business formally move out of Closed Session; and
- (b) resolves to report that it has determined the following:

<b>Item No</b>	<b>Matter</b>	<b>Outcome</b>
8.1	Application for Leave of Absence	Noted
8.2	Unconfirmed Minutes - Joint Authorities	Noted

**9.0 CLOSURE**

There being no further business the Mayor declared the meeting closed at <insert time> pm.

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