

SOUTHERN
MIDLANDS
COUNCIL



A G E N D A

ORDINARY COUNCIL MEETING

Wednesday 28th January 2026
10.00 a.m.

Woodsdale Hall
2310 Woodsdale Road, Woodsdale

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Dear Sir/Madam

NOTICE OF MEETING

Notice is hereby given that the next ordinary meeting of Council will be held on

Date: Wednesday 28th January 2026

Time: 10.00 a.m.

Venue: Woodsdale Hall, 2310 Woodsdale Road, Woodsdale

The Local Government Act 1993 section 65 provides the following:

1. *A general manager must ensure that any advice, information or recommendation given to the council or a council committee is given by a person who has the qualifications or experience necessary to give such advice, information or recommendation.*
2. *A council or council committee is not to decide on any matter which requires the advice of a qualified person without considering such advice unless –*
 - (a) *the general manager certifies, in writing –*
 - (i) *that such advice was obtained; and*
 - (ii) *that the general manager took the advice into account in providing general advice to the council or council committee; and*
 - (b) *a copy of that advice or, if the advice was given orally, a written transcript or summary of that advice is provided to the council or council committee with the general manager's certificate.*

I therefore certify that with respect to all advice, information or recommendation provided to the Council in or with this Agenda:

- (1) *The advice, information or recommendation is given by a person who has the qualifications or experience necessary to give such advice, information or recommendation; and*
- (2) *Where any advice is directly given by a person who does not have the required qualification or experience, that person has obtained and taken into account in that person's general advice, the advice from an appropriately qualified or experienced person.*

Yours faithfully

A handwritten signature in black ink, appearing to read 'Tim Kirkwood'.

Tim Kirkwood
GENERAL MANAGER

OPEN COUNCIL AGENDA

In accordance with Regulation 8 of the *Local Government (Meeting Procedures) Regulations 2025*, Mayor Batt is to advise all attendees that:

- a) this meeting is being recorded;
- b) all persons attending the meeting are to be respectful of, and considerate towards, other persons attending the meeting; and
- c) language and conduct at the meeting that could be perceived as offensive, defamatory or threatening to a person attending the meeting, or listening to the recording, is not acceptable.

1. PRAYERS

Reverend Karen Woolford to recite prayers.

2. ACKNOWLEDGEMENT OF COUNTRY

We acknowledge the Traditional Custodians of the land on which we meet today, and recognise their continuing connection to the land, water and to community. We pay respects to Elders past and present.

3. ATTENDANCE

4. APOLOGIES

5. MINUTES

5.1 Ordinary Council Meeting

The Minutes (Open Council Minutes) of the previous meeting of Council held on 10th December 2025, as circulated, are submitted for confirmation.

RECOMMENDATION

THAT the Minutes (Open Council Minutes) of the Council Meeting held 10th December 2025 be confirmed.

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor E Batt		
Deputy Mayor K Dudgeon		
Clr A E Bisdee OAM		
Clr D Blackwell		
Clr B Campbell		
Clr D Fish		
Clr F Miller		

5.2 Annual General Meeting

The Minutes of the Annual General Meeting held on the 10th December 2025, as circulated, are submitted for confirmation.

RECOMMENDATION

THAT the Minutes of the Annual General Meeting held 10th December 2025 be confirmed.

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor E Batt		
Deputy Mayor K Dudgeon		
Clr A E Bisdee OAM		
Clr D Blackwell		
Clr B Campbell		
Clr D Fish		
Clr F Miller		

5.3 Special Committees of Council Minutes

5.3.1 Special Committees of Council - Receipt of Minutes

Nil.

5.3.2 Special Committees of Council - Endorsement of Recommendations

Nil.

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

5.4.1 Joint Authorities - Receipt of Minutes

Minutes of the following Joint Authority, as circulated, are submitted for receipt:

- TasWaste South Local Government Forum and AGM Minutes – 27th November 2025

RECOMMENDATION

THAT the minutes of the above Joint Authority be received.

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor E Batt		
Deputy Mayor K Dudgeon		
Clr A E Bisdee OAM		
Clr D Blackwell		
Clr B Campbell		
Clr D Fish		
Clr F Miller		

5.4.2 Joint Authorities - Receipt of Reports (Annual & Quarterly)

Nil.

6. NOTIFICATION OF COUNCIL WORKSHOPS

In accordance with the requirements of the *Local Government (Meeting Procedures) Regulations 2025*, the Agenda is to include details of any Council workshop held since the last meeting.

One workshop has been held since the last Ordinary Meeting.

A workshop was held on the 19th January 2026 at the Council Chambers, Oatlands commencing at 9.30 a.m.

Attendance: Mayor E Batt, Deputy Mayor K Dudgeon, Cllrs A E Bisdee OAM, D Blackwell, B Campbell and D Fish.

Also in Attendance: T Kirkwood, A Benson, D Richardson, D Mackey, G Finn, L Brown, W Young and J Crosswell.

Apologies: Cllr F Miller.

The Workshop focussed on the following items for consideration and discussion:

1. Bagdad-Mangalore Structure Plan

Presentation of draft Structure Plan by Damian Mackey (Project Manager) and representatives from Jensen Plus (consultants engaged by Council to prepare the Plan).

Refer Council Agenda Item for detail. The intent being to endorse the Structure Plan at the January 2026 Council Meeting. The final Structure Plan, once adopted, can then be reflected in Council's submission to the draft Southern Tasmanian Regional Land Use Strategy (STRLUS).

2. 2026/27 Budget Timetable

Draft timetable presented to the workshop. Agreed dates will be included in the forward meeting schedule.

3. Future Workshop Items (confirmation)

Workshop - 11th February 2026

- draft Southern Tasmanian Regional Land Use Strategy (STRLUS) – input and review into Council's Submission
- Councillors to complete the '**Understanding Local Government Finances for Councillors**' training module in a group session.
- Tasmania Fire Service – Colebrook, Parattah and Tunnack Land Transfers – Refer Letter dated 18th December 2025 – District Officer (John Holloway) to attend the workshop to discuss the proposals to transfer ownership of the properties

4. January 2026 Council Meeting – Overview of Agenda Items, including:

- Electoral Reform proposals
- Kempton Community Health Centre – Old Hunting Ground Road, Kempton
- Junior Mayor / Junior Deputy Mayor Policy

The workshop concluded at approximately 12.15 p.m.

RECOMMENDATION

THAT the information be received.

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor E Batt		
Deputy Mayor K Dudgeon		
Cllr A E Bisdee OAM		
Cllr D Blackwell		
Cllr B Campbell		
Cllr D Fish		
Cllr F Miller		

7. COUNCILLORS – QUESTION TIME

7.1 Questions (On Notice)

Regulation 30 of the *Local Government (Meeting Procedures) Regulations 2025* relates to Questions on notice. It states:

- (1) *A councillor, at least 7 days before an ordinary council meeting or a council committee meeting, may give written notice to the general manager of a question in respect of which the councillor seeks an answer at that meeting.*
- (2) *An answer to a question on notice must be in writing.*

Nil.

7.2 Questions Without Notice

Section 29 of the *Local Government (Meeting Procedures) Regulations 2025* relates to Questions without notice.

It states:

“29. Questions without notice

(1) A councillor at a meeting may ask a question without notice –

- (a) of the chairperson; or*
- (b) through the chairperson, of –*
 - (i) another councillor; or*
 - (ii) the general manager.*

(2) In putting a question without notice at a meeting, a councillor must not –

- (a) offer an argument or opinion; or*
- (b) draw any inferences or make any imputations – except so far as may be necessary to explain the question.*

(3) The chairperson of a meeting must not permit any debate of a question without notice or its answer.

(4) The chairperson, councillor or general manager who is asked a question without notice at a meeting may decline to answer the question.

(5) The chairperson of a meeting may refuse to accept a question without notice if it does not relate to the activities of the council.

(6) Questions without notice, and any answers to those questions, are not required to be recorded in the minutes of the meeting.

(7) The chairperson of a meeting may require a councillor to put a question without notice in writing.

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

8. DECLARATIONS OF PECUNIARY INTEREST

In accordance with the requirements of Part 2 Regulation 8 of the *Local Government (Meeting Procedures) Regulations 2025*, the chairman of a meeting is to request Councillors to indicate whether they have, or are likely to have, a pecuniary interest in any item on the Agenda.

Accordingly, Councillors are requested to advise of a pecuniary interest they may have in respect to any matter on the agenda, or any supplementary item to the agenda, which Council has resolved to deal with, in accordance with Part 2 Regulation 8 (6) of the *Local Government (Meeting Procedures) Regulations 2025*.

9. CONSIDERATION OF SUPPLEMENTARY ITEMS TO THE AGENDA

In accordance with the requirements of Part 2 Regulation 8 (6) of the *Local Government (Meeting Procedures) Regulations 2025*, the Council, by absolute majority may decide at an ordinary meeting to deal with a matter that is not on the agenda if the General Manager has reported –

- (a) the reason it was not possible to include the matter on the agenda; and
- (b) that the matter is urgent; and
- (c) that advice has been provided under section 65 of the Act.

RECOMMENDATION

THAT: Council resolve by absolute majority to deal with any supplementary items not appearing on the agenda, as reported by the General Manager in accordance with the provisions of the *Local Government (Meeting Procedures) Regulations 2025*.

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor E Batt		
Deputy Mayor K Dudgeon		
Clr A E Bisdee OAM		
Clr D Blackwell		
Clr B Campbell		
Clr D Fish		
Clr F Miller		

10. PUBLIC QUESTION TIME (SCHEDULED FOR 10.30 A.M.)

In accordance with the requirements of Part 2 Division 4 of the *Local Government (Meeting Procedures) Regulations 2025*, the agenda is to make provision for public question time.

In particular, Regulations 36, 37 and 38 of the *Local Government (Meeting Procedures) Regulations 2025* provide the following:

36. Questions by member of the public

- (1) The chairperson of an ordinary council meeting must ensure that, if required, at least 15 minutes of that meeting is made available for questions by members of the public.*
- (2) A question asked by a member of the public under regulation 37 or 38, and the answer given to that question, is not to be debated at the ordinary council meeting.*
- (3) A council is to determine any other procedures to be followed in respect of public question time at an ordinary council meeting.*

37. Questions without notice by member of the public

- (1) A member of the public may, on invitation by the chairperson of an ordinary council meeting, ask a question without notice at the meeting.*
- (2) A public question without notice must relate to the activities of the council.*
- (3) The chairperson of an ordinary council meeting may require a public question without notice to be –*
 - (a) put on notice in writing; and*
 - (b) answered at a later ordinary council meeting.*

38. Questions on notice by member of the public

- (1) A member of the public may, at least 7 days before an ordinary council meeting, give written notice to the general manager of a question to which the member of the public seeks an answer at the meeting.*
- (2) A public question on notice must relate to the activities of the council.*
- (3) The chairperson of an ordinary council meeting may address a public question on notice.*
- (4) The period referred to in subregulation (1) includes Saturdays, Sundays and statutory holidays, but does not include –*
 - (a) the day on which notice is given under that subregulation; or*
 - (b) the day of the ordinary council meeting.*

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

Mayor E Batt to invite questions from members of the public in attendance.

10.1 Permission to Address Council

Nil.

**11. MOTIONS OF WHICH NOTICE HAS BEEN GIVEN UNDER
REGULATION 16 (5) OF THE LOCAL GOVERNMENT (MEETING
PROCEDURES) REGULATIONS 2025**

Nil.

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

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

12.1 Development Applications

12.1.1 Development Application (DA2500091) for Compost Facility and Associated Works at 'Somerton' 923 Lovely Banks Road, Colebrook (CT 134018/1), owned by R C Jones.

Author: SENIOR PLANNING OFFICER (LOUISA BROWN)

Authorised By: MANAGER DEVELOPMENT & ENVIRONMENTAL SERVICES
(GRANT FINN)

Date: 28 JANUARY 2026

Attachment(s):

Attachment 1 – Development Application Documents

Attachment 2 – Environment Protection Authority - Permit Part B

Discretions: 20.3.1 Discretionary uses P1, P2 & P3, C3.5.1 P1.4

PROPOSAL

Gray Planning, acting on behalf of Mr. Seaton Waterfield, owner of Compost Kings Tasmania, submitted an application to the Southern Midlands Council for a permit under the Land Use Planning and Approvals Act 1993 ("the Act") for a composting facility and associated works at 923 Lovely Banks Road, Colebrook (CT 134018/1). The proposed use involves composting biosolids, hay and greenwaste material. The proposal will accept low to medium-odour materials and is designed to handle 10,000 tonnes of compost annually.

Operating times for the composting facility are 7am to 5pm Monday to Friday. No sales to the public will be available on the property. The compost once ready will be removed from site. It is anticipated that the compost facility will require 2 workers.

The Development Application includes the following works for approval;

- 1200mm timber post and wire stock proof fence;
- Four (4) shipping containers, three of which will be configured together with a corrugated dome roof;
- A 4m x 3.7m toilet block building (pre-fab); and
- Upgrade to the existing vehicular access on Lovely Banks Road.

The proposal is classified as a 'Level 2 activity' pursuant to clause 3(d)(i) of Schedule 2 of the *Environmental Management and Pollution Control Act 1994 (EMPCA)*. As a Level 2 activity, the Environmental Protection Authority ("EPA") assesses the environmental effects of the proposed activity.

As required by EMPCA, the Council must receive the Development Application and refer it to the EPA for assessment and a decision. The DA was referred to the EPA on 28th July 2025. The Board of the Environmental Protection Authority (the Board) made a decision to grant Permit Part B, Permit Conditions – Environmental No. 10562 on 28th November 2025. This is attached and will form part of Council's Planning Permit.

The Application is considered at the discretion of Council pursuant to Section 57 of the Act, Council may approve the proposed composting facility with conditions or refuse to grant a permit. It is recommended that the Council grant a permit for this proposal, subject to conditions.

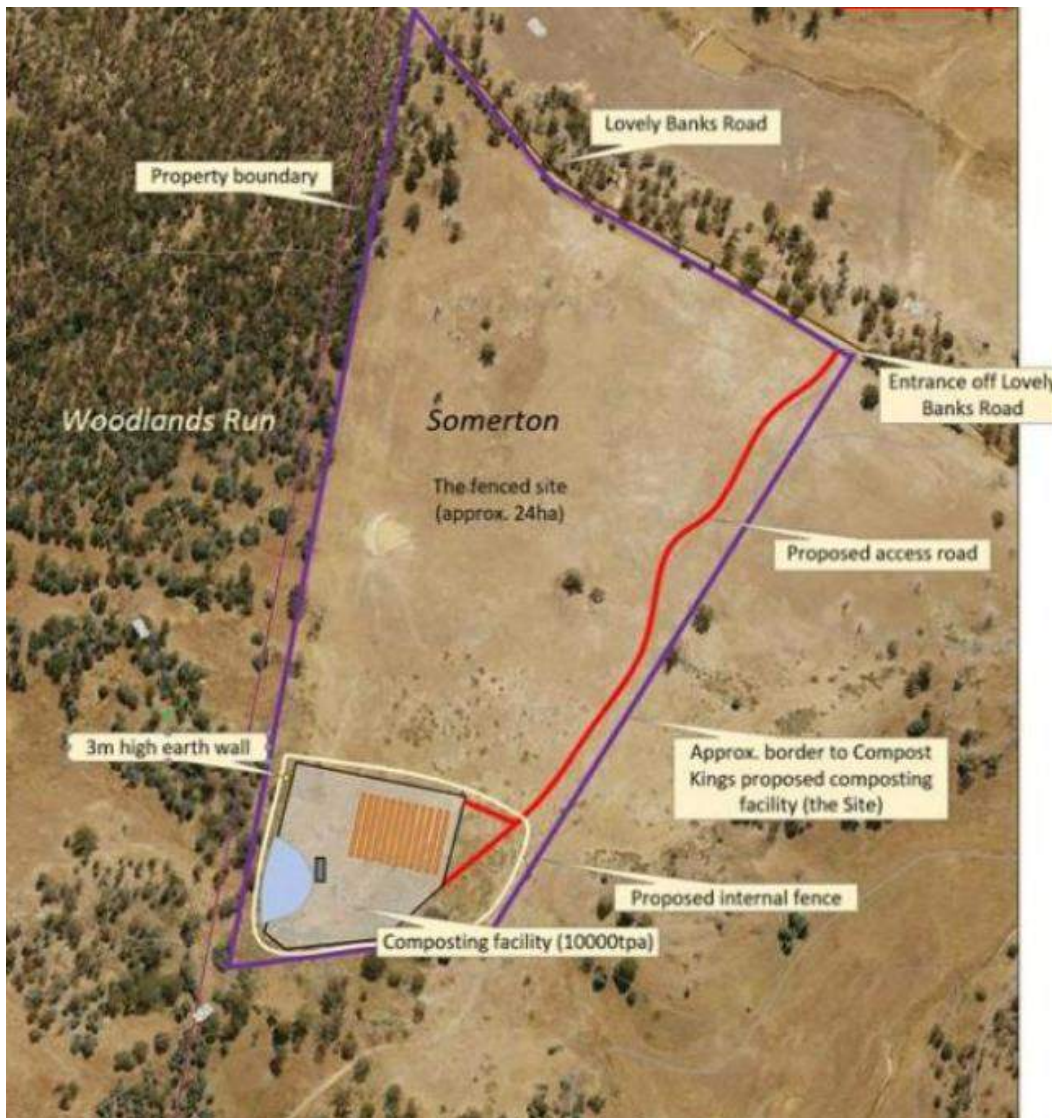


Figure 1. Site Plan (Source: Development Application documents).

It is proposed that 24ha of the property be used for the composting facility. The boundary of the composting facility will be fenced and an area within the south west corner containing the composting facility be provided with a 3m earth bund.

Storage and toilets will be located to the south east corner of the composting facility area.

THE SITE

The site is located on 900 ha broad-acre land at 'Somerton', with the operational area situated within a 24ha zone at the inner and southern sections of the site.

Somerton is 2.2 km from Midland Highway and has frontage to Lovely Banks Road via an existing vehicle access.

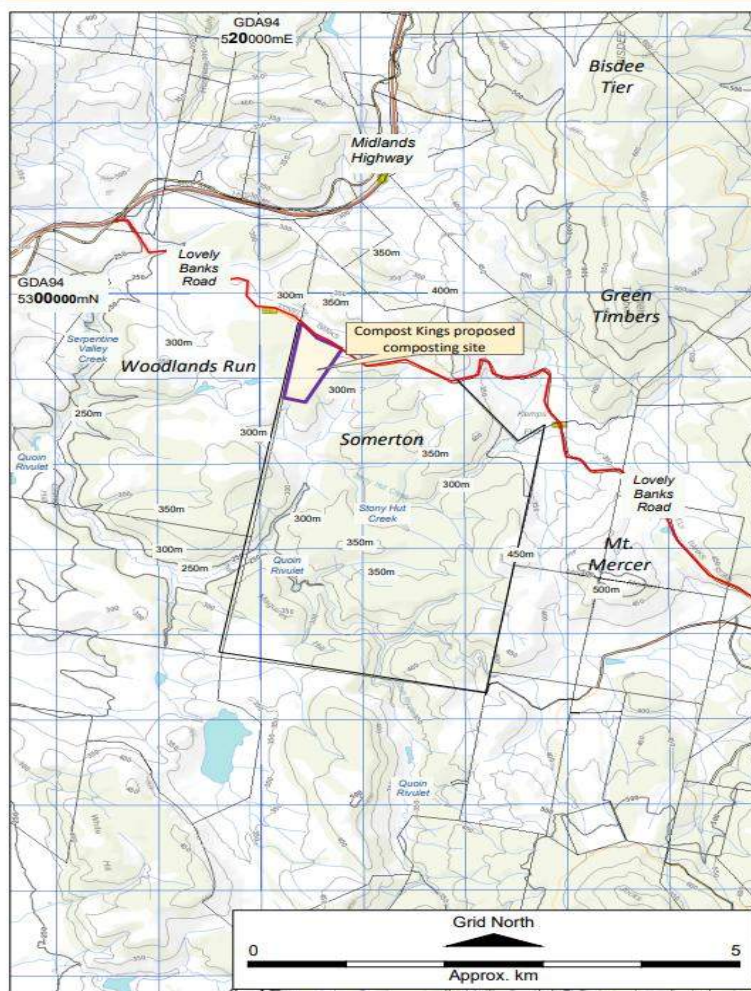


Figure 3. Location of the proposed Compost Kings composting site on Somerton.

Figure 2. Location Plan (Source: *Environmental Impact Assessment prepared by William Cromer, 12 February 2025. Revision 7, page 20*).

Figure 2 above shows the proposed location of the composting facility within the Somerton property.

The property and surrounding properties are zoned Agriculture in the Tasmanian Planning Scheme – Southern Midlands. Sheep grazing is the predominant use of the property and surrounding properties.



Figure 3. Aerial image of the site. Source: LISTmap (taken on 05/12/2025).

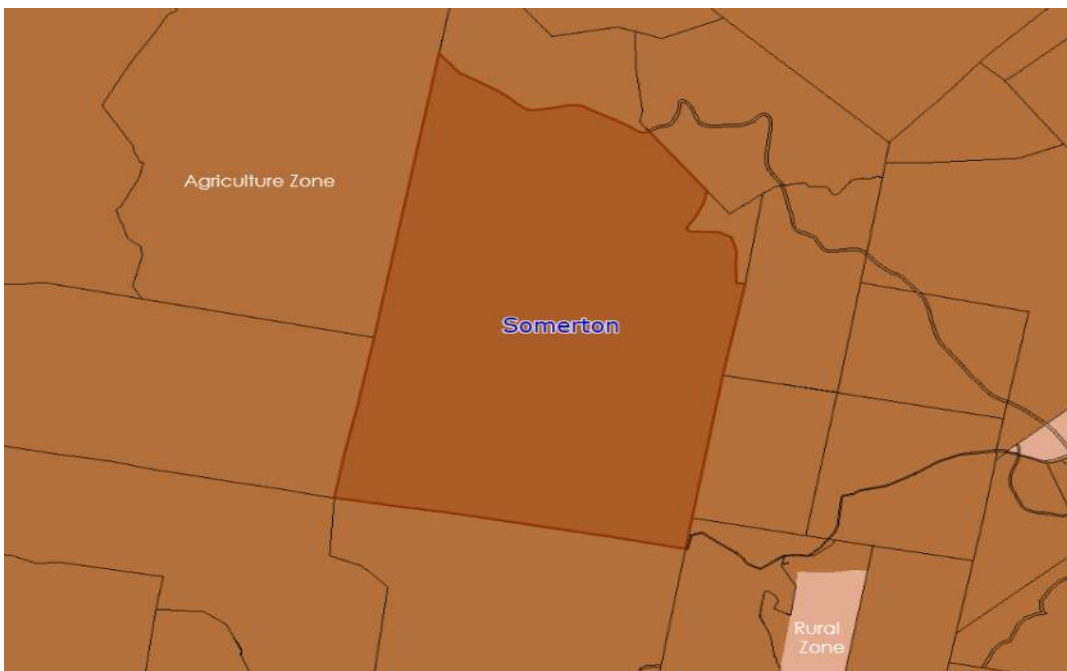


Figure 4. Zoning of the subject site and surrounds, the brown colour indicates the Agriculture Zone. Source: LISTmap (taken on 05/12/2025).

THE APPLICATION

The Application has been prepared on behalf of the Applicant by Gray Planning, who has prepared the Planning Review document within the application. The application also includes the Environmental Impact Statement prepared by William Cromer, dated 12 February 2025, signed and approved by the EPA on 14 April 2025, together with the DA form and title documents.

USE/DEVELOPMENT DEFINITION

A compost facility is not defined as a separate Use Class in Table 6.2 of the Planning Scheme. The proposed use and development is defined as a 'Resource Processing':

Resource Processing

use of land for treating, processing or packing plant or animal resources. Examples include an abattoir, animal saleyard, cheese factory, fish processing, milk processing, winery, brewery, cidery, distillery, and sawmilling.

Resource Processing in the Agriculture Zone is a Discretionary development, in accordance with Section 57 of the Act and Clause 6.8.1 (b) of the planning scheme.

PUBLIC NOTIFICATION

The application was advertised from 2 September 2025 for twenty eight (28) days. No representations were received.

ASSESSMENT – TASMANIAN PLANNING SCHEME - SOUTHERN MIDLANDS

The purpose of the Agriculture Zone is:

- *To provide for the use or development of land for agricultural use.*
- *To protect land for the use or development of agricultural use by minimising:*
 - (a) *conflict with or interference from non-agricultural uses;*
 - (b) *non-agricultural use or development that precludes the return of the land to agricultural use; and*
 - (c) *use of land for non-agricultural use in irrigation districts.*
- *To provide for use or development that supports the use of the land for agricultural use.*

The subject site is in the Agriculture Zone. The proposal must satisfy the requirements of the following relevant use and development standards of this zone

Use Standard		
20.3.1 Discretionary uses		
Objective: That uses listed as Discretionary:		
(a) support agricultural use; and		
(b) protect land for agricultural use by minimising the conversion of land to non-agricultural use.		
Acceptable Solutions	Performance Criteria	OFFICER COMMENT
A1 No Acceptable Solution	P1 A use listed as Discretionary, excluding Residential or Resource Development, must be required to locate on the site, for operational or security reasons or the need to contain or minimise impacts arising from the operation such as noise, dust, hours of operation or traffic movements, having regard to: (a) access to a specific naturally occurring resource on the site or on land in the vicinity of the site; (b) access to infrastructure only available on the site or on land in the vicinity of the site; (c) access to a product or material related to an agricultural use; (d) service or support for an	<i>There is no acceptable solution for this standard. Assessment against P1 is required.</i> <i>Due to the nature of the activity, the use is required to be on a large property, away from sensitive uses. Therefore, the use is required within the zone for operational reasons.</i> <i>The compost once produced, will be available for agricultural uses on other properties, therefore supporting agricultural uses in the area.</i>

	<p>agricultural use on the site or on land in the vicinity of the site; (e) the diversification or value adding of an agricultural use on the site or in the vicinity of the site; and (f) provision of essential Emergency Services or Utilities.</p>	<p><i>The proposal will diversify the use of the property, therefore adding value.</i></p> <p><i>The Performance Criteria P1 is met.</i></p>
<p>A2 No Acceptable Solution</p>	<p>P2 A use listed as Discretionary, excluding Residential, must minimise the conversion of agricultural land to non-agricultural use, having regard to: (a) the area of land being converted to nonagricultural use; (b) whether the use precludes the land from being returned to an agricultural use; (c) whether the use confines or restrains existing or potential agricultural use on the site or adjoining sites.</p>	<p><i>There is no acceptable solution for this standard. Assessment against P2 is required.</i></p> <p><i>The proposal will convert 24ha of the total property area of 900ha to a non-agricultural use. However the proposed use will complement the existing agricultural use on the property and other agricultural properties.</i></p> <p><i>The land may easily be returned to agricultural use.</i></p> <p><i>The use of resource processing will not restrict the existing agricultural use on the property, as sheep will be able to continue to graze on the property, outside of the area used for composting.</i></p> <p><i>The compost facility will not restrain agricultural uses on adjacent properties, as the windrows will be significantly set back from adjoining property boundaries (100m plus). Compost maybe stockpiled closer to the adjoining property boundary. No offensive odor will be created by the facility.</i></p> <p><i>The proposal complies with Performance Criteria P2.</i></p>

<p>A3 No Acceptable Solution.</p>	<p>P3 A use listed as Discretionary, excluding Residential, located on prime agricultural land must: (a) be for Extractive Industry, Resource Development or Utilities, provided that:</p> <ul style="list-style-type: none"> (i) the area of land converted to the use is minimised; (ii) adverse impacts on the surrounding agricultural use are minimised; and (iii) the site is reasonably required for operational efficiency; or <p>(b) be for a use that demonstrates a significant benefit to the region, having regard to the social, environmental and economic costs and benefits of the proposed use.</p>	<p><i>The composting facility will operate on a small section (6.5 ha) of a larger property. Therefore the area of land converted is minimized.</i></p> <p><i>Impacts on surrounding agricultural uses are minimized through the siting and location of the windrows, being separated from adjoining property boundaries.</i></p> <p><i>The compost produced at the facility is expected to be used in Somerton and on other neighbouring properties, benefiting the area.</i></p> <p><i>The proposal complies with Performance Criteria P3.</i></p>
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21.4 Development Standards for Buildings and Works		
<p>21.4.1 Building height Objective: To provide for a building height that:</p> <ul style="list-style-type: none"> (a) is necessary for the operation of the use; and (b) minimises adverse impacts on adjoining properties 		
Acceptable Solutions	Performance Criteria	OFFICER COMMENT
<p>A1 Building height must be not more than 12m.</p>	<p>P1 Building height must be necessary for the operation of the use and not cause an unreasonable impact on adjoining properties, having regard to:</p> <ul style="list-style-type: none"> (a) the proposed height of the building; (b) the topography of the site; (c) the bulk and form of the building; (d) separation from existing use on adjoining properties; (e) the nature of the existing uses on adjoining properties; and (f) any buffers created by natural or other features. 	<p><i>No buildings would be more than 12m in height.</i></p> <p><i>The Acceptable Solution A1 is met.</i></p>
<p>21.4.2 Setbacks Objective: That the siting of buildings minimises potential conflict with use on adjoining properties.</p>		

Acceptable Solutions	Performance Criteria	OFFICER COMMENT
A1 Buildings must have a setback from all boundaries of: (a) not less than 5m; or (b) if the setback of an existing building is within 5m, not less than the existing building.	P1 Buildings must be sited to provide adequate vehicle access and not cause an unreasonable impact on existing use on adjoining properties, having regard to: (a) the bulk and form of the building; (b) the nature of existing use on the adjoining properties; (c) separation from existing use on the adjoining properties; and (d) any buffers created by natural or other features.	<i>The proposed buildings will have a minimum setback of approximately 200m from the side boundary and approximately 500m from the front property boundary.</i> <i>The Acceptable Solution A1 is met.</i>
A2 Buildings for a sensitive use must have a setback from all boundaries of: (a) not less than 200m; or (b) if the setback of an existing building for a sensitive use on the site is within 200m of that boundary, not less than the existing building.	P2 Buildings for a sensitive use must be sited so as not to conflict or interfere with an agricultural use, having regard to: (a) the size, shape and topography of the site; (b) the prevailing setbacks of any existing buildings for sensitive uses on adjoining properties; (c) the location of existing buildings on the site; (d) the existing and potential use of adjoining properties; (e) any proposed attenuation measures; and (f) any buffers created by natural or other features.	<i>Not applicable. The proposal is not for sensitive use.</i>

CODE ASSESSMENT – TASMANIAN PLANNING SCHEME – SOUTHERN MIDLANDS C2.0 Parking & Sustainable Transport Code

The purpose of the Parking and Sustainable Transport Code is:

- To ensure that an appropriate level of parking facilities is provided to service use and development.
- To ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas.
- To ensure that access for pedestrians, vehicles and cyclists is safe and adequate.
- To ensure that parking does not cause an unreasonable loss of amenity to the surrounding area.
- To ensure that parking spaces and accesses meet appropriate standards.
- To provide for parking precincts and pedestrian priority streets.

This Code applies to all development. The applicable standards of this Code are addressed in the following table:

C2.5 Use Standards C2.5.1 Car parking numbers Objective: That an appropriate level of car parking spaces are provided to meet the needs of the use.		
Acceptable Solutions	Performance Criteria	OFFICER COMMENT
A1 The number of on-site car parking spaces must be no less than the number specified in Table C2.1, less the number of car parking spaces that cannot be provided due to the site including container refund scheme space, excluding if: <p>(a) the site is subject to a parking plan for the area adopted by council, in which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan;</p> <p>(b) the site is contained within a parking precinct plan and subject to Clause C2.7;</p> <p>(c) the site is subject to Clause C2.5.5; or</p> <p>(d) it relates to an intensification of an existing use or development or a change of use where:</p> <p>(i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or</p>	P1.1 The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to: <p>(a) the availability of off-street public car parking spaces within reasonable walking distance of the site;</p> <p>(b) the ability of multiple users to share spaces because of:</p> <p>(i) variations in car parking demand over time;</p> <p>or</p> <p>(ii) efficiencies gained by consolidation of car parking spaces;</p> <p>(c) the availability and frequency of public transport within reasonable walking distance of the site;</p> <p>(d) the availability and frequency of other transport alternatives;</p> <p>(e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;</p>	<p><i>The proposed use is classified as resource processing. The applicant proposes a total of 2 employees for the operations of the composting facility, therefore less than the standard which requires 2 parking spaces per 3 employees. It is expected that the two employees will require a car parking space each, therefore 2 car parking spaces can be easily provided to the site.</i></p> <p><i>The proposal meets the Acceptable Solution A1.</i></p>

<p>development, in which case no additional on-site car parking is required; or</p> <p>(ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows: $N = A + (C - B)$ N = Number of on-site car parking spaces required A = Number of existing on site car parking spaces B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1 C = Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.</p>	<p>(f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;</p> <p>(g) the effect on streetscape; and</p> <p>(h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development.</p> <p>P1.2 The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to:</p> <p>(a) the nature and intensity of the use and car parking required;</p> <p>(b) the size of the dwelling and the number of bedrooms; and</p> <p>(c) the pattern of parking in the surrounding area.</p>	
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C2.6 Development Standards for Buildings and Works C2.6.2 Design and layout of parking areas Objective: That parking areas are designed and laid out to provide convenient, safe and efficient parking.		
Acceptable Solutions	Performance Criteria	OFFICER COMMENT
A1.1 Parking, access ways, manoeuvring and circulation spaces must either: (a) comply with the following:	P1 All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe and	<i>The area for access, parking, manoeuvring and circulation space has a gradient which meets the AS standard, allows for vehicles to enter and exit the site in a forward</i>

<p>(i) have a gradient in accordance with Australian Standard AS 2890 - Parking facilities, Parts 1-6;</p> <p>(ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces;</p> <p>(iii) have an access width not less than the requirements in Table C2.2;</p> <p>(iv) have car parking space dimensions which satisfy the requirements in Table C2.3;</p> <p>(v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces;</p> <p>(vi) have a vertical clearance of not less than 2.1m above the parking surface level; and</p> <p>(vii) excluding a single dwelling, be delineated by line marking or other clear physical means;</p> <p>or</p> <p>(b) comply with Australian Standard AS 2890- Parking facilities, Parts 1-6.</p> <p>A1.2</p>	<p>efficient parking, having regard to:</p> <p>(a) the characteristics of the site;</p> <p>(b) the proposed slope, dimensions and layout;</p> <p>(c) useability in all weather conditions;</p> <p>(d) vehicle and pedestrian traffic safety;</p> <p>(e) the nature and use of the development;</p> <p>(f) the expected number and type of vehicles;</p> <p>(g) the likely use of the parking areas by persons with a disability;</p> <p>(h) the nature of traffic in the surrounding area;</p> <p>(i) the proposed means of parking delineation; and</p> <p>(j) the provisions of Australian Standard AS 2890.1:2004 - Parking facilities, Part 1: Off-street car parking and AS 2890.2 -2002 Parking facilities, Part 2: Off-street commercial vehicle facilities.</p>	<p><i>direction and has an existing vehicular access which will be upgraded to meet the required standard.</i></p> <p><i>The proposal meets the Acceptable solution A1.1.</i></p>
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<p>Parking spaces provided for use by persons with a disability must satisfy the following:</p> <p>(a) be located as close as practicable to the main entry point to the building;</p> <p>(b) be incorporated into the overall car park design; and</p> <p>(c) be designed and constructed in accordance with Australian/New Zealand Standard AS/NZS 2890.6:2009 Parking facilities, Off-street parking for people with disabilities.</p>		
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C2.6 Development Standards for Buildings and Works

C2.6.3 Number of accesses for vehicles

Objective: That:

- (a) access to land is provided which is safe and efficient for users of the land and all road network users, including but not limited to drivers, passengers, pedestrians and cyclists by minimising the number of vehicle accesses;
- (b) accesses do not cause an unreasonable loss of amenity of adjoining uses; and
- (c) the number of accesses minimise impacts on the streetscape.

Acceptable Solutions	Performance Criteria	OFFICER COMMENT
<p>A1</p> <p>The number of accesses provided for each frontage must:</p> <p>(a) be no more than 1; or</p> <p>(b) no more than the existing number of accesses, whichever is the greater.</p>	<p>P1</p> <p>The number of accesses for each frontage must be minimised, having regard to:</p> <p>(a) any loss of on-street parking; and</p> <p>(b) pedestrian safety and amenity;</p> <p>(c) traffic safety;</p> <p>(d) residential amenity on adjoining land; and</p> <p>(e) the impact on the streetscape.</p>	<p><i>The proposal meets the Acceptable solution A1.</i></p>
<p>A2</p> <p>Within the Central Business Zone or in a</p>	<p>P2</p> <p>Within the Central Business Zone or in a</p>	<p><i>A2 is not applicable as the development is not</i></p>

pedestrian priority street no new access is provided unless an existing access is removed.	pedestrian priority street, any new accesses must: (a) not have an adverse impact on: (i) pedestrian safety and amenity; or (ii) traffic safety; and (b) be compatible with the streetscape.	<i>located in the Central Business Zone.</i>
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C3.0 Road and Railway Assets Code

The purpose of the Road and Railway Assets Code is:

- To protect the safety and efficiency of the road and railway networks; and
- To reduce conflicts between sensitive uses and major roads and the rail network.

This code applies to a use or development that:

- (a) will increase the amount of vehicular traffic or the number of movements of vehicles longer than 5.5m using an existing vehicle crossing or private level crossing;
- (b) will require a new vehicle crossing, junction or level crossing; or
- (c) involves a subdivision or habitable building within a road or railway attenuation area if for a sensitive use

C3.5 Use Standards

C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction

Objective: To minimise any adverse effects on the safety and efficiency of the road or rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction.

Acceptable Solutions	Performance Criteria	OFFICER COMMENT
A1 For a category 1 road or a limited access road, vehicular traffic to and from the site will not require: <ul style="list-style-type: none"> (a) a new junction; (b) a new vehicle crossing; or (c) a new level crossing. 	P1 Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or rail network, having regard to: <ul style="list-style-type: none"> (a) any increase in traffic caused by the use; (b) the nature of the traffic generated by the use; (c) the nature of the road; 	<i>A1 does not apply, no new vehicle crossing or level crossing is required.</i>
A1.2 For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.		<i>A1.2 does not apply, no new vehicle crossing or level crossing is required.</i>
A1.3		

<p>For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority.</p> <p>A1.4 Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than:</p> <p>(a) the amounts in Table C3.1; or</p> <p>(b) allowed by a licence issued under Part IVA of the <i>Roads and Jetties Act 1935</i> in respect to a limited access road.</p> <p>A1.5 Vehicular traffic must be able to enter and leave a major road in a forward direction.</p>	<p>(d) the speed limit and traffic flow of the road;</p> <p>(e) any alternative access to a road;</p> <p>(f) the need for the use;</p> <p>(g) any traffic impact assessment; and</p> <p>(h) any advice received from the rail or road authority.</p>	<p><i>A1.3 does not apply, no new vehicle crossing or level crossing is required.</i></p> <p><i>Acceptable Solution A1.4 cannot be met; therefore, the proposal is assessed against the Performance Criteria.</i></p> <p><i>The proposal will add some 14 vehicles per weekday to the existing traffic on Lovely Banks Road, which an increase of up to some 50% on the present use.</i></p> <p><i>A TIA prepared by a qualified traffic engineer is supplied with the EIS and recommend the existing vehicular be upgraded to meet Rural Property Access, adjusted for two-way use.</i> <i>This recommendation is included in the Conditions of the Planning Permit.</i></p> <p><i>The proposal meets the Performance Criteria P1.4.</i></p> <p><i>A1.5 does not apply, Lovely Banks Road is not a major road.</i></p>
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CONCLUSION

The report has assessed a Development Application for a Compost Facility and Associated Works at 'Somerton' 923 Lovely Banks Road, Colebrook.

The proposal has been found to comply with all the relevant standards of the Agriculture Zone and the applicable Codes of the Tasmanian Planning Scheme – Southern Midlands.

It is recommended that the Application be approved and a Permit issued with conditions and advice.

RECOMMENDATION

THAT, in accordance with the provisions of the *Tasmanian Planning Scheme - Southern Midlands* and section 57 of the *Land Use Planning & Approvals Act 1993*, Council APPROVE the Development Application (DA2500091) for Compost Facility and Associated Works at ‘Somerton’ 923 Lovely Banks Road, Colebrook (CT 134018/1), owned by R C Jones subject to conditions detailed below.

CONDITIONS – Part A (Council Permit)

Concordance with the application and permit conditions:

- (1) The use or development must be carried out substantially in accordance with the application for planning approval, the endorsed drawings and reports and with the conditions of this permit and must not be altered or extended without the further written approval of Council or, as necessary, the Environmental Protection Authority.

Environmental Protection Authority – Conditions of Approval:

- (2) The entity responsible for the approved compost activity (referred to in this permit as the Operator) must comply with the conditions contained in Schedule 2 Permit Part B, which the Board of the Tasmanian Environmental Protection Authority has required the planning authority to include in the permit, pursuant to section 25(5) of the Environmental Management and Pollution Control Act 1994.

Amenity

- (3) All external metal building surfaces of the approved development must be clad in non-reflective pre-coated metal sheeting, or painted to the satisfaction of the Council’s Manager Development and Environmental Services.

Parking and Access

- (4) The internal access road, parking and associated turning, loading and unloading areas servicing the development must be designed and constructed to the satisfaction of Council’s Manager Infrastructure & Works and must include:
 - a. adequate turning space on site to allow vehicles to enter and leave the site in a forward direction;
 - b. an all-weather pavement;
 - c. passing bays; and
 - d. stormwater drainage.
- (5) The internal driveway accessing the compost facility is to be constructed and maintained to avoid erosion and sediment transfer or de-stabilisation of the soil on site, or on adjacent properties, and be to the standard required by Council’s Manager Infrastructure & Works.
- (6) All areas set-aside for parking and associated turning, loading and unloading areas and access must be completed prior to cartage of any materials pursuant to the approved compost activity and must continue to be maintained to the satisfaction of Council’s Manager Infrastructure & Works.

- (7) The existing access on Lovely Banks Road must be upgraded and constructed in accordance with LGAT Standard Drawing TSD-R05-v3 “Truck Access to Rural Properties ‘Type A’” (including new culvert and headwalls) and per the approved Traffic Impact Assessment prepared by Terry Eaton, dated November 2022 and be to the satisfaction of Council’s Manager Infrastructure & Works.
- (8) Truck turning signs shall be installed on either side of the access on Lovely Banks Road, with exact locations to be confirmed by Council’s Manager Infrastructure & Works.
- (9) Any damage to Council’s infrastructure, as a consequence of any of the works associated with this development, shall be repaired by the Operator at the Operator’s expense.

Stormwater

- (10) Stormwater produced by the approved use and development must be retained and disposed of on-site in accordance with a Certificate of Likely Compliance or Plumbing Permit issued by the Permit Authority in accordance with the *Building Act 2016* (Tas).

Wastewater

- (11) Wastewater (including sewage) produced by the approved use and development must discharge to and be managed by an on-site waste disposal system in accordance with a Certificate of Likely Compliance or Plumbing Permit issued by the Permit Authority in accordance with the *Building Act 2016* (Tas).

Construction amenity

- (12) The approved development must only be carried out between the following hours unless otherwise approved in advance by Council’s Manager Development and Environmental Services:

Monday to Friday	7:00 a.m. to 6:00 p.m. (inclusive)
Saturday	8:00 a.m. to 6:00 p.m. (inclusive)
Sunday and State-wide public holidays	10:00 a.m. to 6:00 p.m. (inclusive)
- (13) All works associated with the development of the Site must be carried out in a manner that does not unreasonably cause injury to, or unreasonably prejudice or affect the amenity, function and safety of, any adjoining or adjacent land, and of any person therein or in the vicinity thereof, by reason of the:
 - a) emission of noise, artificial light, vibration, odour, fumes, smoke, vapour, steam, ash, dust, wastewater, waste products, grit or similar;
 - b) transportation of materials, goods and commodities to and from the Site;
 - c) obstruction of any public footway or highway; or
 - d) appearance of any building, works or materials.
- (14) Any accumulation of vegetation, building debris or other unwanted material must be disposed of by removal from the Site in an approved manner. No burning of any materials on site will be permitted unless first approved in writing by Council’s Manager Development and Environmental Services.
- (15) Public roadways and/or footpaths must not be used for the:
 - a) storage of any construction materials or wastes;
 - b) loading/unloading of any vehicle or equipment; or

- c) carrying out of any work, process or tasks associated with the project during the construction period, or otherwise.
- (16) The developer must make good and/or clean any footpath, road surface, drain, culvert or other like matter damaged, soiled or obstructed by the development, to the satisfaction of Council's Municipal Engineer.

THE FOLLOWING ADVICE APPLIES TO THIS PERMIT

- A. Subject to subsections 53(3), 53(4) and 53(6) of the *Land Use Planning and Approvals Act 1993* (Tas), this permit takes effect at the expiration of 14 days from the day on which the notice of the granting of this permit was served on all persons who have a right of appeal (*Land Use Planning and Approvals Act 1993* (Tas), subsection 53(1)).
- B. Pursuant to subsection 57(7) of the *Land Use Planning and Approvals Act 1993* (Tas), this permit remains in effect until it:
 - a) lapses under subsection 53(5) of the *Land Use Planning and Approvals Act 1993* (Tas); or
 - b) expires as a result of a condition or restriction contained in this permit; or
 - c) is cancelled under section 65G of the *Land Use Planning and Approvals Act 1993* (Tas).
- C. This planning permit is in addition to the requirements of the *Building Act 2016* (Tas). Approval in accordance with the *Building Act 2016* (Tas) may be required prior to works commencing. A copy of the *Directors Determination – categories of Building Work and Demolition Work* is available via the CBOS website: *Director's Determination - Categories of Building and Demolition Work* (PDF, 504.4 KB) or for Low Risk Building Work information go to: *Consumer Guide to Low Risk Building and Plumbing Work*.
- D. This permit does not imply that any other approval required under any other legislation, by-law or other regulatory regime has been granted.
- E. This permit does not take effect until all other approvals required for the use or development to which the permit relates have been granted (*Land Use Planning and Approvals Act 1993* (Tas), subsection 53(4)).
- F. The issue of this permit does not ensure compliance with the provisions of the *Threatened Species Protection Act 1995* (Tas) or the *Environmental Protection and Biodiversity Protection Act 1999* (Cth). The applicant may be liable to complaints in relation to any non-compliance with these Acts and may be required to apply to the Threatened Species Unit of the Department of Tourism, Arts and the Environment or the Commonwealth Minister for a permit.
- G. The issue of this permit does not ensure compliance with the provisions of the *Aboriginal Relics Act 1975* (Tas). If any aboriginal sites or relics are discovered on the land, stop work and immediately contact the Tasmanian Aboriginal Land Council and Aboriginal Heritage Unit of the Department of Tourism, Arts and the Environment. Further work may not be permitted until a permit is issued in accordance with the *Aboriginal Relics Act 1975* (Tas).
- H. The operator is required to apply to NRE for a dam works permit.

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor E Batt		
Deputy Mayor K Dudgeon		
Clr A E Bisdee OAM		
Clr D Blackwell		
Clr B Campbell		
Clr D Fish		
Clr F Miller		

12.1.2 Application to Amend the Planning Scheme (Reference DA2500/105), 20 Interlaken Road, Oatlands (CT44807/6, CT20462/5)

Author: CONSULTANT PLANNER (PETER CONEY)

Authorised by: MANAGER DEVELOPMENT & ENVIRONMENTAL SERVICES
(GRANT FINN)

Date: 28 JANUARY 2026

Attachment(s)

1. *Application Documents*
2. *Instrument of Certification, Draft Amendment DA 2500/105 20 Interlaken Road, Oatlands*

SUMMARY

E3planning on behalf of Tas Petroleum, and with the consent of the owner C&M Livestock Consulting Tasmania Pty Ltd, has submitted an application to the Southern Midlands Council (“the Council”) to insert a Site-specific Qualification (SSQ) within the Local Provisions Schedule of the Tasmanian Planning Scheme – Southern Midlands (“the Planning Scheme”). The SSQ will allow for Vehicle Fuel Sales and Service as a discretionary Use Class within the Planning Scheme, and seeks also to modify the categorisation of sign types within the Rural Zone at the site, making Blade Signs and Canopy Signs discretionary.

The application is made pursuant to Section 37 of the Land Use Planning and Approvals Act 1993 (“the Act”). This section of the Act allows a person to request the Planning Authority to assess and consider an amendment to the Planning Scheme. The request is in the form of an application to Council that provides a description of the proposal, the description of the land, a general assessment against the statutory provisions and requirements of the Act and rationale for why the Planning Authority ought to initiate an amendment to the Local Provisions Schedule (LPS).

In addition to the request to amend the Planning Scheme, the applicant has requested under Section 40T of the Act that at the same time as considering and preparing the planning scheme amendment, an application for planning permit is to be assessed as if the amendment allowing the use and signage were in effect.

The primary purpose for the amendment is to allow for a fuel station to be developed at the site, inclusive of electric vehicle charging, signage and a dedicated rest area. By seeking a combined permit with the amendment request, the outcome of the decision is to be confirmed or varied by the Tasmanian Planning Commission (TPC).

Council as a Planning Authority has the ability to initiate an amendment to the LPS of the Planning Scheme when requested, and where on consideration of the request, is satisfied that the amendment of the LPS will meet the LPS criteria.

Currently, under the Rural Zone, the land cannot be developed for a fuel station by reason of the Use Classes of that Zone, and the prohibition on signage typical of fuel stations (Blade Signs and Canopy Signs).

In considering these requests, it is the Planning Authority's responsibility to consider the LPS Criteria through the assessment provided in this report, together with the application submitted by E3planning.

The assessment in this report at Part 1 finds that the request to amend the LPS meets the LPS Criteria **subject to modifications**. It is recommended that Council initiate the amendment to the LPS as outlined in the recommendations of this report, and that Council certify the amendment by affixing the Council seal to the attached instrument.

Initiation of the amendment will then require the amendment be sent to the Tasmanian Planning Commission (TPC) and publicly exhibited for a period of 28 days. This will also require prior notification to State Agencies and Authorities that have an interest in the amendment.

Once the 28 day exhibition period is complete then the Planning Authority will again meet and consider any representations received during the exhibition period. The Planning Authority will consider a report on any representations and provide a recommendation to the TPC on such matters.

The TPC will then receive and consider the report on the Planning Authority's assessment and recommendations together with the application to amend the LPS. The TPC then review those recommendations and decisions of the Planning Authority, and hold any hearings on the Planning Scheme amendment to inform their decision making.

The assessment in this report at Part 2 finds that notwithstanding the amendment, the proposed permit for fuel station does not comply with the applicable development standards and a permit should not be granted.

PROPOSAL

The application requests Council initiate an amendment to the LPS to apply a Site-specific Qualification (SSQ) to the land at 20 Interlaken Road, Oatlands. At the same time as considering the amendment request, the applicant has requested that Council also consider whether a permit can be granted for a fuel station on the land as shown in the proposal plans.

The development which comprises the permit application is more fully described in Part 2 of this report.

The applicant has requested a SSQ in the following terms:

An additional Discretionary Use Class for this site is: Vehicle Fuel Sales and Hire with the qualification that

if not for selling or installing motor vehicle parts, selling of food, drinks and other convenience items, hiring of trailers or servicing or washing of motor vehicles [and]

Canopy and Blade Signs are discretionary if associated with a Vehicle Fuel Sales and Hire Use Class

Though subject site of the development is comprised of two separate titles, (CT 44807/6 and CT 20462/5), the application to insert the SSQ only relates to CT44807/6, being the principal site the use is proposed to occur. CT20462/1 being a section of road is included for reason

of the development of the fuel station access and egress only. An amendment is not necessary for this purpose, noting access and egress are part of the function of a road.

The applicant has provided signed consent for the lodgment of the application per Section 37 of the Act, and has included the Crown's consent, which is required for the permit application.

The amendment would require a general overlay to be applied to 44807/6 as shown in figure 1 below. The development proposed is shown in Figure 2.

If the Planning Authority initiates the amendment and the TPC confirms that decision, the permit component of the application may still be refused. In that case, a separate development application would be required to establish any fuel station on the land, unless the TPC overturns the refusal and grants approval as part of its decision.

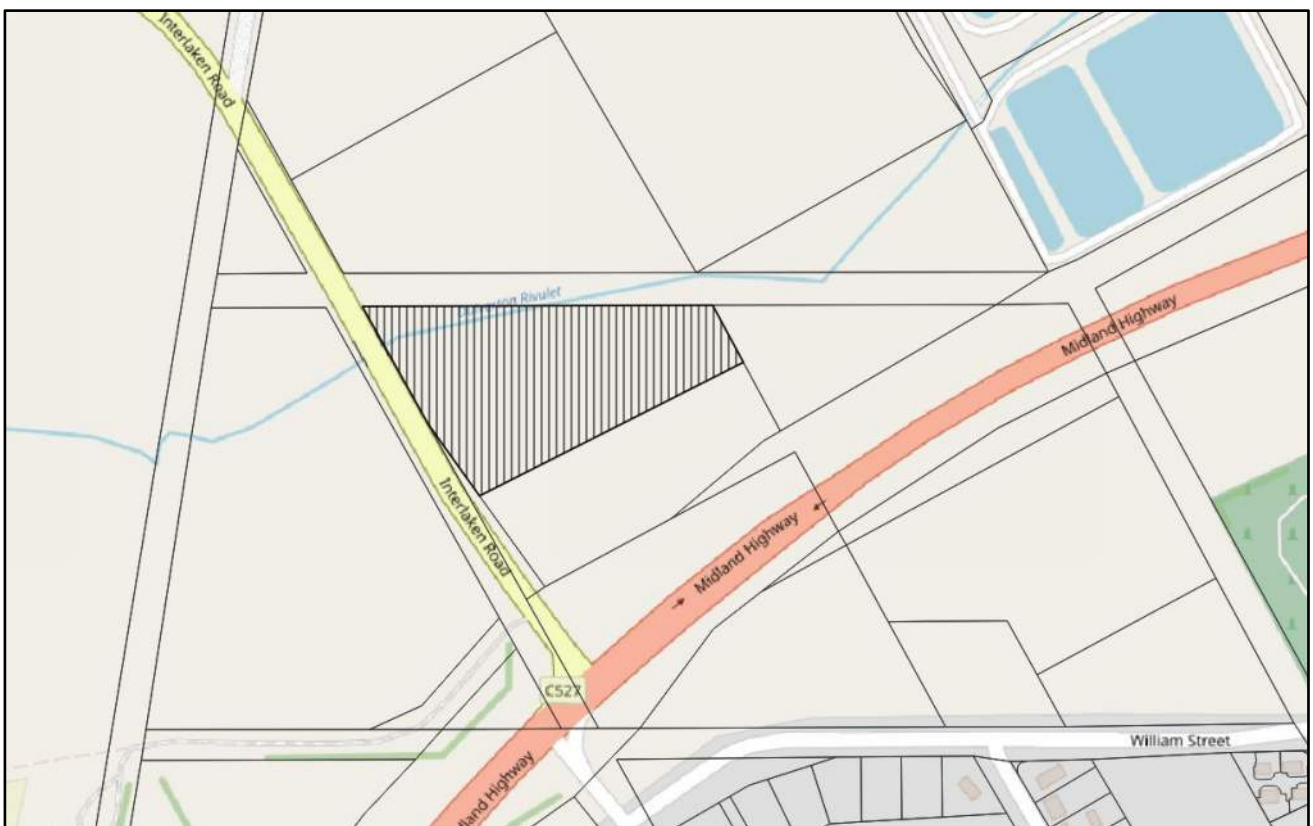


Figure 1: Application of Site-specific Qualification to 20 Interlaken Road, Oatlands. Map design: Land Use Planning and Development Tasmania Pty Ltd. Underlying data: LIST and OpenStreetMap Project.

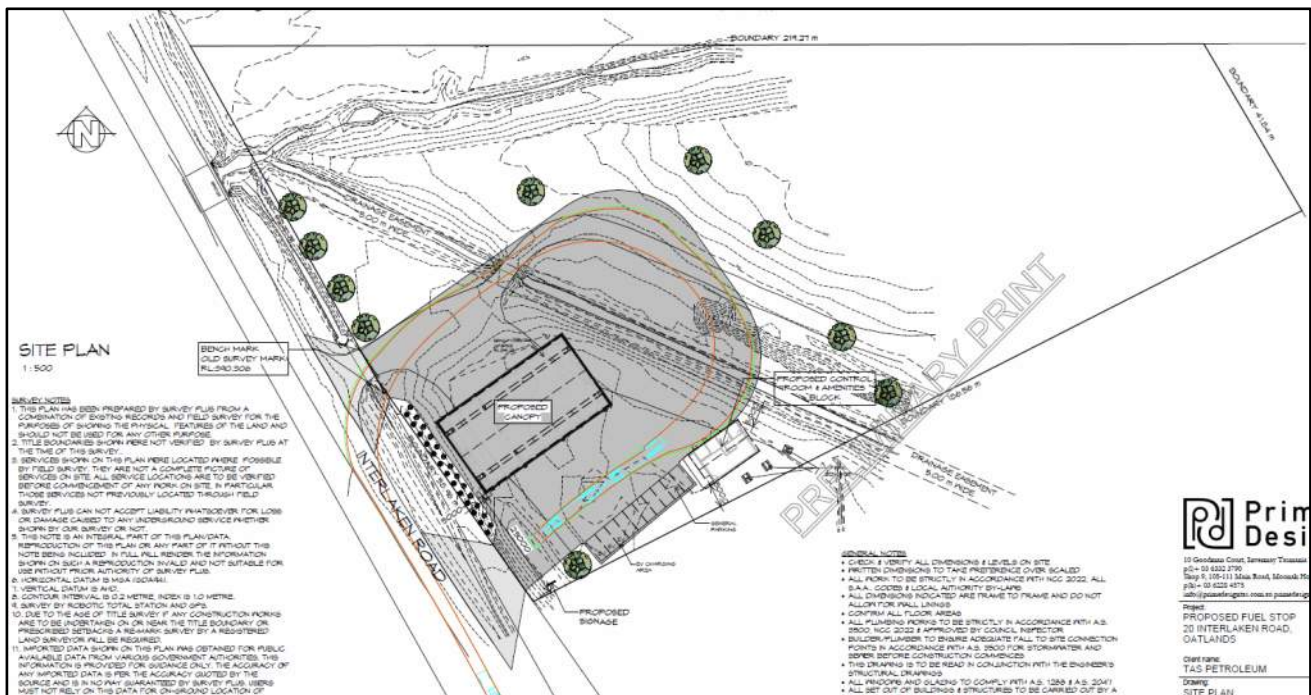


Figure 2: Site plan extract: Supplied, Prime Design

SITE AND LOCALITY

Site analysis

Of the two titles, one is a part of the land known as 20 Interlaken Road. This address is shared with two other parcels on the north east side of Interlaken Road, though are not relevant for this assessment. The other title is part of an acquired road which is Crown Land. The area of the site is approximately 1.8ha.

The land is relatively flat, and has been highly modified to create areas for storage and distribution of materials associated with road works upgrades. There is a drainage channel which bisects the site carrying surface flows into the Dulverton Rivulet, which has been dammed at 'Dulverton Park' (see Figure 3). The rivulet ultimately feeds the Jordan River some 8 kilometers away to the west. There is no native vegetation, and the site is in proximity to the 'Oatlands sewage lagoons'. Though part of the township of Oatlands, the site is separated by the Midland Highway to the south and east.

The site and immediate vicinity are characterised by the Midland Highway, Interlaken Road and additional works which provide for vehicle turning ('G-Turn'). Surrounding the area, as viewable from the Midland Highway, the site forms the foreground of a scenic landscape owed to extensive pasture, windbreaks, sporadic native vegetation and exotic vegetation, and homesteads set before a skyline of low hills.

From the south, Burburys Hill provides a backdrop whereas approaching from the east, Fernleigh Hill, Boomer Hill and an expansive windbreak of pines at 103 Interlaken Road are visible looking west (ref figures 3, 4 and 5).



Figure 3. Site and locality relative to the immediate surrounds: Site (red) Burbury Hill (2), Oatlands sewage lagoons (3), 'Dulverton Park', 5 Interlaken Road (4), 'Drayton' 103 Interlaken Road (5), and St Peters Anglican Church (6). Image design: Land Use Planning and Development Tasmania Pty Ltd. Underlying data: LIST and Google.



Figure 4. Site from Interlaken Road with Burbury Hill in the background, Photo Land Use Planning and Development Tasmania Pty Ltd, taken 14 January 2026.



Figure 5. Site (midground left) and surrounds as viewable from Midland Highway looking north, with Burbury Hill (right). Photo: Land Use Planning and Development Tasmania Pty Ltd, taken 14 January 2026.



Figure 6. Site (1) and locality as viewable from Midland Highway (looking west) with tree line at 'Drayton' 103 Interlaken Road (2), Boomer Hill (3), and Fernleigh Hill (4) providing a backdrop. Photo: Land Use Planning and Development Tasmania Pty Ltd, taken 14 January 2026.



Figure 7. Site (red) relative to the township boundary (orange) as identified within the Oatlands Structure Plan 2021. Image design: Land Use Planning and Development Tasmania Pty Ltd. Underlying data sources: LIST, Google, Oatlands Structure Plan 2021.

Alternative locations for the use

With respect to the range of zones applied within Oatlands, a fuel station could only be allowed within the Light Industrial Zone (Permitted), or the General Business Zone (Discretionary).

The development area of the fuel station at 20 Interlaken Road is approximately 4,500m², not including the vehicle cross overs. Assuming this is a relatively consistent spatial requirement for uses of this type, within the Oatlands area, there are fourteen sites with an area greater than 4,500m² which are within either the Light Industrial Zone, or the General Business Zone. Arguably then, these lots by virtue of their zoning and size are capable of a similar development without the need for a planning scheme amendment.

On review of these fourteen sites, only two are vacant and only one of those has access to a sealed road. This property known as 'Tunnack Road' (CT 54101/1) is outside of the Oatlands Township and shares none of the transport synergies with the Midland Highway that 20 Interlaken Road does, making alternatives without an amendment as proposed unlikely.

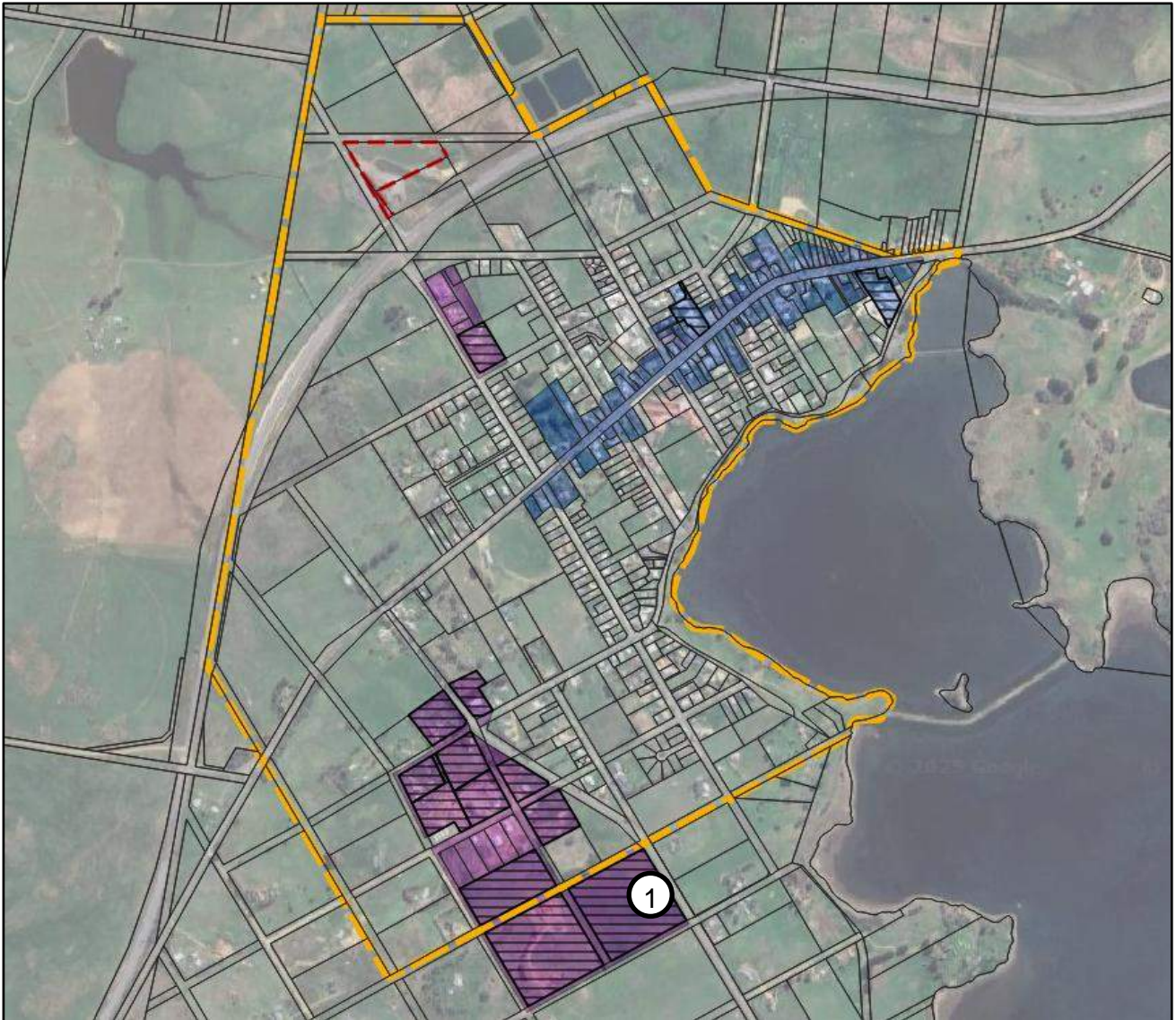


Figure 8. Site (red) relative to the extent of the General Business Zone (blue), Light Industrial Zone (purple) and lots therein, which are greater than 4,500m² (hatched). 'Tunnack Road' (CT 54101/1) is identified as (1). Image design: Land Use Planning and Development Tasmania Pty Ltd. Underlying data sources: LIST, Google, Oatlands Structure Plan 2021.

Access and Services Infrastructure

The land is accessed from Interlaken Road, a short distance from the junction with the Midland Highway. Interlaken Road is for the most part a Council maintained road, though the length of this road from the junction with the Midland Highway to the G-Turn is managed by the Department of State growth.



Figure 7. Site (1) as viewable from Interlaken Road (looking east) with access location (2), 'G-turn' (3), and the intersection with the Midland Highway (4). Photo: Land Use Planning and Development Tasmania Pty Ltd, taken 14 January 2026.

Transport to and from the land would typically be by vehicle. Pedestrian, cycling and public transport is not facilitated by paths or any network, and is considered highly unlikely. The application has been referred to the Department of State growth, and is supported by a traffic impact assessment which speaks to the suitability of the proposal as designed, and facilitated by the Site-specific Qualification.

Power supply is feasible and the application has been referred to TasNetworks which provides that "Tasnetworks have no issues with the proposed fuel station".

Water is available and TasWater has responded to a referral of the proposal with a submission inclusive of conditions to be appended to any permit if issued. There is no sewer available and the development will require an onsite waste water management system. Councils Environmental Health Officer has noted that:

Details of the proposed system will be assessed through normal Council processes, with a plumbing application requiring a site and soil evaluation and system designed by a suitably qualified person. The site and [soil] evaluation/system will be required to take proximity to the waterways and other site features into consideration.

Overall, the proposed mitigating measures reduce the risk of environmental harm from the proposed activity.

For stormwater, a Stormwater Management Report has been supplied in support of the amendment and development, which provides that subject to further design a stormwater system can effectively manage flows and direct them to the existing drainage channel which forms part of the local infrastructure discharging to the Dulverton Rivulet.

Aboriginal Heritage

A desktop search through the Aboriginal Heritage Tasmania portal has not identified any registered Aboriginal relics or apparent risk of impacting registered Aboriginal relics.

Standard advice from Aboriginal Heritage Tasmania is that future use and development proceed with an Unanticipated Discovery Plan on hand in the event that sites or items of significance are discovered. This is the typical advice given where there are no site listed on the land.

Historic Heritage

There are no places entered into the Tasmanian Heritage Register (THR) of the Historic Cultural Heritage Act 1995, or listed under the Local Historic Heritage Code of the Planning Scheme within the subject site. The proposal is near to 'Dulverton Park', THR reference 5502.

Flora and Fauna

Part of the land is mapped under the waterway coastal protection area (WCPA) under the C7.0 Natural Assets Code of the Planning Scheme. This area is shown in figure 8.



Figure 8: Waterway Coastal Protection Area as applied to the site and surrounds (blue hatched) relative to site (red) and Oatlands township as identified in the Structure Plan (Orange). Image design: Land Use Planning and Development Tasmania Pty Ltd. Underlying data: LIST and Google.



Figure 9. Drain looking south east. Photo: Land Use Planning and Development Tasmania Pty Ltd, taken 14 January 2026.



Figure 10. Drain looking north west. Photo: Land Use Planning and Development Tasmania Pty Ltd, taken 14 January 2026.



Figure 11. Dulverton Rivulet toward Interlaken Road (West). Photo: Land Use Planning and Development Tasmania Pty Ltd, taken 14 January 2026.

There are no flora and fauna values identified through desktop survey, and the land is designated as modified land, FAL, Agricultural land within the TASVEG communities layer available on LIST.

Natural Hazards

The site is subject to flooding and bushfire risk. The presence of these risks are accepted and management matters are addressed in the supporting documentation for the amendment, and the response to Managing Risk and Hazard (MRH) policies of the Southern Tasmanian Regional Land Use Strategy (STRLUS).

Part 2 of this report considers the nature of the use and development with respect to the applicable standards of the C12.0 Flood -Prone Areas Hazard Code, and the C13.0 Bushfire-Prone Areas Code.

PART 1 - AMENDMENT ASSESSMENT

This section of the report will provide the statutory assessment of the proposed rezoning against the LPS Criteria provided in 34 of the Act. It is a requirement of Section 38 and Section 40F of the Act, that the Planning Authority is satisfied that a draft amendment of an LPS will meet the criteria.

The assessment criteria for a request to amend the LPSs at section 34(2) of the Act provide as follows:

- (2) The LPS criteria to be met by a relevant planning instrument are that the instrument
 - (a) contains all the provisions that the SPPs specify must be contained in an LPS
 - (b) is in accordance with section 32
 - (c) furthers the objectives set out in Schedule 1
 - (d) is consistent with each State policy
 - (da) satisfies the relevant criteria in relation to the TPP's (Tasmanian Planning Policies)
 - (e) as far as practicable, is consistent with the regional land use strategy, if any, for the regional area in which is situated the land to which the relevant planning instrument relates
 - (f) has regard to the strategic plan, prepared under section 66 of the Local Government Act 1993 that applies in relation to the land to which the relevant planning instrument relates
 - (g) as far as practicable, is consistent with and co-ordinated with any LPSs that apply to municipal areas that are adjacent to the municipal area to which the relevant planning instrument relates
 - (h) has regard to the safety requirements set out in the standards prescribed under the Gas Pipelines Act 2000.

Each of the criteria is considered in turn

Section 34(2)(a)

The instrument – contains all the provisions that the SPPs specify must be contained in an LPS.

The proposal complies with the SPP requirements for an LPS as set out in clause LP1.6 Site -specific Qualifications.

The proposed change is to be listed **as modified from that provided in the request** from the applicant as follows, within the table SOU-Site -specific Qualifications:

SOU-20.6	20 Interlaken Road, Oatlands	44807/6	<p>An additional Discretionary Use Class for this site is:</p> <p>Vehicle Fuel Sales and Service, if only for the sale of fuels, charging of electric vehicles, and provision of a dedicated rest area provided no other activity associated with the use is proposed; and</p> <p>Canopy and Blade Signs are discretionary if for directing attention to the sale of fuel, or charging of electric vehicles, and no other use or activity</p>	<p>Rural Zone – clause 20.2 Use Table</p> <p>Signs Code clause C1.6.1 Design and Siting of Signs</p>
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The reasons for the modification are provided at the conclusion of this report.

The amendment is considered to comply with paragraph (a).

Section 34(2)(b)

The instrument – is in accordance with section 32.

This section identifies the technical aspects of the LPS, as well as provides a connection with the requirement at section 32(4) that provisions of Site-specific Qualifications which are in addition to, modify, or are in substitution of provisions of the State Planning Provisions are only to be included in an LPS if –

- (a) a use or development to which the provision relates is of significant social, economic or environmental benefit to the State, a region or a municipal area; or
- (b) the area of land has particular environmental, economic, social or spatial qualities that require provisions, that are unique to the area of land, to apply to the land in substitution for, or in addition to, or modification of, the provisions of the SPPs.

The applicant's amendment report provides detailed information on the benefits of providing rest stops on the national highway, and introduction of competition in retail of fuel on the Midland Highway having a significant impact on fuel prices, thus providing savings to motorists.

The economic argument provided by the applicant is accepted. The amendment will facilitate a specific type of development in a key location on the national highway, and this provides a significant economic benefit to the State, thus compliant with section 32(4)(a).

For those other technical matters of section 32 the spatial application of the SSQ is in conformity with the LPS, and permissibly overrides the SPPs as a Site-specific Qualification may. The proposal complies with paragraph (b).

Section 34(2)(c)

The instrument – furthers the objectives set out in Schedule 1.

The following tables consider the Objectives in Parts 1 and 2 of Schedule 1 of the Act.

Table 1 Part 1 – Objectives of the Resource Management and Planning System of Tasmania

Objective	Comment
(a) to promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity;	The proposal includes the piping of a drainage channel, which will maintain water flows, being the remnant natural assets of the site.

(b) to provide for the fair, orderly and sustainable use and development of air, land and water;	<p>The amendment introduces a specific use for the site, and a means of developing supporting signage, considered sustainable on balance of the benefits of the use against the limited natural resources or values.</p> <p>Largely the use facilitated by the amendment has significance for the State in terms of the efficient distribution of freight on a national highway, as well as economic benefits in providing competitive access to an important commodity.</p>
(c) to encourage public involvement in resource management and planning;	<p>Public involvement in the amendment is implemented through the statutory notification/exhibition period for the application. Adjoining owners and interested parties or persons may lodge a representation on the proposal. It is noted the Structure Plan underwent public consultation and key actions related to increasing public amenity were raised through engagement.</p> <p>The proposal will deliver outcomes related to pedestrian amenity.</p>

Objective	Comment
(d) to facilitate economic development in accordance with the objectives set out in paragraphs (a), (b) and (c);	The proposal will assist with competition in the sale of an important commodity. These factors are relevant in facilitating economic development by reducing barriers to efficient transport and logistics whilst recognising the limited natural resource and genetic diversity of the site in its heavily modified state.
(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.	This is primarily achieved through the rezoning and application process provided under the Resource Management and Planning System (RMPS) Tasmania.

It is considered that the proposal furthers the Objectives.

Table 2 Part 2 – Objectives of the Planning Process Established by this Act

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

Objective	Comment
(a) to require sound strategic planning and co-ordinated action by State and local government;	<p>The State Policies, the regional land use strategy, Council's Strategic Plan and Council's Structure Plan are discussed in this report.</p> <p>It is considered that each of the strategic planning outcomes would be adequately met.</p> <p>The Section 37 amendment process represents a co-ordinated action of assessment and initiation.</p> <p>It is recognised that not all strategic planning can anticipate market driven initiatives, and so consideration in this sense includes an analysis as to whether the initiative is inconsistent with strategic planning objectives, rather than it being supported as an objective of the strategic planning already undertaken.</p>

Objective	Comment
(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;	The existing system of planning instruments is capable of adequately addressing the issues involved within this proposal.
(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;	<p>The effects on the environment will be considered through the applicable standards of the Planning Scheme and the STRLUS policies.</p> <p>The applicant has supplied an economic consideration and this is accepted.</p>
(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;	The proposed amendment is a modest variation of the use table for a specific zone, to facilitate a use adjacent to a national highway. All other controls or policies which further this objective are to be retained.
(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;	This is achieved through the existing interrelation of Acts under the Resource Management Planning System (RMPS).

(f) to promote the health and wellbeing of all Tasmanians and visitors to Tasmania by ensuring a pleasant, efficient and safe environment for working, living and recreation;	The provision of a fuel station at the fringe of the township will facilitate pedestrian amenity within the town by reducing heavy vehicle traffic. Recognising there is a demand for an additional fuel retailer within the Midlands, there is further benefit in locating potential for vaporous emissions away from residences.
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Objective	Comment
(g) to conserve those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value;	<p>The site is neither locally or state listed for historic heritage, nor is the site identified for Aboriginal Heritage.</p> <p>The site is not within the Cultural Landscape Precinct which has been applied to rural land on the eastern side of the Midland Highway, nor is the site within a scenic protection area, or within a zone, the purpose of which is to protect landscape qualities.</p> <p>The site is however within a scenic road corridor which has been applied to the Midland Highway.</p> <p>The proposal does little to conserve this area which contributes to the scenic qualities identified within the LPS. It is recognised however, that the amendment is to override the use table and allow for sign types only, and the development standards of the C8.0 Scenic Protection Code of the State Planning Provisions will continue to fulfill this objective of the planning process.</p>
(h) to protect public infrastructure and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community; and	The proposed fuel station is not considered to be a utility or public infrastructure. The impact of the proposal on utilities and infrastructure in the vicinity has been considered by the relevant regulators (TasWater Dept. State Growth) which do not object.
(i) to provide a planning framework which fully considers land capability.	This is provided through the previous planning studies, planning scheme development which has led to this application before Council.

Section 34(2)(d)

The instrument – is consistent with each State policy.

The following State policies are made under the State Policies and Projects Act 1993. These are:

- State Policy on the Protection of Agricultural Land 2009;
- State Policy on Water Quality Management 1997; and
- Tasmanian State Coastal Policy 1996.

This section will also consider the National Environmental Protection Measures, which have been adopted as State policies.

Each is considered in turn below.

State Policy on the Protection of Agricultural Land 2009

The State Policy on the Protection of Agricultural Land 2009 (PAL) aims to conserve and protect agricultural land so that it remains available for the sustainable development of agriculture, recognising the particular importance of prime agricultural land.

Agricultural land is defined under the policy as:

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

The land is not considered agricultural land; it is not in use for agricultural purpose, nor does it have the potential for agricultural use noting its size and the disconnected circumstance of the lot in relation to its surroundings. These factors for agricultural potential were examined as part of the 'Land Potentially Suitable for Agriculture Zone' project which though not excluding the site from the study area (identified as grey in figure 12), it did not identify any level of potential to warrant consideration as only 'potentially constrained'.

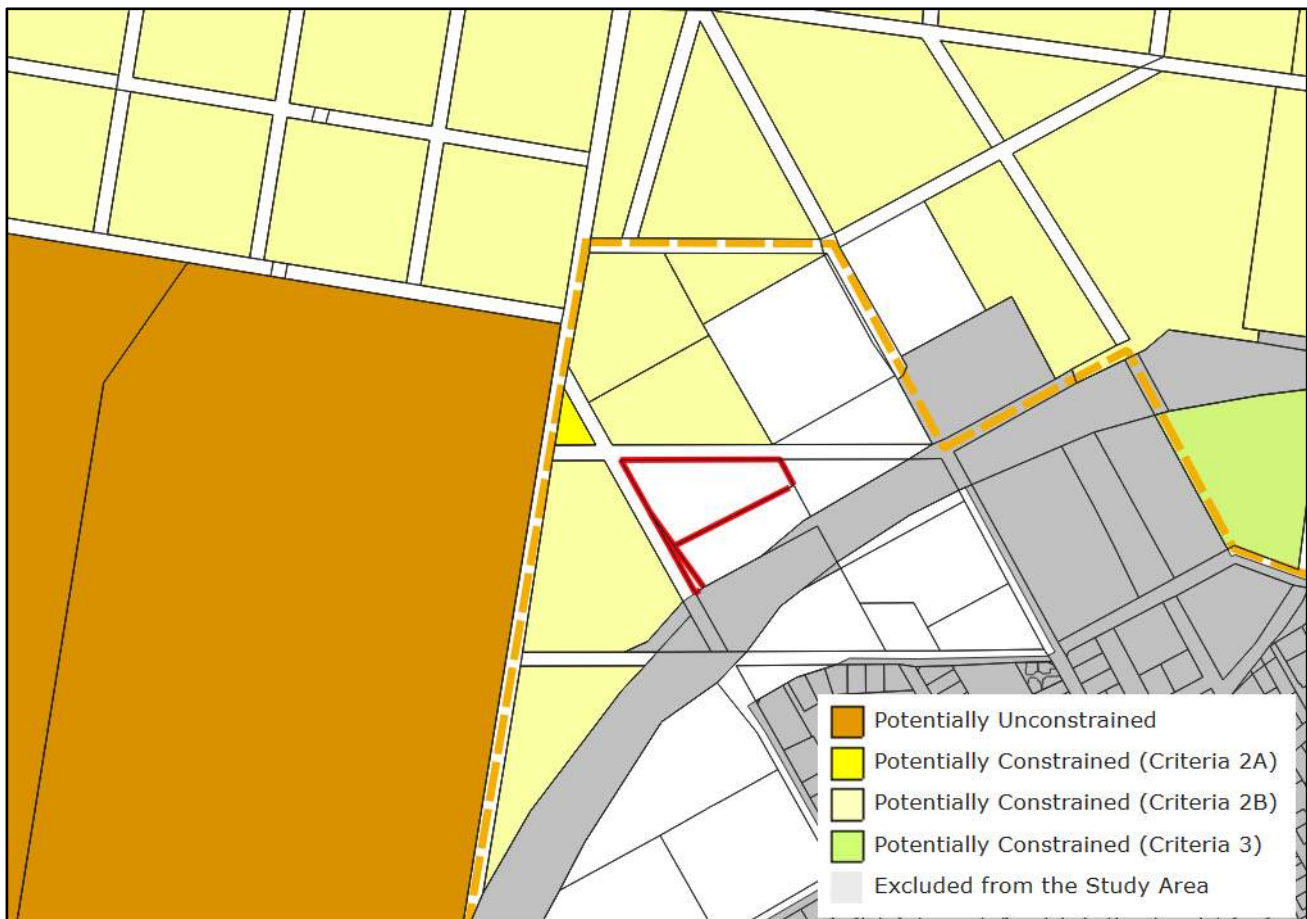


Figure 12. Land Potentially Suitable for Agriculture Zone Layer with site identified (red), relative to the Oatlands Township Boundary (orange). The site was not excluded from the study area, though has not been identified with respect to any suitability. Image design: Land Use Planning and Development Tasmania Pty Ltd. Underlying data: LIST.

Though the land is not considered as agricultural land within the meaning of the Policy, the potential impacts of the proposal on nearby land which is considered agricultural land are relevant, particularly the potential for pollutants to enter a watercourse which has been dammed for the purpose of irrigating.

Consideration of water quality however is more specifically addressed under the State Policy on Water Quality Management 1997 (SPWQM). Broadly, use and development of land may be in accordance instruments devised to give effect to that policy, namely the State Planning Provisions, and these can appropriately mitigate the potential for contamination of water for irrigating purposes by any use or development being subject to conditions on water quality.

Such conditions may be imposed on a permit under clause 6 of the Planning Scheme, and doing so would satisfactorily address the potential impacts to agricultural land near to the proposed site.



Figure 13. site relative to watercourses which flow toward a dam at 'Dulverton Park', 5 Interlaken Road (Dam ID 10632). Image design: Land Use Planning and Development Tasmania Pty Ltd. Underlying data: LIST and Google.

State Policy on Water Quality Management 1997

The State Policy on Water Quality Management 1997 (SPWQM) aims to achieve the sustainable management of Tasmania's surface water and groundwater resources by protecting or enhancing their qualities while allowing for sustainable development in accordance with the objectives of Tasmania's RMPS.

The site includes two watercourses: One is a heavily modified drain (ref Figures 9, and 10 of this report) which carries flows from Oatlands underneath the Midland Highway. The other is a section of the Dulverton Rivulet which runs along the northern periphery of Oatlands (ref Figure 11) through the sewage lagoons north east of the site, and toward a dam at 5 Interlaken Road.

On the site there are few natural assets except that of maintained water flows, and the existing water quality. Development facilitated by the amendment may feasibly maintain flows, and with respect to quality; the development will be required to comply with the applicable standards of the Natural Assets code, and general conditions on quality may be imposed on any permit. The applicant also contends an onsite wastewater system may be sited entirely outside of the waterway coastal protection area, and Councils Environmental Health Officer has noted that this will require detailed design at the plumbing permit stage to ensure matters of health are observed.

In considering the appropriateness of the amendment, though there is potential that poorly managed stormwater could introduce hydrocarbons into watercourses, it is considered reasonable that the general power to impose conditions implements the policy, rather than relying on use categorisation in a given zone.

With reference to the SPWQM at paragraph 15.1 (c), point source discharge may be authorised where discharge will not prejudice the achievement of the water quality objectives

for the receiving water. The policy anticipates limits for emissions may be set – per conditions of any permit.

As for diffuse sources of pollution, the development to be facilitated by the amendment is proposed with a finished surface level higher than the 1%AEP + Climate Change factor, and so diffuse source in a flooding event is unlikely.

The proposed amendment, allows for a use class which though precedent to a potentially contaminating activity, can be sufficiently managed such that the point source discharge of pollutants is managed to not prejudice the water quality.

Tasmanian State Coastal Policy 1996

The land at 20 Interlaken Road is not within 1km of any State waters. This policy is not applicable to the proposed rezoning.

National Environmental Protection Measures

The following National Environmental Protection Measures (NEPMs) have been adopted as State policies by Tasmania:

Air Toxics NEPM;

New service stations can implement vapour recovery technologies which are highly effective in reducing air toxics within the meaning of the NEPM. The use of vapour recovery technology is understood to be industry regulated. Other matters of air quality related to road use are implemented through fuel standards and vehicle emission standards.

With respect to the amendment facilitating a use otherwise allowable in urban zones, detailed response regarding the air quality impacts is not considered necessary on balance of the degree to which the industry is regulated, and its common occurrence across the state.

Ambient Air Quality NEPM;

Similar to the Air Toxics NEPM, emissions of carbon monoxide, nitrogen dioxide and sulfur dioxide (as parts of vehicle exhaust) are regulated through fuel standards and vehicle emissions standards. Fuel stations of themselves do not generate exhaust fumes.

Assessment of Site Contamination NEPM;

The goal of this NEPM is to establish a nationally consistent approach to the assessment of site contamination to ensure sound environmental management practices by the community which includes regulators, site assessors, environmental auditors, landowners, developers and industry.

This is not relevant in considering the amendment request.

Diesel Vehicle Emissions NEPM;

The Diesel Vehicle Emissions NEPM is implemented through fuel and vehicle emission standards. This is not relevant in considering the amendment request.

Movement of Controlled Waste between States and Territories NEPM;

No controlled waste is expected to be generated by the proposal. This is not relevant in considering the amendment request.

National Pollutant Inventory NEPM;

The goal of this NEPM is to collect a broad base of information on emissions and transfers of substances on the reporting list, and to disseminate the information collected.

This is not relevant in considering the amendment request.

Used Packaging Materials NEPM.

The proposed amendment would lead to development that will involve typical and small scale civil infrastructure activity for the development of the subdivision roads and infrastructure. It is considered that waste, emissions and potential for contamination risk would be minor and that the proposal would be consistent with the NEPMs.

Section 34(2)(d)

The instrument – satisfies the relevant criteria in relation to the TPPs.

This provision of the Act is not currently applicable – as the TPPs are not in effect as of the date of this report.

Section 34(2)(e)

The instrument – as far as practicable, is consistent with the regional land use strategy, if any, for the regional area in which is situated the land to which the relevant planning instrument relates.

As required by section 34(2)(e) of LUPAA, a draft LPS amendment must be consistent as far as practicable with the relevant regional strategy.

The site is within the area of the Southern Tasmania Regional Land Use Strategy 2010-2035 (STRLUS). All policies within the STRLUS have been reviewed. This report discusses those policies that are directly relevant to the matters under consideration. The remaining policies, do not materially influence the assessment and are therefore not addressed in detail.

Biodiversity and geodiversity policies

BNV 1 Maintain and manage the region's biodiversity and ecosystems and their resilience to the impacts of climate change.

There are no natural assets evident at the site, with the exception of water flows through a drain and that of the Dulverton Rivulet. These assets may be feasibly maintained through appropriate design of stormwater systems as well as the imposition of conditions to observe quality targets.

BNV 2 Protect threatened vegetation communities, flora and fauna species, habitat for threatened species and places important for building resilience and adaptation to climate change for these.

As above.

BNV 5 Prevent the spread of declared weeds under the Weed Management Act 1999 and assist in their removal.

Any permit issued for the development of a fuel station may require a weed management plan both during construction and ongoing. Vegetation rehabilitation works for the removal of declared weeds otherwise are exempt from requiring a planning permit and this exemption listed within the State Planning Provisions effectively implements this policy. (BNV 5.1)

Water resources policies

WR 1 Protect and manage the ecological health, environmental values and water quality of surface and groundwater, including waterways, wetlands and estuaries

WR 2 Manage wetlands and waterways for their water quality, scenic, biodiversity, tourism and recreational values.

Both WR1 and WR2 may be implemented by the maintenance of water flows and achievement of water quality targets, similar to the feasible actions which implement the Biodiversity and geodiversity policies. The State Policy on Water Quality Management outcomes may be achieved through conditions imposed by reference to clause 6 of the State Planning Provisions. (WR1.1)

Managing risks and hazards policies

MRH 1 Minimise the risk of loss of life and property from bushfires.

The site is subject to bushfire risk, and an accredited person has prepared a Bushfire Hazard Management Report, as well as an Emergency Management Strategy which has been endorsed by the Tasmania Fire Service.

The proposed amendment does not affect the Bushfire Prone Hazard Areas Code which implements this policy. (MRH 1.4)

MRH 2 Minimise the risk of loss of life and property from flooding

The site is subject to Flood risk. The amendment does not affect the Flood Prone Hazard Areas Code which implements this policy. (MRH 2.2)

MRH 4 protect land and groundwater from site contamination and require progressive remediation of contaminated land where a risk to human health or the environment exists.

A use within the Vehicle Fuel Sales and Service Use Class is a potentially contaminating activity by definition of the State Planning Provisions. It is understood however that there are Australian Standards for the storage and development of tanks and fuel stations to prevent contamination.

Notwithstanding this, any potential contamination would be managed through C14.0 Potentially Contaminated Land Code which has been devised to implement this policy (MRH 4.1).

Cultural Values policies

CV 4 Recognise and manage significant cultural landscapes throughout the region to protect their key values.

The site is partially subject to a scenic road corridor which has been applied to capture and protect the scenic qualities of the landscape either side of the Midland Highway. Much of the scenic quality in this area is owed to cultural heritage, being a historic pattern of agricultural uses.

The site is not within a ‘Local Historic Landscape Precinct’ within the meaning of the Local Historic Heritage Code, which has been applied to the southern and eastern side of the Midland Highway (Oatlands Cultural Landscape Precinct). There are however shared values managed by the relevant codes invoked by development within the two overlays, and the Cultural Values Policy is a relevant antecedent to the recognition of both.

The amendment proposes an additional use, and to allow for canopy signs and blade signs at the site as a discretionary sign type. Ordinarily these sign types are prohibited. Noting the site conditions and value with respect to the scenic quality of the site, an amendment to allow such sign types as permissible does not of itself offend the scenic qualities of the site, noting the scenic road corridor will continue to manage the particular form of any such signage, and the site is only partially subject to this overlay.

It is reasonable to consider that this policy insofar as it relates to the types of values of the site can continue to be implemented by the C8.0 Scenic Protection Code (CV 4.2).

Recreation and Open Space

ROS 1 Plan for an integrated open space and recreation system that responds to existing and emerging needs in the community and contributes to social inclusion, community connectivity, community health and well-being, amenity, environmental sustainability and the economy

Though the Recreation and Open Space Policies tend to the delivery of open spaces, these have relevance for this amendment in that providing for a specific retail service at the periphery of Oatlands where otherwise not permissible has implications for achieving positive open space outcomes within the town. Particularly, these relate to the viability of connections within the township to serve the community, without disruption of heavy vehicles.

The amendment contributes to the implementation of this policy (ROS 1.5).

Land use transport integration policies

LUTI 1 Develop and maintain an integrated transport and land use planning system that supports economic growth, accessibility and modal choice in an efficient, safe and sustainable manner.

The proposal aims to provide a fuel station which leverages off of the national highway network, assisting in the efficiency of the movement of passengers and freight. As an externality, it is considered the proposal will also improve the walking experience within the Oatlands Township by reducing the frequency of larger vehicles using High Street (LUTI 1.11).

Tourism

T1 Provide for innovative and sustainable tourism for the region

The amendment will facilitate the development of a fuel station with rest area which alongside freight distributors, will likely serve tourists travelling along the Midland Highway. The provision of fuel at the periphery of a township arguably serves the centre of the township to reduce vehicle traffic, thereby making it a more pleasant destination for walking and, outdoor dining amongst the significant historic value of Oatlands.

Provided the specifics of the qualification as recommended are initiated, being a strict limitation on activities which may be associated with any fuel station beyond fuel, the charging of electric vehicles, and provision of a rest area; the site of itself cannot function as a destination diverting tourism focus from the centre.

The amendment implements this policy (T1.1).

Activity Centre policies

AC1 Focus employment, retail and commercial uses, community services and opportunities for social interaction in well-planned, vibrant and accessible regional activity centres that are provided with a high level of amenity and with good transport links with residential areas

The amendment will facilitate a fuel station, signage and rest area at the periphery of Oatlands, which is a Rural Services Centre*. The nature of the qualification as recommended, and as modified from the original request is such that the potential for colocation of other activities with the fuel station is limited, thereby ensuring a focus on employment, retail and commercial uses in the centre of town. The amendment does however recognise the benefits of the use and the synergies with the Midland Highway. (AC1.3 and AC 1.6)

AC3 Evolve Activity Centres focussing on people and their amenity and giving the highest priority to creation of pedestrian orientated environments.

Similar to matters relevant for the Land use transport integration policy, the proposal aims to provide a fuel station which leverages off of the national highway network, assisting in the efficiency of the movement of passengers and freight. The proposal will also improve the walking experience within Oatlands by reducing the frequency of larger vehicles using High Street (AC 3.1)

The amendment is considered to implement the relevant Activity Centre policies

*Rural Services Centre		
Role	To provide predominantly non-urban communities with a range of goods and services to meet their daily and weekly needs. Trips to	Brighton Huonville

	larger Primary and Principal Activity Centres only required occasionally	New Norfolk Oatlands Sorell
Employment	Includes a mix of retail and office based employment servicing the local area or having limited office space requirements. May include one or two larger employers that are not suited to an urban location.	
Commercial including retail	Should offer at least one major or a combination of independent supermarkets and a range of speciality shops. Local or district level commercial office space servicing the community. May include district offices of government functions if strong correlation to features of the surrounding location.	
Government Services & Community infrastructure	Should offer a range of health and cultural facilities required to support rural community: District Health Centre, Service Tasmania outlet, Community Centre/Community Hall. Educational facilities should be provided (at least Primary and Secondary School,). Should be centre of Local Government services within the relevant LGA. May include State Government district offices benefitting from a more rural location (i.e. Park & Wildlife, Inland Fisheries,	
Residential	Some limited residential.	

It is considered that the proposal is consistent as far as practicable with the relevant policies of the Strategy.

Section 34(2)(f) Strategic Plan

The instrument – has regard to the strategic plan, prepared under section 66 of the Local Government Act 1993, that applies in relation to the land to which the relevant planning instrument relates.

The relevant Strategic Plan for the land is the *Southern Midlands Strategic Plan 2024 – 2034*.

The strategic plan does not anticipate the proposal, though it is relevant to note that there are no objectives of this plan which seek to prevent or dissuade development of the sort facilitated by the amendment.

At 3.4, the Strategic Plan does seek to implement the outputs from the Structure Plan projects. It is considered these projects related to pedestrian amenity will be supported by reducing the instance of heavy vehicles using High Street and redirecting those vehicles to a dedicated rest area at the periphery of the town.

In promoting the objective of Environmental Sustainability, a key action at 3.7.1.6 is to facilitate the installation of further EV charging stations in key geographic locations. The amendment includes within the qualification charging of electric vehicles as a permissible component of the use.

In summary, though the amendment is not a Council initiative of the Strategic Plan, it is not inconsistent, and will tend to an environment which allows for the objectives of the plan to be more readily achieved.

The amendment also assists the implementation of key actions of other key strategies which underpin the Strategic Plan, as outline below:

Oatlands Structure Plan (2021)

The Oatlands Structure Plan (2021) prepared by JMG Engineers and Planners for the Southern Midlands Council provides the structure and strategic direction for the Oatlands Township.

The Structure Plan includes a series of recommendations for priority development areas and other land use and development directions for the township. The Structure plan does not anticipate a need for an additional fuel station, though it is recognised that structure plans cannot always identify private initiatives. The Structure plan does however provide a number of initiatives related to increasing pedestrian amenity of High Street, which would be served by reducing heavy vehicles undertaking rest stops or refueling within the centre of town.

Similar to the Strategic Plan, although the Structure plan does not anticipate the need for a fuel station, an amendment to facilitate such a use does not conflict with any initiative of the plan, and may serve to further those initiatives related to pedestrian amenity.

Oatlands Integrated Development Strategy (2008)

The Oatlands Integrated Development Strategy 2008, has specific actions for Oatlands related to improving the amenity of open space areas, establishing pedestrian corridors, and improving the safety and amenity of these corridors by reducing traffic speed and volumes. The proposal will divert heavy vehicles from High Street, and will owed to the recommended modification further limiting associated activities, perpetuate the focus of walkable facilities in proximity to the civic hub as intended by this strategy.

Section 34(2)(g)

The instrument – as far as practicable, is consistent with and co-ordinated with and LPSs that apply to municipal areas that are adjacent to the municipal area to which the relevant planning instrument relates.

The site is within the Southern Midlands Local Government Area (LGA). This is bordered by:

1. Brighton,
2. Derwent Valley,
3. Central Highlands,
4. Northern Midlands,
5. Glamorgan Spring Bay and
6. Sorell
7. Clarence

The Southern Midlands LGA and the aforementioned LGAs is shown below in figure 17.

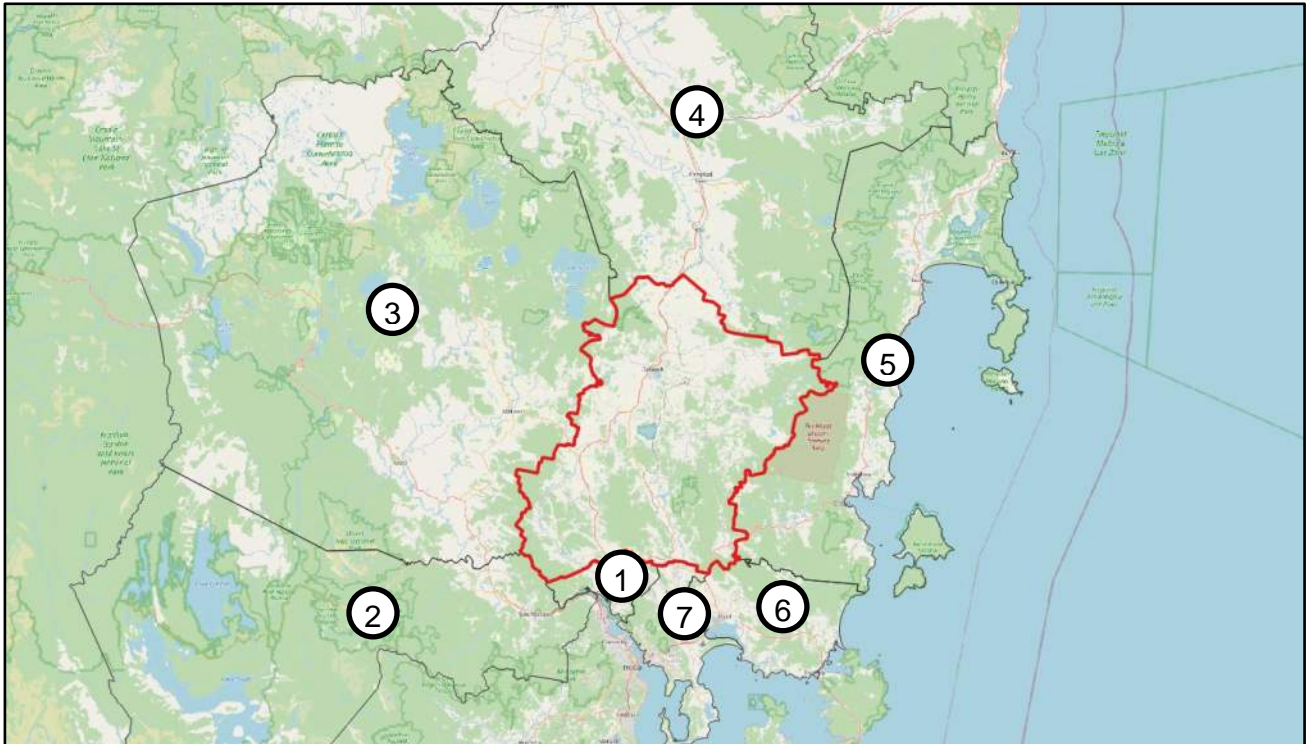


Figure 14: Southern Midlands LGA bordered by seven (7) other LGAs Image design: Land Use Planning and Development Tasmania Pty Ltd. Underlying data: LIST and Google.

Within Southern Midlands and the surrounding LGAs, the limitation on the Vehicle Fuel Sales and Services Use Class within typical Rural or Agriculture zoning patterns outside or at the edge of townships have been dealt with in a number of ways.

- **Southern Midlands:** there are two existing Site-specific Qualifications which override the Use table of the Rural Zone. These are SOU-20.1, for 3001 Midland Highway, Kempton, and SOU-20.2 for 1172 Midland Highway, Mangalore. The proposal is relatively consistent with these noting minor variation in the wording and specifically allowing for sign types typical of fuel stations.
- **Brighton:** no similar provisions are included within the LPS, though the Brighton Highway Services Precinct recognises the importance of fuel services for motorists travelling on the Midland Highway, providing development standards for bowser separation from nearby dwellings – an important component when having regard for the Air Toxics NEPM and the surrounding area of that site.

For 20 Interlaken Road, the underlying use and development standards are appropriate and a Site-specific Qualification achieves the same purpose as the Brighton SAP which works in a complementary fashion to the Light Industrial Zone.

- **Derwent Valley:** no similar provisions are included within the Derwent Valley LPS. The Derwent Valley municipal area does not include the Midland Highway.
- **Central Highlands:** no similar provisions are included within the Central Highlands LPS. The Central Highlands municipal area does not include the Midland Highway.
- **Northern Midlands:** there are two Particular Purpose Zones (PPZ) being NOR-P1.0 Particular Purpose Zone - Campbell Town Service Station, and NOR-P2.0 Particular Purpose Zone - Epping Forest Service Station. Of these, NOR-P1.0 transitioned into

the Northern Midlands LPS, whereas NOR-P2.0 did not, and was considered under section 32(4), and the LPS criteria under section 34(2).

Ultimately the reasonableness of fuel stations to be sited outside or at the periphery of townships where servicing heavy vehicles using the Midland Highway was considered as appropriate and the new Particular Purpose Zone was inserted.

Importantly, for reason of the surrounding residential amenity at Epping Forest, the Particular Purpose Zone was chosen to provide for multiple controls and uses within a particular Use Table. For 20 Interlaken Road, the underlying use and development standards of the zone are appropriate and a Site-specific Qualification achieves the same purpose with lesser controls than a PPZ.

- **Glamorgan-Spring Bay:** no similar provisions are included within the Glamorgan-Spring Bay LPS. The Glamorgan-Spring Bay municipal area does not include the Midland Highway, and the Tasman Highway is not a category 1 road within this LGA.
- **Sorell:** no similar provisions are included within the Sorell LPS. The Sorell municipal area does not include the Midland Highway. The Tasman Highway and the Arthur Highway are Category two and three roads respectively. There is no equal demand for a fuel station of the sort proposed within Rural Zone land on lower order State roads by comparison to the Midland Highway.
- **Clarence:** no similar provisions are included within the Clarence LPS. The Clarence municipal area does not include the Midland Highway. Though the Tasman Highway is a category one road within this LGA, the application of Rural Zone adjoining the Tasman Highway in Clarence is limited. Fuel stations are permissible at multiple locations along the Tasman Highway in this municipal area.

The proposal responds to common needs along the national highway in a relatively consistent manner noting the qualities of the site, and the intent for the degree of control required to appropriately facilitate the use with respect to the surroundings.

Section 34(2)(h)

The instrument – has regard to the safety requirements set out in the standards prescribed under the Gas Pipelines Act 2000.

The site is not in the vicinity of the Tasmanian Gas Pipeline.

The proposal is considered to be compliant with each paragraph of section 34(2) and so is supportable.

CONCLUSION TO PART 1

Part 1 of this report has assessed an application to the Southern Midlands Council to insert a Site-specific Qualification. Having regard for the LPS criteria, and as outlined in the body of this part, the amendment request is supportable insofar as it is modified slightly so that the Site-specific Qualification will read as:

An additional Discretionary Use Class for this site is:

Vehicle Fuel Sales and Service, if only for the sale of fuels, charging of electric vehicles, and provision of a dedicated rest area, provided no other activity associated with the use is proposed; and

Canopy and Blade Signs are discretionary if for directing attention to the sale of fuel, or charging of electric vehicles, and no other use or activity

The modification from the qualification as requested¹, to that recommended to be certified is to capture the specific Use Class category, the nature of uses requested (charging of vehicles and a dedicated rest area), and to redirect the emphasis of associated use limitations from listed activities, to a clear qualification that any other activity proposed to be associated with that use for operational or other synergistic reasons cannot do so without the fuel sales use then becoming prohibited. This will prevent the colocation of uses which do not necessarily operate as one, but rely on shared accesses, parking areas and the like to provide other retail services, thereby disrupting the role of the town centre in a Rural Services Centre. The qualification does not however prevent standalone or altogether different uses from applying under the Planning Scheme, only that no shared, operational benefits, or 'extension' characteristics will be available as justification for the permissibility of such a future use.

The modification to the signage component makes it clear that these sign types may only be permissible if for the purpose of advertising the site as a place to purchase fuel, rest, or charge an electric vehicle. Again this modification is to ensure that the permissibility of these sign types is limited to the specific use allowed, rather than permissible if associated with that use and advertising something altogether different.

This report has provided the statutory assessment against statutory provisions of the Land Use Planning and Approvals Act 1993, namely, assessment against the LPS Criteria provided under Section 34. This is the mandatory assessment criteria that must be satisfied before the Planning Authority certifies the amendment.

The amendment, per the application, and the assessment provided in this report demonstrates the amendment is compliant with the Section 34 Criteria and the amendment be initiated by the Planning Authority and the recommendations provided be adopted by the Planning Authority.

¹ *An additional Discretionary Use Class for this site is: Vehicle Fuel Sales and Hire with the qualification that if not for selling or installing motor vehicle parts, selling of food, drinks and other convenience items, hiring of trailers or servicing or washing of motor vehicles [and]*

Canopy and Blade Signs are discretionary if associated with a Vehicle Fuel Sales and Hire Use Class

PART 2 - ASSESSMENT – TASMANIAN PLANNING SCHEME - SOUTHERN MIDLANDS

This assessment has been undertaken on the basis that Council has endorsed the SSQ enabling the use development of Vehicle Fuel sales and associated advertising signage as a Discretionary Activity under the Rural Zone.

Rural Zone

The subject site is zoned Rural.

The purpose of the Rural Zone is as follows:

- To provide for a range of use or development in a rural location:
 - (a) *Where agricultural use is limited or marginal due to topographical, environmental or other site or regional characteristics*
 - (b) *That requires a rural location for operational reasons*
 - (c) *Is compatible with agricultural use if occurring on agricultural land; and*
 - (d) *Minimises adverse impacts on surrounding uses*
- *To minimise conversion of agricultural land for non-agricultural use.*
- *To ensure that use or development is of a scale and intensity that is appropriate for a rural location and does not compromise the function of surrounding settlements*

The proposal must however satisfy the requirements of the following applicable development standards of this zone:

Development Standards for Buildings and Works - Rural Zone		
20.4.1 Building height Objective: To provide for a building height that: <ul style="list-style-type: none"> (a) is necessary for the operation of the use; and (b) minimises adverse impacts on adjoining properties. 		
Acceptable Solutions	Performance Criteria	Office Comment
A1 Building height must be not more than 12m	P1 Building height must be necessary for the operation of the use and not cause an unreasonable impact on adjoining properties, having regard to: <ul style="list-style-type: none"> (a) the proposed height of the building; (b) the bulk and form of the building; (c) the separation from existing uses on adjoining properties; and (d) any buffers created by natural or other features. 	<i>As advised at Part 4.3 of the application, the maximum height of the proposal is 6.90m.</i> <i>Acceptable Solution satisfied.</i>

20.4.2 Setbacks		
Objective: That the siting of buildings minimises potential conflict with use on adjoining sites.		
Acceptable Solutions	Performance Criteria	Officer Comment
A1 Buildings must have a setback from all boundaries of: (a) not less than 5m; or (b) if the setback of an existing building is within 5m, not less than the existing building.	Buildings must be sited to provide adequate vehicle access and not cause an unreasonable impact on existing use on adjoining properties, having regard to: (a) the bulk and form of the building; (b) the nature of existing use on the adjoining properties; (c) separation from existing use on the adjoining properties; and (d) any buffers created by natural or other features	<i>All buildings will be located no closer than 5m from the respective front, side and rear boundaries.</i> <i>Complies with the Acceptable Solution</i>
A2 Buildings for a sensitive use must be separated from an Agriculture Zone a distance of: (a) not less than 200m; or (b) if an existing building for a sensitive use on the site is within 200m of that boundary, not less than the existing building	P2 Buildings for a sensitive use must be sited so as not to conflict or interfere with an agricultural use within the Agriculture Zone, having regard to: (a) the size, shape and topography of the site; (b) the prevailing setbacks of any existing buildings for sensitive uses on adjoining properties; (c) the location of existing buildings on the site; (d) the existing and potential use of adjoining properties; (e) any proposed attenuation measures; and (f) any buffers created by natural or other features	<i>N/A as the activity is not a sensitive use.</i>

CODE ASSESSMENT – TASMANIAN PLANNING SCHEME – SOUTHERN MIDLANDS

C1.0 Signs Code

The purpose of the Signs Code is:

- *To provide for appropriate advertising and display of information for business and community activity.*

- To provide for well-designed signs that are compatible with the visual amenity of the surrounding area
- To ensure that signage does not disrupt or compromise safety and efficiency of vehicular or pedestrian movement.

This Code applies to all development for signs, unless the following clauses apply:

- (a) C1.4.2 or
- (b) C1.4.3

The proposed signs are not exempt by virtue of C1.4.

A number of signs are proposed with the development and include:

- 1 x Freestanding Blade sign 6.0m H x 2.015m W
- 4 x Canopy signs – 2.75m L x 0.8m W (1 on each elevation)
- Entry/exit signage – 0.64m W x 0.96m H

It is Council's understanding that only the blade sign is to be illuminated.

The applicant in correspondence to Council dated 10 December 2025 I response to SOU-C8.2.1 Scenic Protection Code advises that 'a signage plan will be submitted to Council if the application is approved.'

It should be noted the applicant has not provided an assessment against this Code.

The applicable standards of this Code are addressed in the following table:

C1.6 Development Standards for Buildings and Works		
C 1.6.1 Design and siting of signs		
Objective: That:		
<ul style="list-style-type: none"> (a) Signage is well designed and sited (b) signs do not contribute to visual clutter or cause an unreasonable loss of visual amenity to the surrounding area 		
Acceptable Solutions	Performance Criteria	Officer Comment
A1 A sign must: <ul style="list-style-type: none"> (a) be located within the applicable zone for the relevant sign type set out in Table C1.6; and (b) meet the sign standards for the relevant sign type set out in Table C1.6, excluding for the following sign types, <ul style="list-style-type: none"> (i) roof sign; (ii) sky signs; and (iii) billboard 	P1.1 A sign must: <ul style="list-style-type: none"> (a) be located within an applicable zone for the relevant sign type as set out in Table C1.6; and (b) be compatible with the streetscape or landscape, having regard to: <ul style="list-style-type: none"> (i) the size and dimensions of the sign; (ii) the size and scale of the building upon which the sign is proposed; 	For (a) Subject to the site specific qualification, blade signs and canopy signs are to be treated as discretionary. For (b) The site is evident when viewed from the Midlands Highway and the canopy signage in tandem with the corporate colours will provide 2.20m ² of signage per elevation.

	<p>(iii) the amenity of surrounding properties;</p> <p>(iv) the repetition of messages or information;</p> <p>(v) the number and density of signs on the site and on adjacent properties; and</p> <p>(vi) the impact on the safe and efficient movement of vehicles and pedestrians</p>	<p><i>This is considered acceptable in terms of functionality, dimension and number.</i></p> <p><i>However, it is considered the proposed 6.0m tall blade sign will by virtue of its size and dimensions be incompatible with the streetscape and landscape.</i></p> <p><i>The surrounding properties are rural in character and signs of this dimension are not anticipated within the Rural Zone.</i></p> <p><i>This is despite the pattern of signs being relatively low in number, and being acceptable with respect to traffic.</i></p> <p><i>Though there are a number of 'like installations' along the Midland Highway which are either afforded with existing use rights or appropriate zoning e.g. Ampol Campbell Town and Epping Forest both zoned Particular Purpose.</i></p> <p><i>The Performance Criteria cannot be met.</i></p>
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C1.6.2 Illuminated Signs

Objective: That:

- (a) illuminated signs are compatible with the streetscape;

<p>(b) the cumulative impact of illuminated signs on the character of the area is managed, including the need to avoid visual disorder or clutter of signs; and</p> <p>(c) any potential negative impacts of illuminated signs on road safety and pedestrian movement are minimised</p>		
Acceptable Solutions	Performance Criteria	Officer Comment
<p>A1 No Acceptable Solution</p>	<p>P1 An illuminated sign must not cause an unreasonable loss of amenity to adjacent properties or have an unreasonable effect on the safety, appearance or efficiency of a road, and must be compatible with the streetscape, having regard to:</p> <ul style="list-style-type: none"> (a) the location of the sign; (b) the size of the sign; (c) the intensity of the lighting; (d) the hours of operation of the sign; (e) the purpose of the sign; (f) the sensitivity of the area in terms of view corridors, the natural environment and adjacent residential amenity; (g) the intended purpose of the changing message of the sign; (h) the percentage of the sign that is illuminated with changing messages; (i) proposed dwell time; and (j) whether the sign is visible from the road and if so the proximity to and impact on an electronic traffic control device 	<p><i>The Acceptable Solution A1 cannot be met. The proposal must therefore be assessed against the Performance Criteria.</i></p> <p><i>Unfortunately there is no detail within the application that enables an assessment in respect of intensity of the lighting, hours of operation of the sign and proposed dwell time. It is evident this would be subject to a signage plan if approved by Council.</i></p> <p><i>The number, location and sizes of the signs are detailed in the application. The purpose of the signage relates to the proposed fuel sales activity.</i></p> <p><i>The application site is setback approximately 130m from the Midland Highway and the proposed signage will be visible when viewed in relation to its surroundings from publicly accessible vantage points on the Midlands Highway, Interlaken Road and the Oatlands township.</i></p> <p><i>The immediate area is rural in character.</i></p>

		<p><i>Views through the application site to the south include the historic Dulverton Park property (Tasmanian Heritage Register number 5502) which contributes to the arcadian landscape.</i></p> <p><i>The proposed development will fundamentally transform this character by introducing built forms and infrastructure which can diminish its perceived 'natural beauty.'</i></p> <p><i>The illuminated advertising signage will adversely affect the aesthetic value and disrupt the rural and pastoral character of the area.</i></p> <p><i>The application fails to demonstrate how an illuminated sign of this dimension can be integrated into the general landscape of the area and its visual effects mitigated.</i></p> <p><i>The Performance Criteria cannot be met.</i></p>
<p>A2 An illuminated sign visible from public places in adjacent roads must not create the effect of flashing, animation or movement, unless it is providing direction or safety information</p>	<p>P2 No Performance Criterion.</p>	<p><i>As detailed above, the proposed signage will be visible when viewed in relation to their surroundings from publicly accessible vantage points on the Midlands Highway, Interlaken Road and the Oatlands township.</i></p>

		<p><i>There is no indication as to whether signage will be flashing or otherwise.</i></p> <p><i>The DSG is aware of the proposal and have advised they have no traffic safety related issues with the proposal.</i></p> <p><i>The Acceptable Solution is met.</i></p>
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C2.0 Parking & Sustainable Transport Code

The purpose of the Parking and Sustainable Transport Code is:

- *To ensure that an appropriate level of parking facilities is provided to service use and development.*
- *To ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas.*
- *To ensure that access for pedestrians, vehicles and cyclists is safe and adequate.*
- *To ensure that parking does not cause an unreasonable loss of amenity to the surrounding area.*
- *To ensure that parking spaces and accesses meet appropriate standards.*
- *To provide for parking precincts and pedestrian priority streets.*

This Code applies to all development.

The applicable standards of this Code are addressed in the following table:

C2.5 Car parking Numbers		
Objective: That an appropriate level of car parking spaces are provided to meet the needs of the use.		
Acceptable Solutions	Performance Criteria	Officer Comment
<p>A1. The number of on-site car parking spaces must be no less than the number specified in Table C2.1, less the number of car parking spaces that cannot be provided due to the site including container refund scheme space, excluding if:</p> <p>(a) the site is subject to a parking plan for the area adopted by council, in</p>	<p>P1.1 The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:</p> <p>(a) the availability of off-street public car parking spaces within reasonable walking distance of the site;</p>	<p><i>Table C2.1 requires 4 parking spaces per service bay for 'vehicle fuel sales and service.'</i></p> <p><i>A total of 16 spaces is required.</i></p> <p><i>A total of 10 on-site parking spaces are provided and this includes 3 x EV spaces. These spaces are to be developed along the</i></p>

<p>which case parking provision (spaces or cash-in-lieu) must be in accordance with that plan;</p> <p>(b) the site is contained within a parking precinct plan and subject to Clause C2.7;</p> <p>(c) the site is subject to Clause C2.5.5; or</p> <p>(d) it relates to an intensification of an existing use or development or a change of use where:</p> <p>(i) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is greater than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case no additional on-site car parking is required; or</p> <p>(ii) the number of on-site car parking spaces for the existing use or development specified in Table C2.1 is less than the number of car parking spaces specified in Table C2.1 for the proposed use or development, in which case on-site car parking must be calculated as follows:</p> <p>$N = A + (C - B)$</p> <p>N = Number of on-site car parking spaces required</p> <p>A = Number of existing on site car parking spaces</p>	<p>(b) the ability of multiple users to share spaces because of:</p> <p>(i) variations in car parking demand over time; or</p> <p>(ii) efficiencies gained by consolidation of car parking spaces;</p> <p>(c) the availability and frequency of public transport within reasonable walking distance of the site;</p> <p>(d) the availability and frequency of other transport alternatives;</p> <p>(e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;</p> <p>(f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;</p> <p>(g) the effect on streetscape; and</p> <p>(h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development.</p>	<p>southern side boundary adjacent to the proposed amenities/rest room.</p> <p><i>There is sufficient on-site area to accommodate the prescribed number of spaces that do not interfere with the heavy vehicle swept paths.</i></p> <p><i>The TIA (Appendix C) submitted in support of the application advises 'this is an automated, self-service fuel station (no service bays provided). The parking provision therefore meets the requirements of Table C2.1'</i></p> <p><i>Therefore, the proposal complies with Performance Criteria.</i></p>
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<p>B = Number of on-site car parking spaces required for the existing use or development specified in Table C2.1</p> <p>C= Number of on-site car parking spaces required for the proposed use or development specified in Table C2.1.</p>		
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C2.6 Development Standards for Buildings and Works C2.6.1 Construction of parking areas Objective: That parking areas are constructed to an appropriate standard.		
Acceptable Solutions	Performance Criteria	Officer Comment
<p>A1 All parking, access ways, manoeuvring and circulation spaces must:</p> <ul style="list-style-type: none"> (a) be constructed with a durable all-weather pavement; (b) be drained to the public stormwater system, or contain stormwater on the site; and (c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement. 	<p>P1 All parking, access ways, manoeuvring and circulation spaces must be readily identifiable and constructed so that they are useable in all weather conditions, having regard to:</p> <ul style="list-style-type: none"> (a) the nature of the use; (b) the topography of the land; (c) the drainage system available; (d) the likelihood of transporting sediment or debris from the site onto a road or public place; (e) the likelihood of generating dust; and (f) the nature of the proposed surfacing. 	<p><i>It should be noted a response has not been provided within the TIA but is addressed in the Stormwater Management Report, the Flood Hazard Report and the RFI response to Council dated 10 December 2025.</i></p> <p><i>I note two waterways present on the site – Dulverton Rivulet and an artificial drainage course that connect near the NW corner of the site and then discharge beneath the existing bridge on Interlaken Road.</i></p> <p><i>Council's EHO in her assessment of the application notes the following comments:</i></p> <p><i>'While I also note the proposed potentially contaminating activity will include development over the artificial drainage course, the documentation provides proposed measures to mitigate the risk to the environment including stormwater treatment/oil</i></p>

		<p>water separator device to capture hydrocarbons, refuelling tanks and fill points will be bunded and stormwater from the bunded areas will be directed to the treatment system.</p> <p>The overall flood risk has also been determined as low across the development footprint.</p> <p>Details of onsite wastewater management associated with the proposed rest area have been flagged as ‘to be determined once planning approval has been granted’. Details of the proposed system will be assessed through normal Council processes, with a plumbing application requiring a site and soil evaluation and system design by a suitably qualified person. The site and site evaluation/system design will be required to take the proximity to the waterways and other site features into consideration.’</p> <p>The Acceptable Solution A1 can be met.</p>
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C2.6.1.2 Design and layout of parking areas

Objective: That parking areas are designed and laid out to provide convenient, safe and efficient parking.

Acceptable Solutions	Performance Criteria	Officer Comment
A1.1 Parking, access ways, manoeuvring and circulation spaces must either: (a) comply with the following:	P1 All parking, access ways, manoeuvring and circulation spaces must be designed and readily identifiable to provide convenient, safe	<p>The applicant provided the following response in relation to the Code:</p> <p>‘The development was assessed against A1.1 (b). The relevant AS</p>

<p>(i) have a gradient in accordance with Australian Standard AS 2890 - Parking facilities, Parts 1-6;</p> <p>(ii) provide for vehicles to enter and exit the site in a forward direction where providing for more than 4 parking spaces;</p> <p>(iii) have an access width not less than the requirements in Table C2.2;</p> <p>(iv) have car parking space dimensions which satisfy the requirements in Table C2.3;</p> <p>(v) have a combined access and manoeuvring width adjacent to parking spaces not less than the requirements in Table C2.3 where there are 3 or more car parking spaces;</p> <p>(vi) have a vertical clearance of not less than 2.1m above the parking surface level; and</p> <p>(vii) excluding a single dwelling, be delineated by line marking or other clear physical means; or</p> <p>(b) comply with Australian Standard AS 2890- Parking facilities, Parts 1-6.</p> <p>A1.2 Parking spaces provided for use by persons with a disability must satisfy the following:</p> <p>(a) be located as close as practicable to the main entry point to the building;</p>	<p>and efficient parking, having regard to:</p> <p>(a) the characteristics of the site;</p> <p>(b) the proposed slope, dimensions and layout;</p> <p>(c) useability in all weather conditions;</p> <p>(d) vehicle and pedestrian traffic safety;</p> <p>(e) the nature and use of the development;</p> <p>(f) the expected number and type of vehicles;</p> <p>(g) the likely use of the parking areas by persons with a disability;</p> <p>(h) the nature of traffic in the surrounding area;</p> <p>(i) the proposed means of parking delineation; and</p> <p>(j) the provisions of Australian Standard AS 2890.1:2004 - Parking facilities, Part 1: Off-street car parking and AS 2890.2 -2002 Parking facilities, Part 2: Off-street commercial vehicle facilities.</p>	<p><i>associated with the development is AS2890.1.'</i></p> <p><i>In summary the applicant's Traffic Engineer advises:</i></p> <p><i>'The parking space dimensions and manoeuvring areas comply with the requirements of AS2890.1. The development therefore complies with the requirements of AS A1.1 (b) of Clause C2.6.2 of the Planning Scheme.'</i></p> <p><i>Therefore, the proposal complies with Acceptable Solution.</i></p> <p>A1.2 <i>Not applicable.</i></p>
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<p>(b) be incorporated into the overall car park design; and</p> <p>(c) be designed and constructed in accordance with Australian/New Zealand Standard AS/NZS2890.6:2009 Parking facilities, Off-street parking for people with disabilities.</p>		
<p>C2.6.3 Number of accesses for vehicles</p> <p>Objective: That:</p> <p>(a) access to land is provided which is safe and efficient for users of the land and all road network users, including but not limited to drivers, passengers, pedestrians and cyclists by minimising the number of vehicle accesses;</p> <p>(b) accesses do not cause an unreasonable loss of amenity of adjoining uses; and</p> <p>(c) the number of accesses minimise impacts on the streetscape.</p>		
Acceptable Solutions	Performance Criteria	Officer Comment
<p>A1</p> <p>The number of accesses provided for each frontage must:</p> <p>(a) be no more than 1; or</p> <p>(b) no more than the existing number of accesses, whichever is the greater.</p>	<p>P1</p> <p>The number of accesses for each frontage must be minimised, having regard to:</p> <p>(a) any loss of on-street parking; and</p> <p>(b) pedestrian safety and amenity;</p> <p>(c) traffic safety;</p> <p>(d) residential amenity on adjoining land; and</p> <p>(e) the impact on the streetscape.</p>	<p><i>The subject site has existing frontage and access arrangements to Interlaken Road which is governed by an 80km/h speed limit.</i></p> <p><i>The Acceptable Solution cannot be met as the proposal relies on two accesses providing a one-way entry and exit configuration. The entry driveway will be constructed at the appropriate location of an existing access, and the exit driveway proposes separate site entry and exit arrangement.</i></p> <p><i>The additional access will not result in the loss of on-street parking, compromise traffic safety or pedestrian safety and amenity.</i></p> <p><i>The Performance Criteria can be met.</i></p>

C2.6.5 Pedestrian Access

Objective: That pedestrian access within parking areas is provided in a safe and convenient manner.

Acceptable Solutions	Performance Criteria	Officer Comment
<p>A1.1 Uses that require 10 or more car parking spaces must:</p> <p>(a) have a 1m wide footpath that is separated from the access ways or parking aisles, excluding where crossing access ways or parking aisles, by:</p> <p>(i) a horizontal distance of 2.5m between the edge of the footpath and the access way or parking aisle; or</p> <p>(ii) protective devices such as bollards, guard rails or planters between the footpath and the access way or parking aisle; and</p> <p>(b) be signed and line marked at points where pedestrians cross access ways or parking aisles</p>	<p>P1 Safe and convenient pedestrian access must be provided within parking areas, having regard to:</p> <p>(a) the characteristics of the site;</p> <p>(b) the nature of the use;</p> <p>(c) the number of parking spaces;</p> <p>(d) the frequency of vehicle movements;</p> <p>(e) the needs of persons with a disability;</p> <p>(f) the location and number of footpath crossings;</p> <p>(g) vehicle and pedestrian traffic safety;</p> <p>(h) the location of any access ways or parking aisles; and</p> <p>(i) any protective devices proposed for pedestrian safety.</p>	<p><i>The Acceptable Solution cannot be met as the proposal does not provide a prescribed 1m wide footpath that is separated from the access ways.</i></p> <p><i>Other than the sale of fuel, the activity does not involve a retail component. It is anticipated that pedestrian movements through the site will be limited and will be primarily associated with those card holders accessing the amenities block.</i></p> <p><i>It should be noted the applicant has not provided a response in relation to this Use Standard.</i></p> <p><i>The Performance Criteria can be met.</i></p>

C2.6.6 Loading Bays

Objective: That the area and dimensions of loading bays are adequate to provide safe and efficient delivery and collection of goods

Acceptable Solution	Performance Criteria	Officer Comment
<p>A2 The type of commercial vehicles likely to use the site must be able to enter, park and exit the site in a forward direction in accordance with <i>Australian Standard AS 2890.2 – 2002, Parking</i></p>	<p>P2 Access for commercial vehicles to and from the site must be safe, having regard to:</p> <p>(a) the types of vehicles associated with the use;</p>	<p><i>The proposal complies with Acceptable Solution A2.</i></p> <p><i>The TIA advises that 'the fuel station will cater for various vehicle types. The site will be accessible for vehicles up to A-double trucks.'</i></p>

<i>Facilities, Part 2: Parking facilities - Off-street commercial vehicle facilities.</i>	(b) the nature of the use; (c) the frequency of loading and unloading; (d) the area and dimensions of the site; (e) the location of the site and nature of traffic in the area of the site; (f) the effectiveness or efficiency of the surrounding road network; and (g) site constraints such as existing buildings, slope, drainage, vegetation, parking and landscaping.	<i>All vehicles utilising the site have the ability to access and egress in a forward direction.</i>
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C3.0 Road and Railway Assets Code

The purpose of the Road and Railway Assets Code is:

- *To protect the safety and efficiency of the road and railway networks; and*
- *To reduce conflicts between sensitive uses and major roads and the rail network.*

This code applies to a use or development that:

- will increase the amount of vehicular traffic or the number of movements of vehicles longer than 5.5m using an existing vehicle crossing or private level crossing;
- will require a new vehicle crossing, junction or level crossing; or
- involves a subdivision or habitable building within a road or railway attenuation area if for a sensitive use

C3.5 Use Standards

C3.5.1 Traffic generation at a vehicle crossing, level crossing or new junction

To minimise any adverse effects on the safety and efficiency of the road or rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction.

Objective: To minimise any adverse effects on the safety and efficiency of the road or rail network from vehicular traffic generated from the site at an existing or new vehicle crossing or level crossing or new junction.

Acceptable Solutions	Performance Criteria	Officer Comment
A1 For a category 1 road or a limited access road, vehicular traffic to and from the site will not require: (a) a new junction;	P1 Vehicular traffic to and from the site must minimise any adverse effects on the safety of a junction, vehicle crossing or level crossing or safety or efficiency of the road or	<i>The site has existing access and frontage arrangements to Interlaken Road which is not a Category 1 or Limited Access Road.</i>

<p>(b) a new vehicle crossing; or (c) a new level crossing.</p> <p>A1.2 For a road, excluding a category 1 road or a limited access road, written consent for a new junction, vehicle crossing, or level crossing to serve the use and development has been issued by the road authority.</p> <p>A1.3 For the rail network, written consent for a new private level crossing to serve the use and development has been issued by the rail authority.</p> <p>A1.4 Vehicular traffic to and from the site, using an existing vehicle crossing or private level crossing, will not increase by more than: (a) the amounts in Table C3.1; or (b) allowed by a licence issued under Part IVA of the <i>Roads and Jetties Act 1935</i> in respect to a limited access road.</p> <p>A1.5 Vehicular traffic must be able to enter and leave a major road in a forward direction.</p>	<p>rail network, having regard to:</p> <p>(a) any increase in traffic caused by the use; (b) the nature of the traffic generated by the use; (c) the nature of the road; (d) the speed limit and traffic flow of the road; (e) any alternative access to a road; (f) the need for the use; (g) any traffic impact assessment; and (h) any advice received from the rail or road authority.</p>	<p><i>As previously advised, the proposed development relies on two accesses providing a one-way entry and exit configuration. The entry driveway will be constructed at the appropriate location of an existing access, and the exit driveway proposes separate site entry and exit arrangement.</i></p> <p><i>In response to P1, the TIA advises the following:</i></p> <p><i>(a) <u>Increase in traffic</u>; The traffic generation will be approximately 400 vehicles per day, with a peak of 50 vehicles per hour. The traffic generation can be absorbed in the surrounding road network without loss of operational efficiency.</i></p> <p><i>(b) <u>Nature of the traffic</u>; the traffic will be consistent with the existing traffic currently utilising Interlaken Road.</i></p> <p><i>(c) <u>Nature of the road</u>; Interlaken Road is a low-volume road</i></p> <p><i>(d) <u>Speed limit and traffic flow</u>; Interlaken Road has a speed limit of 80-km/h and traffic flow is in the order of 1000 vehicles per day. Speed limit and traffic flow of Interlaken road can sufficiently absorb the traffic generation at the proposed access.</i></p>
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		<p>(e) <u>Alternative access</u>; No alternative access is available or considered necessary.</p> <p>(f) <u>Need for the use</u>; The accesses are required to provide vehicular access to the proposed development.</p> <p>(g) <u>Traffic impact assessment</u>; Report complied by Midson Traffic documents the findings of a TIA. Report notes there is spare capacity to absorb the traffic generation associated with the proposed development.</p> <p>(h) <u>Advice from the road authority</u>; email from DSG dated 12 August 2025 where they advise that 'We agree that the proposal, and its associated traffic impact on the Interlaken / Midland Highway junction, is acceptable.'</p> <p>Therefore, the proposal complies with Performance Criteria.</p> <p>Acceptable Solution A1.2 applies. to the new exit driveway</p> <p>However, the proposed development proposes two accesses (one entry and one exit driveway), therefore A1.2 cannot be met.</p> <p>With respect to A1.4, the TIA advises that 'the</p>
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		<p><i>existing access currently generates no traffic, therefore the increase in traffic at the access will exceed the requirements of Table C3.1 (20% or 40 vmpd, whichever is greater).'</i></p> <p><i>Therefore, the proposal complies with Performance Criteria.</i></p> <p><i>All vehicles are able to access and egress the site in a forward direction and in doing so satisfy the Acceptable Solution A1.5</i></p>
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C7.0 Natural Assets Code

The purpose of the Natural Assets Code is:

- *To minimise impacts on water quality, natural assets including native riparian vegetation, river condition and the natural ecological function of watercourses, wetlands and lakes.*
- *To minimise impacts on coastal and foreshore assets, native littoral vegetation, natural coastal processes and the natural ecological function of the coast.*
- *To protect vulnerable coastal areas to enable natural processes to continue to occur, including the landward transgression of sand dunes, wetlands, saltmarshes and other sensitive coastal habitats due to sea-level rise.*
- *To minimise impacts on identified priority vegetation.*
- *To manage impacts on threatened fauna species by minimising clearance of significant habitat.*

This code applies to development on land within the following areas:

- a waterway and coastal protection area;
- a future coastal refugia area; and
- a priority vegetation area only if within the following zones:
 - Rural Zone;

C7.6 Development Standards for Buildings & Works

C7.6.1 Buildings and works within a waterway and coastal protection area or a future coastal refugia area.

Objective: That buildings and works within a waterway and coastal protection area or future coastal refugia area will not have an unnecessary impact on natural assets.

Acceptable Solutions	Performance Criteria	Officer Comment
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<p>A1 Buildings and works within a waterway and coastal protection area must:</p> <ul style="list-style-type: none"> (a) be within a building area on a sealed plan approved under this planning scheme; (b) in relation to a Class 4 watercourse, be for a crossing or bridge not more than 5m in width; or (c) if within the spatial extent of tidal waters, be an extension to an existing boat ramp, car park, jetty, marina, marine farming shore facility or slipway that is not more than 20% of the area of the facility existing at the effective date. 	<p>P1.1 Buildings and works within a waterway and coastal protection area must avoid or minimise adverse impacts on natural assets, having regard to:</p> <ul style="list-style-type: none"> (a) impacts caused by erosion, siltation, sedimentation and runoff; (b) impacts on riparian or littoral vegetation; (c) maintaining natural streambank and streambed condition, where it exists; (d) impacts on in-stream natural habitat, such as fallen logs, bank overhangs, rocks and trailing vegetation; (e) the need to avoid significantly impeding natural flow and drainage; (f) the need to maintain fish passage, where known to exist; (g) the need to avoid land filling of wetlands; (h) the need to group new facilities with existing facilities, where reasonably practical; (i) minimising cut and fill; (j) building design that responds to the particular size, shape, contours or slope of the land; (k) minimising impacts on coastal processes, including sand movement and wave action; (l) minimising the need for future works for the protection of natural 	<p><i>The proposal cannot comply with Acceptable Solution A1.</i></p> <p><i>The applicant provides the following in response to P1.1;</i></p> <ul style="list-style-type: none"> (a) A Stormwater Management Plan (SMP) and Erosion Management Plan would be prepared and submitted to Council prior to construction commencing. (b) The site contains no vegetation. (c) No streams are contained within the site and accordingly no impact upon any streambeds would result. (d) No streams are present on the property. (e) There is no natural flow of water across the site. The site does contain a modified drain. All stormwater generated from hard-paved areas will be directed to appropriate on-site detention basins. (f) N/A (g) No wetlands are on the site. (h) The site is adjacent to the Midland Highway and provides for an easily accessible location for a proposed fuel outlet. (i) As per above (j) As per above (k) The site is not near the coast. (l) N/A
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	<p>assets, infrastructure and property;</p> <p>(m) the environmental best practice guidelines in the <i>Wetlands and Waterways Works Manual</i>; and</p> <p>(n) the guidelines in the <i>Tasmanian Coastal Works Manual</i>.</p>	<p>(m) <i>The Stormwater Management and Erosion Management Plans would be prepared in accordance with this document.</i></p> <p>(n) <i>No works on the coast are proposed.</i></p> <p><i>It should be noted that a SMP compiled by Rare Innovation P/L was submitted in support of the application. The report acknowledges the site is currently un-serviced by a reticulated stormwater system/connection.</i></p> <p><i>The proposed stormwater works include the following:</i></p> <p>(i) <i>Construction of hardstand area over the existing artificial drainage course</i></p> <p>(ii) <i>Demolish existing DN600 culvert under the vehicular crossing within this open drain</i></p> <p>(iii) <i>Construct a twin DN600 culvert extending the full length of the hardstand area</i></p> <p>(iv) <i>Twin culvert proposed in order to improve the unobstructed capacity of the existing drain.</i></p> <p>(v) <i>Construct a high-level overflow drain to ensure flows above capacity of new culvert can safely bypass the developed fuel stop area</i></p> <p>(vi) <i>Connect high-level drain back into Dulverton Rivulet</i></p>
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		<p>(vii) Due to potential for hydrocarbon spills from re-fuelling activities, it is proposed to install a stormwater treatment/oil water separator device to capture hydrocarbons and prevent discharge to the receiving environment.</p> <p>(viii) The refuelling areas as well as the tank fill points are to be suitably bunded to ensure containment of hydrocarbon sills, with all stormwater from bunded areas to be directed to the proposed treatment system.</p> <p>Therefore, the proposal complies with Performance Criteria.</p>
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C8.0 Scenic Protection Code

The purpose of the Scenic Protection Code is:

- To recognise and protect landscapes that are identified as important for their scenic values

This code applies to development on land within a scenic protection area or scenic road corridor and only if within the following zones:

- Rural Living Zone;
- Rural Zone;
- Agriculture Zone;
- Landscape Conservation Zone;
- Environmental Management Zone; or
- Open Space Zone.

This code does not apply to use.

The proposed activity is not exempt by virtue of C8.4.1

C8.6 Development Standards for Buildings & Works

C8.6.1 Development within a scenic protection area

Objective: That:

<p>(a) destruction of vegetation does not cause an unreasonable reduction of the scenic value of a scenic protection area; and</p> <p>(b) buildings and works do not cause an unreasonable reduction of the scenic value of a scenic protection area.</p>		
Acceptable Solutions	Performance Criteria	Officer Comment
<p>A1</p> <p>Buildings or works, including destruction of vegetation, within a scenic protection area must:</p> <p>(a) be on land not less than 50m in elevation below a skyline; and</p> <p>(b) not total more than 500m² in extent.</p>	<p>P1.1</p> <p>Destruction of vegetation within a scenic protection area must not cause an unreasonable impact on the scenic value of a scenic protection area, having regard to:</p> <p>(a) the nature of the vegetation to be removed;</p> <p>(b) the area of vegetation to be removed;</p> <p>(c) the topography of the site;</p> <p>(d) any visual impact on a skyline;</p> <p>(e) the nature of the reduction of the scenic value; and</p> <p>(f) the purpose of any management objectives identified in the relevant Local Provisions Schedule.</p>	<p><i>N/A as the proposal is not occurring within a Scenic Protection Area.</i></p>
<p>C8.6.2 Development within a scenic road corridor</p> <p>Objective: That:</p> <p>(a) destruction of native vegetation or exotic vegetation does not cause an unreasonable loss of scenic value of scenic road corridors; and</p> <p>(b) buildings and works do not cause an unreasonable loss of the scenic value of scenic road corridors.</p>		
Acceptable Solutions	Performance Criteria	Officer Comments
<p>A2.</p> <p>Buildings or works within a scenic road corridor must not be visible from the scenic road.</p>	<p>P2</p> <p>Buildings or works within a scenic road corridor must not cause an unreasonable reduction of the scenic value of the road corridor, having regard to:</p> <p>(a) the topography of the site;</p>	<p><i>The Acceptable Solution cannot be met.</i></p> <p><i>The applicant provides the following responses in relation to the Code:</i></p> <p><i>(a) The topography of the site is flat.</i></p> <p><i>(b) The exterior finishes of the (amenities) building will be painted in low</i></p>

	<p>(b) proposed reflectance and colour of external finishes;</p> <p>(c) design and proposed location of the buildings or works;</p> <p>(d) the extent of any cut or fill required;</p> <p>(e) any existing or proposed screening;</p> <p>(f) the impact on views from the road; and</p> <p>(g) the purpose of any management objectives identified in the relevant Local Provisions Schedule.</p>	<p><i>reflective neutral tones. The application does not provide a colour palette.</i></p> <p>(c) <i>Buildings and future works will appear as a piece of transport infrastructure within the road corridor.</i></p> <p>(d) <i>No significant cut and fill is proposed.</i></p> <p>(e) <i>Landscaping is proposed along the boundary of the property facing toward the Midland highway.</i></p> <p>(f) <i>The landscape when viewed from the road would still appear rural with a vital piece of transport infrastructure within it.</i></p> <p>(g) <i>There are no relevant management objectives</i></p> <p><i>Detailed comments in relation to the Code and LPS provisions are provided below.</i></p> <p><i>The Performance Criteria cannot be met.</i></p>
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The values and management objectives applicable to the Midland Highway Scenic Corridor are provided for within the LPS – *SOU-C8.0 Scenic Protection Code* as detailed below:

Reference number	Scenic Road Corridor Description	Scenic Value	Management Objectives
SOU-C8.2.1	Midland Highway	<p>A multi-layered rural landscape of minimal built development, broad scale agriculture, dry forests and grasslands. Captured views to:</p> <p>(a) Early period dwellings and agricultural buildings;</p> <p>(b) Hedgerows;</p> <p>(c) Pioneer avenue tree plantings and other exotic tree plantings</p>	<p>(a) To minimise native vegetation clearance adjacent to the road by setting works and development back from the road.</p> <p>(b) To reduce visibility of works and development through vegetation screening and</p>

		<p>associated with the midland highway;</p> <p>(d) Former roads and formed tracks between Launceston and Hobart dating back to the early 19th century;</p> <p>(e) Natural woodland, stone formations, and native grasslands;</p> <p>(f) Early 19th settlement patterns and evidence of early land grants; and</p> <p>(g) Remnant vegetation and native fauna habitat.</p>	<p>natural topography.</p> <p>(c) To minimise removal, clearance or modification of hedgerows, avenue plantings and other exotic plantings.</p> <p>(d) To maintain and continue the tradition of planting avenues of trees and related exotic plantings.</p> <p>(e) To encourage (and implement) a long term strategy for the ongoing replacement of avenue trees and related highway plantings.</p> <p>(f) To avoid signage that is unnecessary, excessive in size or otherwise unreasonably interferes with the landscape character in which they are located.</p>
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Comment:

With respect the applicant has only provided a response in relation to the Code C8.2 and failed to address the management objectives as prescribed within the LPS.

In response to C8.6.2 P2. (g) the applicant advises that *‘There are no relevant management objectives.’*

With reference to the management objectives I provide the following comments:

(a) To minimise native vegetation clearance adjacent to the road by setting works and development back from the road.

The proposal does not involve the clearance of native vegetation. The subject site is extensively modified and contains predominantly exotic grass species and ground cover.

(b) To reduce visibility of works and development through vegetation screening and natural topography.

The application site is currently devoid of standing vegetation.

Site Landscape Plan (project drawing no. PD24266-03 rev 09; dated 10.12.2025) illustrates a number of proposed trees (Snow Gum - 11 in total) to be established throughout the site with shrub and ground cover plantings (species include common juniper, Pittosporum, frosty top) being established on the southern side boundary immediately adjacent the car-parking and control room/amenities block.

On establishment, the 7.0m high Snow Gums will in the long-term assist with a partial level of screening. There are however no details in respect of the management of landscape plantings for the life of this development. I accept this would be addressed under a landscaping plan and provided to Council as part of any development approval.

The plantings will be out of character with the existing landscape, as with the exception of shelter-belts, the valley floor is devoid of standing vegetation and dedicated almost entirely to pasture and cropping.

Screening of the subject site is currently reliant on the retention of existing plantings on adjoining sites that are not within the control or ownership of the prospective purchaser. These cannot be relied upon for screening purposes.

(c) To minimise removal, clearance or modification of hedgerows, avenue plantings and other exotic plantings.

The proposal does not involve the removal or modification of hedgerows.

(d) To maintain and continue the tradition of planting avenues of trees and related exotic plantings.

The proposal does not involve the planting of avenue trees but the landscape species include exotic plantings.

(e) To encourage (and implement) a long term strategy for the ongoing replacement of avenue trees and related highway plantings.

Not applicable to this proposal.

(f) To avoid signage that is unnecessary, excessive in size or otherwise unreasonably interferes with the landscape character in which they are located.

Illuminated signage at this location will unreasonably interfere with the landscape character of the area.

Summary of C8.0 Scenic Protection Code Assessment:

The application site is setback approximately 130m from the Midland Highway and the proposed development will be visible when viewed in relation to its surroundings from publicly accessible vantage points on the Midlands Highway.

The immediate area is rural in character. Views through the application site to the south are representative of an arcadian landscape and the pattern of development includes the heritage listed property - Dulverton Park (SOU – Table C6.1.248) located immediately opposite (5 Interlaken Road).

This property includes a feature listed on the Tasmanian Heritage Register (THR5502 – Dulverton Park Barn).

I accept there are no adjacency provisions applicable to Heritage Listed properties, however the proposed development will fundamentally transform this character by introducing built forms and infrastructure which will diminish its perceived 'natural beauty.'

The proposal and in particular the advertising signage will adversely affect the aesthetic value and disrupt the rural and pastoral character of the area.



Figure 15. View of site from Midland Highway, looking west. Photo: Land Use Planning and Development Tasmania Pty Ltd, taken 14 January 2026.

An unconvincing attempt has been made to demonstrate how this proposal (including signage) is able to blend and integrate with the general landscape of the area.

The application is not supported by a visual landscape assessment or a landscape architect statement.

The application fails to demonstrate how this proposal can be integrated into the general landscape of the area and its visual effects either avoided, remedied or mitigated.

C12.0 Flood Prone Areas Hazard Code

The purpose of the Flood-Prone Areas Hazard Code is:

- *To ensure that use or development subject to risk from flood is appropriately located and managed, so that:*
 - (a) *people, property and infrastructure are not exposed to an unacceptable level of risk;*
 - (b) *future costs associated with options for adaptation, protection, retreat or abandonment of property and infrastructure are minimised; and*
 - (c) *it does not increase the risk from flood to other land or public infrastructure.*
- *To preclude development on land that will unreasonably affect flood flow or be affected by permanent or periodic flood.*

This code applies to development of land within a flood-prone hazard area.

This code applies to use of land within a flood-prone hazard area if for:

- (a) a change of use that converts a non-habitable building to a habitable building; or
- (b) a new habitable room within an existing building.

This code applies to use in a habitable building, or development of land, identified in a report prepared by a suitably qualified person, that is lodged with an application for a permit, or required in response to a request under section 54 of the Act, as subject to risk from flood or that has the potential to cause increased risk from flood.

The planning authority may only make a request under clause C12.2.3 where it reasonably believes, based on information in its possession, that the land is subject to risk from flood or has the potential to cause increased risk from flood.

This code does not apply to land subject to the Coastal Inundation Hazard Code.

C12.5.2 Critical use, hazardous use or vulnerable use

Objective: That critical, hazardous and vulnerable uses, located within a flood-prone hazard area can achieve and maintain a tolerable risk from flood.

Acceptable Solution	Performance Criteria	Officer Comment
A1 No Acceptable Solution.	P1 A critical, hazardous, or vulnerable use within a flood-prone hazard area must achieve a tolerable level of risk from flood, having regard to: (a) the type form and duration of the use; and (b) a flood hazard report that demonstrates that: (i) any increase in the level of risk from flood does not warrant any specific	<i>'Vehicle Fuel Sales and Service' is provided within the definition of a Hazardous Use.</i> <i>It should be noted the applicant has not provided a response in relation to P1.</i> <i>A flood hazard report prepared by Rare Innovation P/L has been provided in respect of C12.6.</i>

	<p>hazard reduction or protection measures; or</p> <p>(ii) the use can achieve and maintain a tolerable risk from a 1% annual exceedance probability flood event for the intended life of the use without requiring any flood protection measures.</p>	<p><i>The Performance Criteria can be met.</i></p>
<p>A3 No Acceptable Solution.</p>	<p>P3 In addition to the requirements in clause C12.5.2 P1, the impact of flood on a hazardous use within a flood-prone hazard area must achieve and maintain a tolerable risk, having regard to; risk, having regard to:</p> <p>(a) the health and safety of people;</p> <p>(b) any impact on property;</p> <p>(c) any impact on the environment;</p> <p>(d) the advice contained in a flood hazard report; and</p> <p>(e) any advice from a State authority, regulated entity or a council.</p>	<p><i>This matter is addressed within the Flood Hazard report.</i></p> <p><i>The Performance Criteria can be met.</i></p>
<p>C12.6 Development Standards for Buildings and Works C12.6.1 Provision of hazard management areas</p> <p>Objective: That:</p> <p>(a) building and works within a flood-prone hazard area can achieve and maintain a tolerable risk from flood; and</p> <p>(b) buildings and works do not increase the risk from flood to adjacent land and public infrastructure</p>		
Acceptable Solutions	Performance Criteria	Officer Comment
A1 No Acceptable Solution	P1.1	P1.1

	<p>Buildings and works within a flood-prone hazard area must achieve and maintain a tolerable risk from a flood, having regard to:</p> <ul style="list-style-type: none"> (a) the type, form, scale and intended duration of the development; (b) whether any increase in the level of risk from flood requires any specific hazard reduction or protection measures; (c) any advice from a State authority, regulated entity or a council; and (d) the advice contained in a flood hazard report. <p>P1.2 A flood hazard report also demonstrates that the building and works:</p> <ul style="list-style-type: none"> (a) do not cause or contribute to flood on the site, on adjacent land or public infrastructure; and (b) can achieve and maintain a tolerable risk from a 1% annual exceedance probability flood event for the intended life of the use without requiring any flood protection measures 	<p><i>LISTMap identifies the site falls within the mapped areas of the State-wide Flood Hazard layer.</i></p> <p><i>The majority of the site is shown to be covered by areas of H1 classification with areas of higher hazard H2 and H3 shown to be confined to portions of the existing drains and in particular the confluence of Dulverton Rivulet and the artificial drainage course.</i></p> <p><i>A flood hazard report prepared by Rare Innovation P/L has been provided in respect of C12.6.</i></p> <p><i>The consultants advise the following:</i> <i>'The residual risk for the proposed development is low and considered tolerable for its intended use. The proposed development area is likely to be located above the indicated 1% AEP flood hazard level of RL 390.60m AHD and is likely to maintain a tolerable hazard for use, including the proposed structure and amenities building. Access to and from the site is expected to remain at a maximum of low hazard H1 which is generally safe for vehicles and people and will continue to allow for safe site evacuation if required.'</i></p> <p>P1.2 <i>The proposed development footprint is not located within the main flood path and is not expected to obstruct flows.</i></p>
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		<p><i>Rare advises the development is expected to maintain a tolerable risk from the 1% AEP flood without requiring flood protection measures other than those recommended.</i></p> <p><i>The proposal complies with the Performance Criteria P1.1 and P1.2.</i></p>
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The report does however provide for the following recommendations:

1. To construct finished concrete surface levels above the mapped flood level of RL 390.60m AHD except where required to match into existing road access
2. Construct a high-level overflow drain to maintain capacities of the existing artificial drainage course above the capacity of the proposed culverts to minimise risk of overflows passing through the hardstand areas.

C13.0 Bushfire-Prone Areas Code

The purpose of the Bushfire-Prone Areas Code is:

- *To ensure that use and development is appropriately designed, located, serviced, and constructed, to reduce the risk to human life and property, and the cost to the community, caused by bushfires.*

This code applies to:

- (a) subdivision of land that is located within, or partially within, a bushfire-prone area; and
- (b) a use, on land that is located within, or partially within, a bushfire-prone area that is a vulnerable use or hazardous use.

C13.5 Use Standards C13.5.2 Hazardous Uses		
Objective: That hazardous uses can only be located on land within a bushfire-prone area where tolerable risks are achieved through mitigation measures that take into account the specific characteristics of both the hazardous use and the bushfire hazard.		
Acceptable Solutions	Performance Criteria	Officer Comment
A1 No Acceptable Solution	P1 A hazardous use must only be located in a bushfire-prone area if a tolerable risk from bushfire can be achieved and maintained, having regard to: (a) the location, characteristics, nature and scale of the use;	<i>The proposed fuel station will have a fuel storage capacity that exceeds manifest quantities as prescribed by the Work Health & Safety Regulations 2012.</i> <i>The fuel tanks will have a combined capacity of 223,200L.</i>

	<p>(b) whether there is an overriding benefit to the community;</p> <p>(c) whether there is no suitable alternative lower-risk site;</p> <p>(d) the emergency management strategy (hazardous use) and bushfire management plan; and</p> <p>(e) other advice, if any, from the TFS.</p> <p>A proposed plan of subdivision shows adequate hazard management areas in relation to the building areas shown on lots within a bushfire prone area, having regard to:</p> <p>(a) the dimensions of hazard management areas;</p> <p>(b) a bushfire risk assessment of each lot at any stage of staged subdivision;</p> <p>(c) the nature of the bushfire-prone vegetation including the type, fuel load, structure and flammability;</p> <p>(d) the topography, including site slope;</p> <p>(e) any other potential forms of fuel and ignition sources;</p> <p>(f) separation distances from the bushfire-prone vegetation not unreasonably restricting subsequent development;</p> <p>(g) an instrument that will facilitate management of fuels located on land external to the subdivision; and</p> <p>(h) any advice from the TFS.</p>	<p><i>In addition, a Bushfire Emergency Plan (BEMP) endorsed by TFS must be in place prior to the storage of hazardous materials.</i></p> <p><i>The BEMP must be updated annually and supplied to TFS.</i></p> <p><i>A Bushfire Hazard report compiled by Scott Livingston an accredited person was submitted in support of the application.</i></p> <p><i>The report provides the necessary BAL assessment and Bushfire Hazard Management Plan (BHMP).</i></p> <p><i>A hazard management area for BAL-12.5 rating for the bowsers, fuel tanks is well inside the proposed hardstand area and no additional fuel management is required. The hardstand provides compliant access.</i></p> <p><i>A static water supply will be required prior to storage of fuel quantities in excess of manifest quantities unless a hydrant can be provided within 120m hose lay of all buildings and tanks.</i></p> <p><i>The proposal complies with the Acceptable Solution at A1.</i></p>
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A2 An emergency management strategy (hazardous use) endorsed by the TFS or accredited person.	P2 No Performance Criteria	<i>An Emergency Strategy for the proposal has been endorsed by TFS (dated 28/04/2025).</i> <i>The proposal complies with the Acceptable Solution at A2.</i>
A3 A bushfire hazard management plan that contains appropriate bushfire protection measures that is certified by the TFS or an accredited person.	P3 No Performance Criteria	<i>An Emergency Strategy for the proposal has been endorsed by TFS (dated 28/04/2025).</i> <i>The proposal complies with the Acceptable Solution at A3</i>

C13.6.2 Public and fire fighting access

Objective: That access roads to, and the layout of roads, tracks and trails, in a subdivision:

- (a) allow safe access and egress for residents, fire fighters and emergency service personnel;
- (b) provide access to the bushfire-prone vegetation that enables both property to be defended when under bushfire attack, and for hazard management works to be undertaken;
- (c) are designed and constructed to allow for fire appliances to be manoeuvred;
- (d) provide access to water supplies for fire appliances; and
- (e) are designed to allow connectivity, and where needed, offering multiple evacuation points

Acceptable Solutions	Performance Criteria	OFFICER COMMENT
A1 (a) TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant specific measures for public access in the subdivision for the purposes of fire fighting; or (b) A proposed plan of subdivision showing the layout of roads, fire trails and the location of property access to building areas, is included in a bushfire hazard management plan that:	P1 A proposed plan of subdivision shows access and egress for residents, fire-fighting vehicles and emergency service personnel to enable protection from bushfires, having regard to: (a) appropriate design measures, including: (i) two way traffic; (ii) all weather surfaces; (iii) height and width of any vegetation clearances; (iv) load capacity; (v) provision of passing bays; (vi) traffic control devices;	<i>The Bushfire Hazard Management Plan sets minimum standards for property access in line with the requirements of table E2.</i> <i>There are no plans for public roads or fire trails as part of this development.</i> <i>The proposal complies with the Acceptable Solution at A1, (b).</i>

<p>(i) demonstrates proposed roads will comply with Table C13.1, proposed property accesses will comply with Table C13.2 and proposed fire trails will comply with Table C13.3 and</p> <p>(ii) is certified by the TFS or an accredited person.</p>	<p>(vii) geometry, alignment and slope of roads, tracks and trails;</p> <p>(viii) use of through roads to provide for connectivity;</p> <p>(ix) limits on the length of cul-de- sacs and dead-end roads;</p> <p>(x) provision of turning areas;</p> <p>(xi) provision for parking areas;</p> <p>(xii) perimeter access; and</p> <p>(xiii) fire trails; and</p> <p>(b) the provision of access to:</p> <p>(i) bushfire-prone vegetation to permit the undertaking of hazard management works; and</p> <p>(ii) fire fighting water supplies; and</p> <p>(c) any advice from the TFS.</p>	
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CONCLUSION TO PART 2

The proposed development is recommended for refusal as it does not, for reasons detailed in this report comply with the following clauses:

1. Clause C1.6.1 P1.1

Reason: The proposed signage is not compatible with the landscape having regard to its size and dimension and impact on the amenity of surrounding properties.

2. Clause C1.6.2 P1

Reason: The illuminated signage will result in an unreasonable loss of amenity to adjacent properties having regard to the sensitivity of the area in terms of view corridors and the natural environment.

3. Clause C8.6.2 P2

Reason: Having regard to impact on views from the road and the management objectives identified in the LPS, the proposed buildings and works within a scenic road corridor will cause an unreasonable reduction of the scenic value of the road corridor.

RECOMMENDATION

THAT, in accordance with the provisions of the *Land Use Planning and Approvals Act 1993* (the Act), the Planning Authority undertake the following:

- A. That per Sections 38(2)(a) and 40D(a)(i) of the Act, it agrees to prepare and initiate draft amendment DA2500/115 to the Southern Midlands Local Provisions Schedule, as provided in Attachment 2, to:**
 - a. Insert a Site-specific Qualification into SOR-Site-specific Qualifications table within the Local Provisions Schedule for the land at 20 Interlaken Road, Oatlands (CT 44897/6) that an additional Discretionary Use Class for the site is: Vehicle Fuel Sales and Service if only for the sale of fuels, charging of electric vehicles, and provision of a dedicated rest area, provided no other activity associated with the use is proposed; and Canopy and Blade Signs are discretionary if for directing attention to the sale of fuel, or charging of electric vehicles, and no other use or activity.**
- B. That in accordance with Section 40F of the Act, Council by instrument in writing affix the common seal of the Council to certify that draft amendment DA2500/15 as provided in Attachment 2 meets the LPS criteria provided in Section 34 per the requirements of Section 40F (1) of the Act.**
- C. That in accordance with Section 40FA (1) of the Act, Council directs that a copy of the draft amendment be provided to any relevant agencies or State authorities the Planning Authority considers may have an interest in the draft amendment.**
- D. That in accordance with Section 40G and Section 40Z of the Act, Council directs that draft amendment DA2500/15 be placed on public exhibition.**
- E. That in accordance with Section 40Y of the Act, Council refuses to grant a permit for a fuel station and signage at 20 Interlaken Road, Oatlands for reasons provided in the body of the planners report.**

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor E Batt		
Deputy Mayor K Dudgeon		
Clr A E Bisdee OAM		
Clr D Blackwell		
Clr B Campbell		
Clr D Fish		
Clr F Miller		

12.2 Subdivisions

Nil.

12.3 Municipal Seal (Planning Authority)

Nil.

12.4 Planning (Other)

12.4.1 Potential Dark Sky Reserve

Author: COUNCIL PLANNING CONSULTANT (DAMIAN MACKEY)

Date: 21 JANUARY 2026

Attachment(s):

District Council of Yankalilla, Dark Sky Lighting Policy – Carrickalinga, (South Australia)

PURPOSE

The purpose of this report is to set out a process to investigate the proposal for an internationally recognised 'Dark Sky Reserve' in part (or all) of the Southern Midlands Municipal Area in conjunction with Central Highlands Council.

BACKGROUND

Central Highlands Council has initiated an investigation into the potential for some or all of its Municipal Area becoming an 'International Dark Sky Reserve'.

This represents an opportunity for Southern Midlands Council to consider cooperating to achieve a larger combined area.

'Dark Sky Reserve' is a status bestowed by Dark Sky International on areas meeting certain criteria including very low levels of night sky light pollution and a commitment by the community to minimise future light pollution. The definition is as follows:

An International Dark Sky Reserve (IDSR) is a public or private land of substantial size (at least 700 km², or about 173,000 acres) possessing an exceptional or distinguished quality of starry nights and nocturnal environment, and that is specifically protected for its scientific, natural, educational, cultural heritage, and/or public enjoyment.

The IDSR consists of two regions:

- 1) A "core" area meeting the minimum criteria for sky quality and natural darkness, and*
- 2) A "peripheral" or "buffer" area that supports dark sky values in the core and receives similar benefits.*

The IDSR is formed through a partnership of landowners and/or administrators that recognize the value of the natural nighttime environment through regulations, formal agreements, and long term planning. The core and the peripheral zone together are referred to collectively as the "Reserve" and "IDSR" in this document.

The Dark Sky Reserve status needs to come with a level of statutory protection, aimed at minimising night sky light pollution.

Other categories exist:

‘Dark Sky Sanctuary’ is the highest level but generally only attainable for large publicly owned reserved areas. Destination Southern Tasmania is pursuing this status for Tasmania’s World Heritage Area.

‘Dark Sky Park’ is a lower level designation wherein compliance is essentially voluntary, and does not come with the same kudos and ‘pulling power’ in terms of international tourism.

Pursuing Dark Sky Reserve status would be a substantial and lengthy process, and would involve extensive consultation with stakeholders, the community and potential partner organisations.

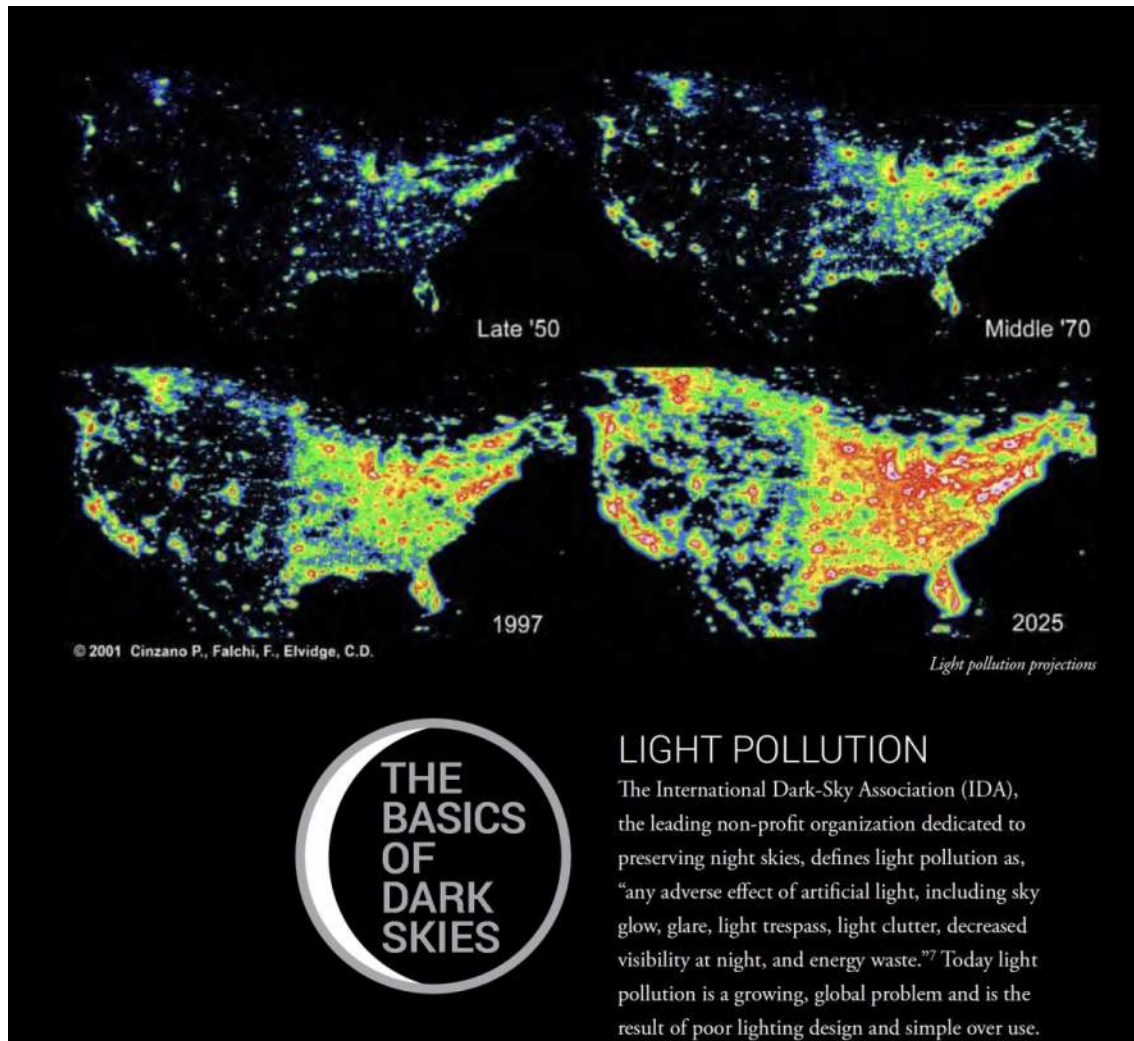
WHY SEEK TO BECOME A DARK SKY RESERVE?

1. Astro-Tourism:

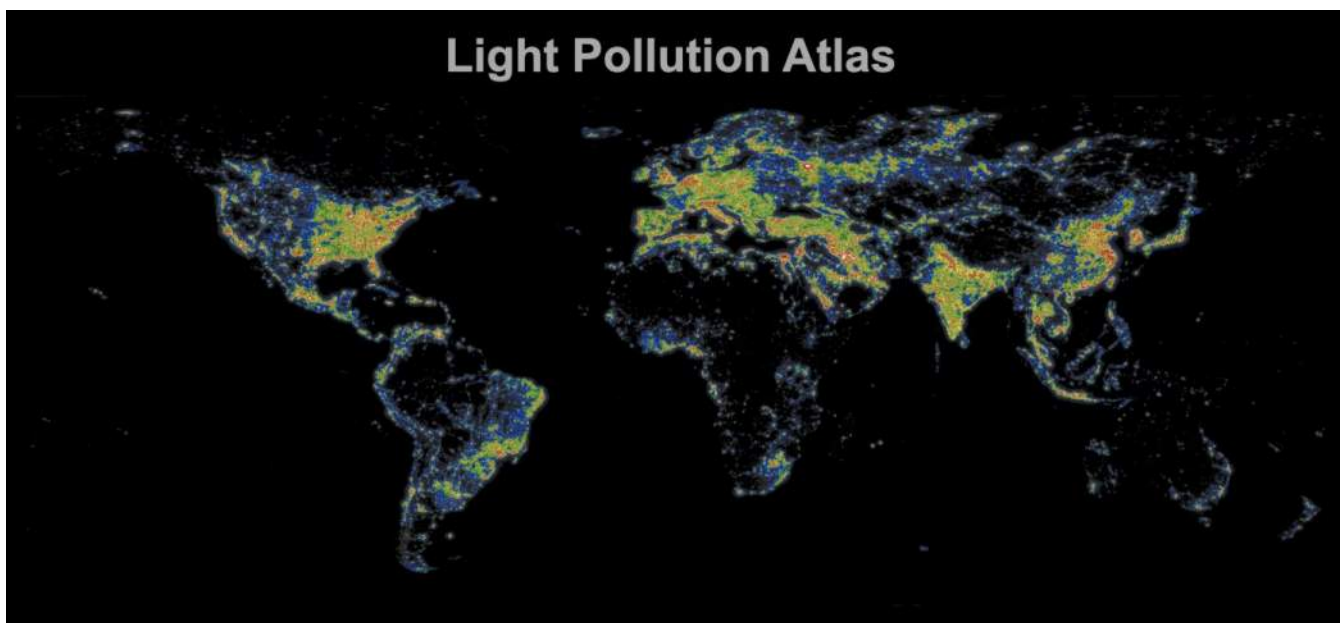
- Dark sky visitor experiences.
- Direct impact on tourism numbers.
- International recognition & tourism marketing.
- Few places in the world can do this well. There are only 22 such reserves in the world.
- Adds to Tasmania’s overall visitor experience.
- Accords with Brand Tasmania values and Tourism Tasmania promotions including nature-based tourism.
- Drives regional tourism (out of metro Hobart).
- Drives overnight stays in rural areas.

Astro-Tourism Drivers:

- Nearly 80% of Americans can no longer see the Milky Way due to light pollution. (Source: New World Atlas of Artificial Night Sky Brightness).
- This is the same for much of Europe and large parts of Asia.



Light pollution in North America has increase dramatically in recent decades.



In most of North America, Europe and large parts of Asia, the Milky Way is no longer visible and people are travelling in ever greater numbers to experience the night sky.

In Tasmania, we have a natural competitive advantage.

2. Wildlife Benefits:

- Nocturnal animals, moths and birds, etc. are being negatively impacted in many parts of the world by night sky light pollution.

3. Human benefit: Circadian Rhythm:

- Light is the most significant external cue for the circadian system. Exposure to light signals the brain to be awake, while darkness triggers the release of hormones like melatonin, which promotes sleep.

EXAMPLE: AORAKI MACKENZIE DARK SKY RESERVE, NEW ZEALAND

One of the world's Dark Sky Reserves is in New Zealand, in a similar situation to the Central Highlands / Southern Midlands area. It serves as a good real-world example of how a Reserve might be set up and managed in rural Tasmania.

Purpose of the Aoraki Mackenzie Dark Sky Reserve:

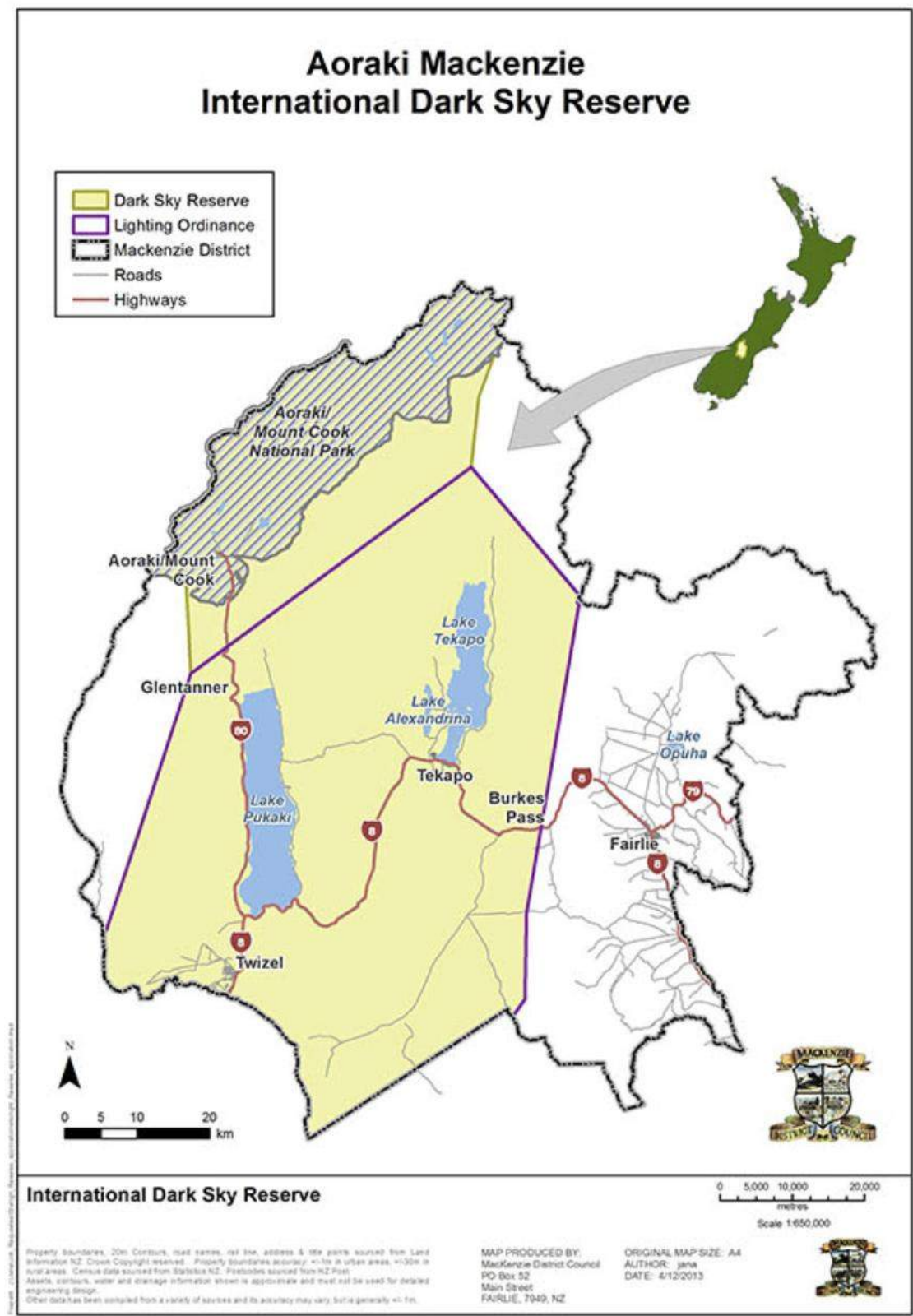
To preserve night sky quality: The regulations are designed to maintain the area's exceptionally dark skies, which are ranked at a level 2 on the [Bortle Dark-Sky Scale](#).

To support astronomical research: These lighting controls help minimize light pollution, which is crucial for the nearby [Mount John Observatory](#).

To promote tourism: The clear, dark skies make the area a major draw for stargazing tourists.

To protect the environment: The regulations also help conserve energy and protect local wildlife.

Location of the Aoraki Mackenzie Dark Sky Reserve



Tourism Promotion within the Aoraki Mackenzie Dark Sky Reserve:



Regulations within the Aoraki Mackenzie Dark Sky Reserve:

For 'International Dark Sky Reserve' status to be awarded, there needs to be some form of regulatory protection. In Tasmania this could potentially be through a planning scheme code or specific area plan overlay.

For the Aoraki Mackenzie Dark Sky Reserve, an overlay exists in the New Zealand equivalent of the Planning Scheme (the District Plan) which requires new development to comply with certain lighting requirements. The detailed regulatory wording is not repeated here, but the 'plain English' explanation, as provided on their website, is as follows:

Fully shielded lights: All new outdoor light fittings must be fully shielded, meaning they can only shine light downwards.

Limited blue light: There are restrictions on the amount of blue-light emissions from outdoor lighting.

Mandatory for all properties: These regulations apply to both public and private property.

Note that for existing external lighting, a cooperative approach is needed to assist / convince private property owners with any non-compliant lights to upgrade.

Compliance is not significantly onerous. It's just a matter of the right lights:



An Australian/New Zealand Standard exists that includes detailed specifications. This could be adopted through a planning scheme overlay attached to a code or specific area plan.

Governance of the Aoraki Mackenzie Dark Sky Reserve

The Aoraki Mackenzie Dark Sky Reserve is not managed by the local Council but by a separate legal entity with a Board made up of representatives from key stakeholders and people with particular expertise.

Information is currently being sought on the details.

COUNCIL CAN SET AN EXAMPLE

If Council is to pursue this path, there are a number of actions that it can take in the first instance, including:

- Adopting a Council policy. (Refer example in Attachment 1)
- Promoting the concept, particularly the benefits.

BISDEE TIER UNIVERSITY OF TASMANIA TELESCOPE FACILITY

Southern Midlands contains the University of Tasmania telescope facility at Bisdee Tier. The University (Dr Andrew Cole) has advised the University would welcome the extension of any Central Highlands Dark Sky Reserve into Southern Midlands to protect the dark sky around the facility into the long term.

RECENT LGAT RESOLUTION

At the recent Local Government Association of Tasmania conference, the following resolution (proposed by Central Highlands Council) was endorsed:

THAT the Local Government Association of Tasmania lobby the State Government on behalf of all 29 Councils, to create Dark Sky Planning Guidelines, over the whole of Tasmania including the Islands.

This is welcome as, if achieved, it would establish a baseline for encouraging the protection of the night sky from unnecessary light pollution across the State.

It would not be same thing as an internationally recognised Dark Sky Reserve and would not have the same attraction.

The larger population centres would not be able to meet the requirements and the opportunity would only be open to the more sparsely populated areas such as Central Highlands and Southern Midlands.

Under the guidelines, Dark Sky Reserves need to be surrounded by a buffer zone wherein there are lesser standards. The LGAT decision if implemented would help a Central Highlands – Southern Midlands Dark Sky Reserve achieve the required surrounding buffer zone.

A WAY FORWARD: STAGE 1 - INVESTIGATION:

If Council is of a mind to explore this proposal, the following steps are recommended as a first stage:

1. Form a small informal Council working group.
2. Using other Australian council policies as a starting point, draft a Council Policy for Council's own lighting, to be brought back to a Council meeting for consideration / confirmation.
3. Undertake initial consultation with stakeholders, including tourism operators.
4. Investigate governance and funding models, such as that for New Zealand's Aoraki

Mackenzie Dark Sky Reserve. (Council is awaiting information that has been requested from them.)

5. Consult with potential partners:

- a. Neighbouring like-minded Councils, particularly Central Highlands.
- b. Destination Southern Tasmania, (currently pushing for the World Heritage Area to be an International Dark Sky Sanctuary).
- c. Office of the Coordinator General, (expressing preliminary interest in the economic benefits of a Dark Sky Reserve).
- d. The University of Tasmania.
- e. Dark Sky Tasmania.
- f. Dark Sky International, (the approving entity).
- g. The State Planning Office / Tasmanian Planning Commission regarding potential regulatory options for controlling light pollution.

The above will require Council officer time.

It is proposed that an allowance be made for one day per fortnight until the March Council meeting.

A progress report would then be provided to Council, which would include:

- Potential governance models.
- Potential funding models.
- Implementation issues:
 - Resources needed to apply for International Dark Sky Reserve Status.
 - Statutory mechanisms to establish requirements for new development to comply with light pollution minimisation standards.
- Appetite amongst potential partners to be involved in a governance entity.
- Costs to Council if the initiative is progress to the next stage.
- Details of the next stage, which is likely to include broad community consultation.
- Other relevant matters.

RECOMMENDATION

THAT the proposal to investigate obtaining International Dark Sky Reserve status for all or part of the Southern Midlands Municipal Area be investigated, as outlined above in 'A Way Forward: Stage 1 - Investigation'.

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor E Batt		
Deputy Mayor K Dudgeon		
Clr A E Bisdee OAM		
Clr D Blackwell		
Clr B Campbell		
Clr D Fish		
Clr F Miller		

12.4.2 Bagdad Mangalore Structure Planning Project

Author: COUNCIL PLANNING CONSULTANT (DAMIAN MACKEY)

Date: 22 JANUARY 2026

Attachment(s)

Bagdad-Mangalore Structure Plan – January 2026

PURPOSE

The purpose of this report is to seek endorsement for the new Bagdad Mangalore Structure Plan.

BACKGROUND

In 2024 Council resolved to initiate a project to develop a new Bagdad-Mangalore Structure Plan, and subsequently appointed a consultant team lead by Jensen Plus following an Expression of Interest process.

Council also established a Project Steering Group, consisting of two elected members, two community representatives and relevant Council officers.

Background work and the first and second phases of community and stakeholder consultation was undertaken in the first half of 2025, and a draft Structure Plan was produced.

This was endorsed by Council in June 2025 to go out for the final phase of community and stakeholder consultation.

Consultation outcomes were collated by the consultant team and considered by the Project Steering Group over a series of workshops in the latter part of 2025 and early 2026. (A delay of several months was incurred whilst awaiting final feedback from TasWater – one of the major stakeholders.)

The outcomes of community consultation are summarised in the Structure Plan document, in Chapter 8 Engagement Summary and associated appendices.

Amendments were made as agreed by the Project Steering Group and a final draft was presented at the Councillor workshop on 19 January 2026, where it was concluded that the document is in order to be submitted to a Council meeting for endorsement.

THE BAGDAD MANGALORE STRUCTURE PLAN

The enclosed Bagdad Mangalore Structure Plan – January 2026 has been developed through the engagement of independent professional planning consultants who worked closely with Council, the community and key stakeholders.

It sets an aspirational vision for the future and includes recommendations for community infrastructure improvements, future spatial layout, and planning scheme amendments.

As such, it will provide Council with clear direction to progress the area into the future.

Once endorsed by Council, work will commence on an implementation plan and associated budget, to be presented to a future Council meeting for consideration.

RECOMMENDATION

THAT: The *Bagdad Mangalore Structure Plan – January 2026*, as enclosed with this report, be endorsed by Council and that the previous *Bagdad Mangalore Structure Plan 2010* be rescinded.

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor E Batt		
Deputy Mayor K Dudgeon		
Clr A E Bisdee OAM		
Clr D Blackwell		
Clr B Campbell		
Clr D Fish		
Clr F Miller		

**[THIS CONCLUDES THE SESSION OF COUNCIL
ACTING AS A PLANNING AUTHORITY]**

13. OPERATIONAL MATTERS ARISING (STRATEGIC THEME – INFRASTRUCTURE)

13.1 Roads

Strategic Plan Reference 1.1

Maintenance and improvement of the standard and safety of roads in the municipal area.

Nil.

13.2 Bridges

Strategic Plan Reference 1.2

Maintenance and improvement of the standard and safety of bridges in the municipality.

Nil.

13.3 Walkways, Cycle Ways and Trails

Strategic Plan Reference 1.3

Maintenance and improvement of the standard and safety of walkways, cycle ways and pedestrian areas to provide consistent accessibility.

Nil.

13.4 Lighting

Strategic Plan Reference 1.4

Ensure adequate lighting based on demonstrated need / Contestability of energy supply.

Nil.

13.5 Buildings

Strategic Plan Reference 1.5

Maintenance and improvement of the standard and safety of public buildings in the municipality.

Nil.

13.6 Sewer / Water and Energy

Strategic Plan Reference(s) 1.6

Increase the capacity of access to reticulated sewerage services / Increase the capacity and ability to access water to satisfy development and Community to have access to reticulated water.

Nil.

13.7 Drainage

Strategic Plan Reference 1.7

Maintenance and improvement of the town storm-water drainage systems.

Nil.

13.8 Waste

Strategic Plan Reference 1.8

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

Nil.

13.9 Information, Communication Technology

Strategic Plan Reference 1.9

Improve access to modern communications infrastructure.

Nil.

13.10 Officer Reports – Infrastructure & Works

13.10.1 Manager – Infrastructure & Works Report

Author: MANAGER INFRASTRUCTURE & WORKS (DAVID RICHARDSON)

Date: 22 JANUARY 2026

This report outlines the current and upcoming works across the municipality. It provides an overview of ongoing projects, scheduled maintenance, and capital works to improve infrastructure and community facilities.

Roads Program

1. **Maintenance Grading:** Ongoing maintenance grading works will continue throughout the municipality.
2. **Pothole Repairs:** Both sealed and unsealed roads are being addressed for pothole repairs as resources permit.
3. **Culvert Cleaning & Drainage Works:** Drainage and culvert cleaning activities are underway in various locations. These works will continue as weather conditions allow.
4. **Annual Resealing** programme has commenced.
5. **Roads Gravel Re-sheeting** works will continue where required.
6. **Roadside slashing** programme continues throughout the road network.

Current Capital Works

1. **Mood food to Kempton walkway** has commenced construction and will continue.
2. **Campania Football club change rooms are underway.** Works are progressing well. Works on a retaining wall around the oval and stormwater works are to commence shortly.
3. **Church Street Oatlands.** Kerb and gutter including driveway crossovers are being constructed at the southern end of Church Street.
4. **A new stormwater line has been installed** at the junction of Church and High street Oatlands.

Parks and Reserves

1. **Recreation Grounds, Parks & Playgrounds:** Regular maintenance continues on recreation grounds, parks, and playgrounds as required.
2. **Scheduled Playground Inspections:** Inspections are being carried out to ensure compliance with safety and quality standards.

Bridge Works

1. **Bridge Maintenance:** Minor works on several bridges are currently in progress and will continue as required.

Building Services Unit

1. **Council Building Maintenance:** Ongoing maintenance works have been carried out on various council buildings and will continue.
2. **Construction of Campania Football Club Change Room Additions:** Construction work has advanced, wall frames are up and new roof is planned prior to the Christmas break.
3. **Ceiling Repair at Roche Hall:** Repair works are in progress and will continue as resources allow

Planned Works

1. **Road Maintenance:**
 - Drainage and pavement repairs on various roads.
 - Edge break repairs across various roads.
2. **Bridge Maintenance:** Ongoing and planned bridge maintenance repairs.
3. **Kempton-Mood Food Pathway:** Construction works will continue.
4. **Building Maintenance:** Continued maintenance on various council buildings.
5. **Continue with roadside slashing programme.**

Previous Question Raised by Councillor Campbell regarding sight distance issue at Tunnack main road and Black gate road intersection.

The following correspondence was received from the department of state growth.

Hi David,

The following was my response to the recent enquiry:

Following an investigation, as requested by the Minister, I can provide the following information:

- *Black Gate Road/Tunnack Main Road junction is very lightly trafficked, with last recorded annual average daily traffic count of some 460 vehicles.*
- *There have been no reported crashes at this junction in the last 20 years.*
- *Sight distance to the south is restricted by an embankment. To improve driver awareness, I have requested the installation of an advance side road warning sign for northbound traffic. This sign will highlight the presence of the junction to approaching drivers, and installation is expected to occur in early 2026.*

- *The Department has limited funding available for junction upgrades. When prioritising locations for treatment, consideration is given to factors such as reported crash history and traffic volumes. The Department does not currently have any plans to carry out works at the Tunnack Road / Black Gate Road junction.*

QUESTIONS WITHOUT NOTICE TO MANAGER, INFRASTRUCTURE & WORKS

RECOMMENDATION

THAT the Infrastructure & Works Report be received and the information noted.

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor E Batt		
Deputy Mayor K Dudgeon		
Cllr A E Bisdee OAM		
Cllr D Blackwell		
Cllr B Campbell		
Cllr D Fish		
Cllr F Miller		

Capital Works Program 2025-2026 Projected Timelines
as at 31 December 2025

Project	Total Project Cost (\$)	2025						2026					
		July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	April	May	June
Road Resheeting													
Road Resheeting Program	590,000												
Road Resealing - Sealed Roads													
Road Resealing Program	360,000												
Sealed Road Edge Breaks													
Various Roads	200,000												
Road Reconstruction & Seal													
Bagdad - Swan Street (700m)	137,000												
Tunnack - Eldon Road (700m)	110,000												
Woodsdale - Woodsdale Road (dig-out)	23,000												
Construct & Seal (Unsealed Roads)													
Mangalore - Blackbrush Road (1.3km section starting from seal Mangalore end)	195,000												
Mt Seymour - Blackgate Road (500m between end of seal & dust suppressant)	85,000												
Oatlands - Bentwick Street	20,000	Deferred pending development application											
Rhyndaston - Rhyndaston Road (1.35km of 2.7km starting at railway line)	202,500												
Other Works													
Bagdad - School Road (Traffic & Safety Improvements)	69,000												
Campania - Car Park Improvements (WIP)	100,000												
Campania - Reeve Street (Reconstruct Retaining Wall - Union St to Lee St)	40,000												
Campania - Structure Plan - Town Gateway and Streetscape	40,000												
Colebrook - Coalmine Bend Road (Redirect Drainage from Train Line - Piping)	25,000												
Oatlands - Hasting Street Junction WIP	15,000												
Oatlands - High Street (Traffic Island)	45,940												
Tunbridge - Main Street (Kerb & Gutter Renewal) WIP	40,000												
Footpaths													
Footpaths - General Streetscapes	46,500												
Bagdad - Midland Highway Pathway (Primary School north to Community Club) WIP	240,000												
Campania - Reeve Street (Hall St to Lee St)	57,740												
Colebrook - Richmond Road Asphaltting	3,500												
Kempton - Burnett Street to Mood Food WIP	425,565												
Kempton - Main Street (Southern End 300m)	75,000												
Oatlands - Church Street (High St to Esplanade both sides - Design Only)	10,000												
Oatlands - Church Street (Sth Parade to William St - north. side - Footpath - 130 m)	30,000												
Parattah - Streetscape (Stage 1)	50,000												
Tunnack - Streetscape (Year 1 of 3) WIP	100,000												

Project	Total Project Cost (\$)	2025						2026					
		July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	April	May	June
Public Toilets													
Colebrook - History Room Toilets (Replace Septic Tank)	10,000												
Stormwater Drainage													
Bagdad / Mangalore - Hydraulic Assessment (Waterway improvements Bagdad Rec Precinct)	61,625												
Stormwater System Management Plans (Urban Drainage Act 2013)	50,000												
Oatlands - High Street / Church Street Jct (Pipe Replacement)	15,000												
Oatlands - High Street /Wellington Street Jct (New Pit)	4,000												
Oatlands - Queen Anne St (Pipe into existing Drain)	35,000												
Tourism													
Oatlands - Heritage Interpretation Panel renewal	2,000												
Heritage													
Jericho - Memorial Avenue - Plaques	20,000	Proofs complete											
Kempton - Memorial Avenue Park - Interps	19,545												
Melton Mowbray - Recognition plaque JH Bisdee VC OBE (DVA Grant)	8,480												
Oatlands - Callington Mill - Structural Repair & External painting	40,000												
Oatlands - Court House (Wall Stabilisation)	100,000												
Oatlands - Gaolers Residence (Chimney Capping [complete] & Fireplace Repairs)	15,000												
Oatlands - Gaolers Residence (Lighting & Hanging System Upgrade)	5,000												
Oatlands - Gaolers Residence (Wingwall)	23,000												
Oatlands - Heritage Buildings (Security Upgrades)	10,000												
Oatlands - Heritage Collections Store	10,000	Seeking additional Grant Funding											
Oatlands - Roche Hall (Building Improvements for PRISM) WIP	90,000												
Oatlands - Roche Hall Forecourt (Interps - Planning Condition of Approval) WIP	40,000												
Natural													
Campania - Bush Reserve / Cemetery WIP	300,000												
Chauncy Vale - Day Dawn Cottage Improvements	12,000												
Chauncy Vale - Toilet & Interps Upgrade (Election Commitment)	80,000												
Regulatory - Development													
Property Purchase - 10 Barrack Street, Oatlands (Police Residence)	530,000												
Oatlands - Stanley Street Master Plan	20,000												
Animal Control													
Oatlands - Off-Lead Dog Park	35,000	Deferred											

Project	Total Project Cost (\$)	2025						2026					
		July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	April	May	June
Recreation													
Building Upgrades (Sites determined following inspections)	50,000												
Playground Upgrades (Sites determined following inspections)	50,000												
Bagdad - Bagdad Community Club (Precinct Plan & Property Transfer)	111,000			Subject to grant funding									
Bagdad - Iden Road Park Development	75,000	Deferred											
Bagdad - Acquisition 1689 Midland Highway Bagdad	309,870												
Campania - Flour Mill Park (Redevelopment)	68,000												
Campania - Recreation Ground (Landscaping & Tiered Seating)	270,000												
Campania - Recreation Ground (All abilities Car Parking)	26,750												
Campania - Recreation Ground (Upgrade Change rooms)	1,100,000												
Colebrook - Hall (Windows, Ramps, Double Doors)	10,000												
Kempton - Carriage Shed (External Repair & Repainting)	11,700												
Kempton - Recreation Ground (Site Dev)	24,250												
Kempton - Recreation Ground (Cricket Net, basket ball / pickle ball court)	80,000												
Melton Mowbray - Streetscape Works (Trough / Shelter etc)	90,000												
Oatlands - Aquatic Centre (Outdoor Area Seating)	4,000												
Oatlands - Aquatic Centre (Learn to Swim Equipment)	2,000												
Oatlands - Aquatic Centre (Gymnasium Equipment Upgrade)	5,000												
Oatlands - Aquatic Centre (Female Change Rooms / Shower Cubicles)	10,000												
Oatlands - Aquatic Centre (Pump Replacement)	10,000												
Oatlands - Gay Street, Hall (Air Lock & Heating) [heating complete, air lock to do]	40,000												
Oatlands - Gay Street, Hall (Kitchen Floor Repairs / Underpinning)	8,000												
Oatlands - Midlands Community Centre (External Painting - Front of Building)	8,000												
Oatlands - Old Swimming Pool (Staged demolition)	62,889												
Runnymede - Recreation Ground (Pitch Renewal)	8,000												
Tunnack - Recreation Ground (Kiosk Removal)	8,000												
Tunnack - Recreation Ground (Toilet Block Painting)	4,000												
Woodsdale Recreation Ground	45,000												
Legend													
Scheduled		Infrastructure & Works						Heritage Projects					
Completed		Infrastructure & Works						Heritage Projects					

14. OPERATIONAL MATTERS ARISING (STRATEGIC THEME – GROWTH)

14.1 Residential

Strategic Plan Reference 2.1

Increase the resident, rate-paying population in the municipality.

Nil.

14.2 Tourism

Strategic Plan Reference 2.2

Increase the number of tourists visiting and spending money in the municipality.

Nil.

14.3 Business

Strategic Plan Reference 2.3

Increase the number and diversity of businesses in the Southern Midlands / Increase employment within the municipality / Increase Council revenue to facilitate business and development activities (social enterprise).

Nil.

14.4 Industry

Strategic Plan Reference 2.4

Retain and enhance the development of the rural sector as a key economic driver in the Southern Midlands / Increase access to irrigation water within the municipality.

14.4.1 Minister for Primary Industries and Water Re: Tas Irrigation (TI) Greater South East Irrigation Scheme (GSEIS) – Service / Design Area (Information Only)

Author: GENERAL MANAGER (TIM KIRKWOOD)

Date: 19 JANUARY 2026

Attachment(s):

Minister for Primary Industries and Water (Hon Gavin Pearce MP) – Letter dated 22 December 2025

ISSUE

To provide Council with a copy of the response received from the Minister for Primary Industries and Water (Hon Gavin Pearce MP) relating to the Greater South East Irrigation Scheme and the potential to service the Colebrook area and Craighourne Dam.

BACKGROUND

As an outcome of previous Council discussions relating to the possible extension of the GSEIS service the Colebrook area and Craighourne Dam, Council resolved to write to the Minister to convey its position.

In correspondence to the Minister, Council strongly urged the State Government to engage further with Tas Irrigation to reassess the feasibility of the extension, or alternatively, to identify a sustainable and equitable solution for delivering irrigation water to the Colebrook region (for example, through the Southern Midlands Irrigation Scheme).

A copy of the ‘*Socio Economic Benefits and Quantified Positive Externalities*’ prepared and endorsed by the local farming community was included as an attachment to Council’s letter.

DETAIL

In response to Council’s correspondence, the Minister has confirmed that the Southern Midlands Irrigation Scheme may be a future option for Colebrook farmers to access irrigation water.

The Minister advised that this project has been progressed by Tas Irrigation to preferred option status. However, the project has been paused by agreement with the Tasmanian Government until Tranche Three priority projects are further progressed.

Human Resources & Financial Implications – Not applicable.

Community Consultation & Public Relations Implications – refer to comments provided.

Priority - Implementation Time Frame – Not applicable.

RECOMMENDATION

THAT the information be received.

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor E Batt		
Deputy Mayor K Dudgeon		
Clr A E Bisdee OAM		
Clr D Blackwell		
Clr B Campbell		
Clr D Fish		
Clr F Miller		

ENCLOSURE

Agenda Item 14.4.1

Minister for Primary Industries and Water
Minister for Veterans' Affairs

Level 5, 4 Salamanca Place HOBART TAS 7000 Australia
GPO Box 123 HOBART TAS 7001 Australia
Phone: +61 3 6165 7670
Email: minister.pearce@dpac.tas.gov.au



22 DEC 2025

Mr Edwin Batt
Mayor
Southern Midlands Council
Email: mail@southernmidlands.tas.gov.au

Dear Mr Batt

Edwin,

Greater South East Irrigation Scheme

I write in response to your letter dated 7 October 2025 regarding the potential extension of the Greater South East Irrigation Scheme (GSEIS) to include the Colebrook area and Craigbourne Dam.

The GSEIS has received the support of the Tasmanian and Australian Governments, as a priority project in the Tranche Three program. In addition to the value to farmers in the south east of the State, the scheme will deliver a net economic benefit to Tasmania of \$291 million and create hundreds of ongoing jobs.

The GSEIS is a large and complex project with a significant capital cost. Committed government funding for the project is aligned with the scheme design presented in the Business Case submitted to the Tasmanian Government in September 2023. This design did not include delivery of water to Colebrook and Craigbourne Dam as applications from the first round of water sales for these areas were insufficient.

I'm advised that after funding was secured for the GSEIS project, irrigators in the Colebrook area advocated for inclusion of their area in the project design. Tasmanian Irrigation has undertaken investigation to determine the additional capital cost to serve approximately 700 megalitres of demand presented from irrigators and, related to that, the price farmers would be charged per megalitre of water.

The cost to extend the scheme to Colebrook cannot be accommodated within the approved project budget. If the extension were to be added, significant additional infrastructure would need to be incorporated into the scheme, resulting in not just a prohibitive capital cost, but very high annual prices for water delivered to that zone of the scheme. Pursuing the extension would put the project budget at risk and be inconsistent with the expectation of the Tasmanian Government that Tasmanian Irrigation operates in accordance with sound commercial practice.

I'm further advised that these matters were discussed with the Colebrook irrigators group in June and July this year and that at the price proposed in the event the scheme was extended, there was no appetite to purchase water due to the associated annual charges. My understanding is that you and other members of Council have attended those meetings.

The Southern Midlands Irrigation Scheme may be a future option for Colebrook farmers to access irrigation water. The project has been progressed to preferred option status by Tasmanian Irrigation and paused in agreement with the Tasmanian Government until Tranche Three priority projects are further progressed.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'G. Pearce', with a long, sweeping flourish extending upwards and to the right.

Hon Gavin Pearce MP
Minister for Primary Industries and Water

15. OPERATIONAL MATTERS ARISING (STRATEGIC THEME – LANDSCAPES)

15.1 Heritage

Strategic Plan Reference – Page 22

3.1.1	Maintenance and restoration of significant public heritage assets.
3.1.2	Act as an advocate for heritage and provide support to heritage property owners.
3.1.3	Investigate document, understand and promote the heritage values of the Southern Midlands.

14.1.1 Heritage Project Program Report

Author: MANAGER HERITAGE PROJECTS (BRAD WILLIAMS)

Date: 28 JANUARY2026

ISSUE

Report from the Manager, Heritage Projects on various Southern Midlands Heritage Projects.

DETAIL

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

- This month's Artist in Residence has been Valerie Clark from Queensland. An abstract artist who has had the studio open every Friday-Monday 9-3.
- Progressing Roche Hall and Oatlands Town Hall conservation management plans.
- Stabilisation/restoration work completed on the Oatlands Supreme Court House.
- Commencement of reconstruction of the Oatlands Gaol wingwall (currently awaiting stone order). The original foundation has been archaeologically exposed, with the wall much longer than anticipated.
- Finalised plans for Roche Hall (PRISM project) in conjunction with the designer, access consultant, fire engineer and building surveyor.
- Commenced a review of the Local Heritage Precinct provisions in the Southern Midlands Local Provisions Schedule. These are to be internally reviewed and refined with view of bringing to a forthcoming Council workshop.
- Refinement of the now-live Heritage Collections Database.
- Continued conservation work on scale model of Constitution Hill Mill
- Implemented significant object location functionality in collection database as a disaster mitigation measure
- A model of the Colebrook Probation Station has been permanently loaned to Council by Mr. Graeme Ryrie of Colebrook, conditional upon it being publicly displayed. This will be displayed in the Oatlands Gaoler's Residence with a forthcoming exhibition on the station. Formal documentation acknowledging the loan is being prepared.
- Research into the Campania Cemetery.

- The Jericho Avenue of Honour Plaques have had a final review and have been sent to the foundry for fabrication. Expected delivery in 6-8 weeks.
- A noted increase in development applications requiring heritage assessment.

RECOMMENDATION

THAT the Heritage Projects Report be received and the information noted and;

A letter of thanks be drafted for the Mayor's signature thanking Mr. Ryrie for the permanent loan of the Colebrook Probation Station Model.

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor E Batt		
Deputy Mayor K Dudgeon		
Cllr A E Bisdee OAM		
Cllr D Blackwell		
Cllr B Campbell		
Cllr D Fish		
Cllr F Miller		

5.2 Natural

Strategic Plan Reference – page 23/24

- | | |
|-------|---|
| 3.2.1 | Identify and protect areas that are of high conservation value. |
| 3.2.2 | Encourage the adoption of best practice land care techniques. |

15.2.1 NRM Unit – General Report

Author: NRM UNIT MANAGER (MARIA WEEDING)

Date: 20 JANUARY 2026

DETAIL

- Lake Dulverton – Works to upgrade the sewer pump station at the toilet block on the foreshore is planned by TasWater for early 2026. Southern Midlands will be involved in regard to needing to the power supply to the toilet block component, and taking on the power supply to the BBQ hut (which was on the TasWater power meter. Maria is working on submitting information to Aboriginal Heritage Tasmania and Parks and Wildlife to enable permits to be issued for the works to be undertaken.
- Maria has worked on other Lake Dulverton matters. Elgin & Associates and have been delayed in undertaking the preliminary / based line water quality monitoring work on Lake Dulverton. Re the shower facility: A replacement coded door entry system was sourced for the shower door. The previous door entry system had been vandalised in the new year and was not repairable. Helen has set up new codes for the new door keypad entry system.
- Helen returned to work on Tuesday 20th Jan. She has been absent from work since Christmas due to family matters.

Weeds Officer Report, Mary Smyth

2nd December 2025 – 20th January 2026

Enquiries/feedback

Received an email from former Greens leader Dr Bob Brown about some daisies he noticed along the Midland Highway just south of Oatlands. The plants were not ox-eye daisy as he'd thought, but pyrethrum daisy. Technically, this is State Growth roadside, but I decided to keep an eye out to see what I could find, and then send the results to my contact at State Growth. Along the Midland Highway during my travels, I have managed to find single outlier clumps of pyrethrum daisy just south of Lovely Banks Road, right up to the boundary at Tunbridge. There are a couple of larger infestations south of Oatlands, and north of St Peter's Pass. Neither ox-eye nor pyrethrum daisies are declared, but it makes sense to eradicate even undeclared weeds before they start spreading further.

The owners of the cotton thistle infested block in Tunbridge had everything slashed before seed set, and no further growth seen so far.

Another Tunbridge resident enquired about what herbicide to use on Wild mignonette that won't affect native plants.

A "snap-solve-send" regarding a large scotch thistle on the Lake Dulverton foreshore was tackled with a mattock, and some 50 + largish plants were chipped out in the vicinity. An

email was sent to the person who reported the thistles, and she was very happy with the work!

Received a gorse-related enquiry from a resident who had read the Ratepayer's Newsletter article about gorse spraying. This person also emailed back to thank me for the information supplied.

Site visits

Drove along the stock road adjacent the Spring Hill serrated tussock core infestation, and found a total of 29 plants (the majority of which were grazed, without seeds, and small). All chipped out. Only 1 plant found over the fence. All plants mapped and landowner emailed with results. Photos also taken and forwarded to landowner of a new cluster of cotton thistle along the stock road.

Visited the arena planted area at Mangalore Recreation Ground to water the plants (two more banksias have died, but all other plants doing well). A second visit to spray the current crop of weeds succeeded in about two thirds of the area completed (before the wind increased and spraying had to be stopped). Follow-up to come.

Inspected the top of Beard's Road, off Lovely Banks Road, to see if I'd missed any Amsinckia. None found.

Watered the seedlings at The Pound a couple of times. Most of the 2025 plantings have survived, but Stuart was unable to get to do a follow-up weed spray due to the overly windy weather, and rows 2 and 3 are difficult to negotiate due to the dense, high weeds!

Visited the Kempton Recreation ground plantings to water and weed: all seedlings surviving so far!

Assisted MW with another round of watering the various plantings at 5 separate garden beds along the Lake Dulverton foreshore.

Communication

Submitted an article to the Southern Midlands Regional News about the Weeds Action Fund.

Chatted to Council's weed contractor regarding a few follow-up issues, and some frustrations of the job!

Continuing to send information to Councillor Donna Blackwell on each of the Weeds of the Week.

Weeds Action Fund Stage 3

Teamed up with the lessee of the Stemless thistle property to mop up any remaining thistles after the first lot of spraying by Enviro-dynamics. The morning's work netted 61 plants from 14 Waypoints (including 2 plants at 2 new waypoints). This compares with 324 plants found at the same 14 waypoints this time last year...

Research

The usual perusal of Tasmanian Weeds Facebook every Tuesday afternoon is a constant source of interest, and of upcoming activities.

Related and extra-curricular activities

I have teamed up with another local resident to take turns watering the new Tunbridge Park trees and shrubs once a week.

Found an isolated outlier gazania on Lovely Banks Road, near the Midland Highway. It was mapped and then removed.

Chauncy Vale weeds

This is not part of my weeds job per se, but might be interesting for Councillors and others to be aware of. I have been officially in charge of (mainly) thistle eradication efforts along the roadsides approaching, and within various zones of Chauncy Vale Sanctuary since Graham Green retired. Unfortunately, both the numbers of thistles (Californian, scotch and slenders) and the extent of their spread, have been **markedly** over and above what I was led to believe. This has caused delays and frustrations, and a **lot** more work than anticipated. Results from the areas I sprayed last year have been very good, but I am continually finding more infested areas, sometimes well beyond the previously “known” areas. Over this reporting period, 4 visits tackled the following:

- around the Meeting Room, the creek behind, the island and some of the far creek bank,
- the BBQ hut oval, dam, and beyond the dam between the road and the main creek down to the entrance fence, and
- the length of the northern creek bank from the BBQ hut to the entrance.

A couple of dozen tiny ivy seedlings, a couple of clusters of petty spurge, centaury, another cluster of aquilegias, and the odd blackberry seedling were also controlled.

337 certificate enquiries

A total of 13 properties processed.

Weed of the Week

African boxthorn, cotton thistle, twiggy mullein, wild teasel and great mullein all displayed in the Oatlands front office since the last report.

RECOMMENDATION

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

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor E Batt		
Deputy Mayor K Dudgeon		
Clr A E Bisdee OAM		
Clr D Blackwell		
Clr B Campbell		
Clr D Fish		
Clr F Miller		

15.3 Cultural

Strategic Plan Reference 3.3

Ensure that the cultural diversity of the Southern Midlands is maximised.

Nil.

15.4 Regulatory (Development)

Strategic Plan Reference 3.4

A regulatory environment that is supportive of and enables appropriate development.

Nil.

15.5 Regulatory (Public Health)

Strategic Plan Reference 3.5

Monitor and maintain a safe and healthy public environment.

Nil.

15.6 Regulatory (Animals)

Strategic Plan & Annual Plan

Southern Midlands Strategic Plan (2024-2034)

3.6 Regulatory – Animals

3.6.1 Create an environment where animals are treated with respect and do not create a nuisance for the Community.

3.6.1.1 Continue dog control. Regulatory, licensing and educational programs

3.6.1.2 Continue to conduct a public awareness/education program that informs the community of the need to contain livestock and the associated legal requirements within available resources.

3.6.1.3 Investigate the establishment of Off-Lead Dog Parks in Oatlands and Campania

3.6.1.3 Encourage the State Government to recognise the feral cat problem as distinct from the escaped/released/straying domestic cat problem and contribute to a State wide/regional strategy to meaningfully reduce the number of feral cats that now form a self-sustaining and very large population in rural areas

3.6.1.4 Review the endorsed 'Southern Tasmania Regional Cat Management Strategy 2021-2026' recognising that the Strategy is based on an 'opt-in' approach which would be reliant on available resources, and taking into account the extent of the problem within each municipal area

15.6.1 Animal Management Report

Author: ANIMAL MANAGEMENT OFFICER (RACHEL COLLIS)

Date: 21 JANUARY 2026

Enclosure: *Animal Management Statement 2026*

ISSUE

Consideration of the Animal Management/Compliance Officer's report for January 2026

The purpose of the report is twofold:

1. To inform both Council and the community of infringements issued by Council Officers in relation to Animal Management for the period January; *and*
2. Provide a brief summary of actions and duties undertaken by Council Officers in relation to animal management.

This in turn informs the community of the requirements and expectations of the Council to uphold and enforce relevant legislation. This too reinforces the importance of responsible ownership of animals.

All infringements detailed in this report were issued under the *Dog Control Act 2000*.

Resource Sharing

Southern Midlands Council currently provide Animal Management services to the Central Highlands Council through resource sharing arrangements. Jobs of note are itemised in the enclosed statement.

RECOMMENDATION:

THAT the Animal Management report be received and the information noted.

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor E Batt		
Deputy Mayor K Dudgeon		
Clr A E Bisdee OAM		
Clr D Blackwell		
Clr B Campbell		
Clr D Fish		
Clr F Miller		

ENCLOSURE

Agenda Item 15.6.1

Reporting period: 5 December 2025 - 21 January 2026

Category/Area	Andover	Antill Ponds Woodbury	Baden Mt Seymour Whitefoord	Bagdad	Broadmarsh Elderslie	Campania	Colebrook	Dysart	Jericho	Kempton	Lemont Pawtella York Plains	Levendale Runnymede	Mangalore	Melton Mowbray	Oatlands	Parattah	Rekuna Tea Tree	Rhyndaston Tiberias	Stonehenge Swanston	Stonor	Tunnack	Tunbridge	Wooddale	Reporting Period Total	2025-2026
Failing to ensure dog is not at large																								0	2
Dog attacking person or animal causing non serious injury				1							1													2	1
Dog attacking causing serious injury																								0	
Dog attacking animal causing serious injury or death										1														1	1
Dog - Impounded																	1							1	10
Reclaimed dogs																	1							1	9
Adopted/Dogs Home																								0	1
Euthanised																								0	0
Lost dogs reported												2												2	5
Barking complaints																								0	8
Animal Welfare																								0	7
Cat complaints received																								0	2
Stock on roads																								0	13
Impounded livestock																								0	1
Infringement Notices Issued				1							1													2	1
Written letter - various matters			1	1	1	1	1																	5	23
Patrolled Areas				5		4	3								6	4						1		23	88
Kennel Licence - Issued						1																		1	2
TOTAL																									

Registered 2025-2026 YTD	1719
Pending 2025-2026	22
Licences	66

Attack Details:

1. A dog bit a bicycle rider, resulting in non-serious injuries.
2. A dog escaped through an open gate and menaced another dog, causing non-serious injuries.
3. Two lambs were found deceased and one lamb mauled at a property in Kempton, no dog was witnessed at the time of the incident and the offending animal has not been identified.

15.7 Environmental Sustainability

Strategic Plan Reference 3.7

Implement strategies to address the issue of environmental sustainability in relation to its impact on Councils corporate functions and on the Community.

Nil.

16. OPERATIONAL MATTERS ARISING (STRATEGIC THEME – COMMUNITY)

16.1 Community Health and Wellbeing

Strategic Plan Reference 4.1

Support and improve the independence, health and wellbeing of the Community.

Nil.

16.2 Recreation

Strategic Plan Reference 4.2

Provide a range of recreational activities and services that meet the reasonable needs of the community.

16.2.1 Oatlands Aquatic Centre – Coordinators Report

Author: OATLANDS AQUATIC CENTRE COORDINATOR (ADAM BRIGGS)

Date: 18 JANUARY 2026

ISSUE

Oatlands Aquatic Centre – Coordinator's Report for the month December 2025.

DETAIL

The purpose of the report is twofold:

1. To report on the financial performance of the Centre compared to budget for the relevant month ending; and
2. To provide details regarding usage of the facility.

**OATLANDS AQUATIC CENTRE - 2025/26 OPERATING EXPENDITURE
TO 31 DECEMBER 2025**

INCOME		Annual Budget 2025/26	Actual Dec 2025	Budget Dec 2025	Actual YTD to 31 Dec 2025	Actual YTD to 31 Dec 2024	% Annual Budget 2025/26
Admission Fees		\$235,000	\$16,265	\$19,583	\$134,737	\$95,546	57.3%
Sale of Goods		\$15,000	\$1,226	\$1,250	\$7,959	\$7,746	53.1%
Charging Station Energy Use Reimbursement		\$20,000	\$0	\$5,000	\$5,097	\$9,028	25.5%
Sub-Total		\$270,000	\$17,491	\$25,833	\$147,793	\$112,320	54.7%

EXPENDITURE		Annual Budget 2025/26	Actual Dec 2025	Budget Dec 2025	Actual YTD to 31 Dec 2025	Actual YTD to 31 Dec 2024	% of Budget 2025/26
Salaries (incl. On-Costs)		\$495,348	\$58,067	\$57,155	\$258,015	\$242,881	52.1%
Operating Costs - Other		\$279,563	\$19,743	\$16,228	\$191,872	\$173,737	68.6%
Total Expenditure		\$774,911	\$77,810	\$73,383	\$449,888	\$416,618	58.1%

Budgeted Deficit		-\$504,911	-\$60,319	-\$47,550	-\$302,095	-\$304,298	59.8%
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Group Bookings & Programs – November (3/12/25 - 18/1/26):

Event / Booking	School / Group	Participation Numbers
Physio Rehab Sessions	Annabel Butler – Physiotherapist	5 individual bookings
GYM / Lane Hire	Centre Fitness Classes – GYM & Pool	5 Aqua Aerobic classes 4 GYM classes 98 participants
GYM / Lane Hire	Corumbene Program – GYM & Pool	2 pool individual bookings 2 GYM individual bookings 18 participants
Lane Hire	St Francis Flexible School	2 lanes & 30 participants
Centre Hire	St Paul's Catholic School	26 participants
Centre Visits	Birthday Party's	3 individual bookings 45 participants
Lane Hire	Campbell Town District School	2 lanes & 20 participants
Centre Hire	Kempton Primary School	Whole School (Kinder-Grade 2)
Centre Hire	Oatlands District School	Whole School (Kinder-Grade 10)
Centre Hire	Bagdad Primary School	Whole School (Kinder-Grade 2)
Centre Visits	Fitness Passport	12 participants (December)
Lane Hire	Midlands Swimming Club	3 individual bookings
Lane Hire	PCYC – Bridgewater	2 lanes & 16 participants
Centre Visits	Lady Gowrie Holiday Program - Brighton	22 participants
Centre Hire	Oatlands Community Hub – Splash Day	40 participants

USAGE FOR THE PERIOD 3/12/2025 – 18/1/2026

PAID UPFRONT

Type	Units
Gym & Classes	
Gym Class Pass 10 Sessions	4
PAYG – Gym Class	41
PAYG – Gym (16 years)	32
PAYG – Gym (Concession)	33
Gym/Pool Combo	
Gym/Pool Pass 10 Sessions (16 years)	9
Gym/Pool Pass 10 Sessions (Concession)	24
PAYG – Gym/Pool Combo (17 years)	10
PAYG – Gym/Pool Combo (Concession)	1
Learn to Swim	
January Privates Program, 2026 Enrolments (Currently)	22 (Full)
Pool	
Upfront 6 Months Pool Membership (17 +)	2
Upfront 6 Months Pool Membership (Concession)	1
Upfront 6 Months Pool Membership (Family)	0
PAYG – Pool (4 years and under)	348
PAYG – Pool (5-16)	781
PAYG – Pool (17)	671
PAYG – Pool (Concession)	458
PAYG – (Family)	91

DIRECT DEBITS – Current Numbers

Type	Units
DD Pool/Gym	8
DD Gym	9
DD 6 Months Pool – 17 years +	2
DD 6 Months Pool – Child/Concession	19
DD 6 Months Centre – Family	2

Grant Applications & General Information

See below an update on new programs and projects implemented during December:

- **Lifeguard Course 28th February & 1st March:**
In conjunction with Royal Life Saving Tasmania and Southcentral Workforce Network the Centre will be facilitating a Lifeguard course with new participants being put through vital training. The hope is that these new Lifeguards will be able to service local pools not just Oatlands Aquatic Centre.
- **Aqua Aerobics & GYM Fitness Classes 2026:**
Our new Aqua Aerobic and Gym Fitness classes on Monday, Tuesday & Wednesday that were started during Term 4, 2025 continued to grow each week with Bonnie. Due to the popularity the classes will continue again in Term 1, 2026 with the first session back on 10th February.
- **Corumbene “Health & Wellbeing Program” for 2026:**
Corumbene sessions have been extended to continue into 2026. The Water & GYM exercise groups will continue on a Wednesday for a further 10 weeks during Term 1, 2026.
- **Midlands Swim Club Expanding in 2026:**
The Midlands Swim Club will be doubling its current lane hire bookings for Term 1, 2026. With the club doubling in size during 2025, they will be hiring more lane space from the Aquatic Centre.
- **Veteran Wellbeing Voucher Program:**
Oatlands Aquatic Centre has signed up to be a provider for a State Government funded Program providing eligible Veterans the ability to access 2x \$100.00 vouchers to be put towards Club/Centre Membership costs over a financial year period. These vouchers will be suitable for GYM/Pool 10 Visit Cards or memberships. The program will be accessible to eligible clients in the coming weeks.

Human Resources & Financial Implications – Refer above detail.

Community Consultation & Public Relations Implications – Not applicable.

Policy Implications – N/A

Priority - Implementation Time Frame – Not applicable.

RECOMMENDATION

THAT the information be received and noted.

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor E Batt		
Deputy Mayor K Dudgeon		
Clr A E Bisdee OAM		
Clr D Blackwell		
Clr B Campbell		
Clr D Fish		
Clr F Miller		

16.2.2 Oatlands Recreation Ground – Installation of Electronic Scoreboard / Video Board

Author: GENERAL MANAGER (TIM KIRKWOOD)

Date: 12 JANUARY 2026

Enclosure(s):

Council Report – Extract from the Minutes of the Council Meeting held 24th September 2025

ISSUE

Council to confirm funding for supply and installation of an Electronic Scoreboard / Video Board at the Oatlands Recreation Ground.

BACKGROUND

At its meeting held 24th September 2025, Council considered a report (attached) regarding the proposed installation of an electronic scoreboard at the Oatlands Recreation Ground.

Council resolved as follows:

“THAT:

- a) The report and information be received;***
- b) Council confirm its willingness to fund the project (in full or in part), subject to final costings and potential co-contributions;***
- c) Undertake detailed costing and specification work, and (if deemed necessary by Planning) proceed with an application for development approval; and***
- d) Investigate external funding opportunities, if available.”***

DETAIL

As an outcome of the above decision, the following update is provided:

- It is advised that planning approval was required and has since been secured;
- The Oatlands Football Club Inc. engaged Geo-Environmental Solutions to undertake a soil assessment which is necessary to finalise the design and specifications for the footings. This work was funded by the Football Club at a cost of \$1,095.
- The Oatlands Football Club Inc. has lodged a grant application under the *AFL Telstra Footy Grants 2026 Program*, which provides up to \$20,000 towards the replacement of a manual scoreboard with an electronic fixed scoreboard.
- A letter of support has been provided by the Oatlands District Football Association, representing all six participating Clubs, and was submitted as part of the grant application; and
- A final budget has now been prepared, as detailed below.

Expenditure Item	\$	Comments/Notes
Supply & delivery of Scoreboard	\$41,350	As per Quote received
Engineering / Steelwork for Scoreboard	\$7,000	
Soil Test	\$1,095	Funded by Football Club
Regulatory Approval Fees	\$1,500	Funded by Council
Supply of Materials (e.g. concrete)	\$2,200	To be funded by Football Club
Qualified Labour	\$2,000	To be funded by Football Club (supported by volunteer labour)
Total Budget	\$55,145.00	

Sources of funding:

Oatlands Football Club	\$ 5,145
Southern Midlands Council	\$30,000
AFL Telstra Footy Grant (pending)	\$20,000

Total **\$55,145**

In reference to the previous report, the grant application submitted under the Australian Government's *Growing Regions Program*, which sought \$1.96 million for a broader redevelopment of the Oatlands Recreation Ground, was unsuccessful and that project is effectively on hold.

Council is therefore being asked to consider progressing the electronic scoreboard / video board as a stand-alone project. This approach would deliver an immediate and tangible improvement to the facility, support local and regional sporting events, and provide broader community benefit.

The Oatlands Recreation Ground is identified as a regional-level asset in the Southern Midlands Community Infrastructure Plan, yet has received limited significant investment in recent years, aside from the installation of ground lighting.

Human Resources & Financial Implications – Refer to the budget and funding details outline above.

Note – 2025/26 Capital Works Program Budget

Reference is made to the 2025/26 Capital Works Program. Within the Recreation Program, two currently unallocated budget provisions are available, being:

- \$34,475 allocated to the Facilities and Recreation Committee; and
- \$50,000 allocated for Building Upgrades (Sites to be determined following inspections).

These allocations can be earmarked to fund Council's financial contribution towards the Electronic Scoreboard / Video Board project at the Oatlands Recreation Ground. The final amount required from Council will be determined pending the outcome of the AFL Telstra Footy Grant application.

Community Consultation & Public Relations Implications – As noted previously, the existing manual scoreboard is sub-standard and detracts from the presentation of the venue. It does reflect poorly when one of the main objectives for a 'regional asset' is to ensure that the facilities are of a high standard in keeping with their regional importance.

Policy Implications – N/A

Priority - Implementation Time Frame – Dependent on Council decision and the outcome of the AFL Telstra Footy Grant application. With Council's financial commitment, and with full support from the Oatlands District Football Association, it is highly likely that the grant application will be approved.

RECOMMENDATION

THAT:

- a) **The report and information be received; and**
- b) **Council confirm its willingness to fund the project (in full or in part), with Council's total contribution being dependent on the outcome of the AFL Telstra Footy Grant.**

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor E Batt		
Deputy Mayor K Dudgeon		
Clr A E Bisdee OAM		
Clr D Blackwell		
Clr B Campbell		
Clr D Fish		
Clr F Miller		

ENCLOSURE

Agenda Item 16.2.2

[EXTRACT FROM COUNCIL MEETING 24 SEPTEMBER 2025]

16.2.2 Oatlands Recreation Ground – Installation of Electronic Scoreboard / Video Board

Author: GENERAL MANAGER (TIM KIRKWOOD)

Date: 19 SEPTEMBER 2025

ISSUE

Council to consider funding for supply and installation of an Electronic Scoreboard / Video Board at the Oatlands Recreation Ground.

BACKGROUND

Councillors are aware that capital upgrade Plans (including detailed specifications) have been prepared for the Oatlands Recreation Ground. In summary, the capital upgrade involves:

- Minor additions and alterations to and general refurbishment of existing clubrooms; and
- A new changeroom building to be constructed on the north-west part of the property.

The total project cost has been estimated at \$2.80 million.

Development approval was granted in March 2025.

A grant application was submitted under the Australian Government's *Growing Regions Program* seeking funding of \$1.96 million, with Council being prepared to contribute the remaining \$840,000. This Council contribution has been incorporated into the *Southern Midlands Council's Long-Term Financial Management Plan*, as endorsed by Council in June 2025.

Unfortunately, this application was unsuccessful, and no suitable alternative funding programs are currently available. As such, the broader project remains in abeyance pending further funding opportunities.

DETAIL

During the planning phase, it was generally acknowledged that the total project budget had the capacity to include the replacement of the existing scoreboard at the Oatlands Recreation Ground. Given that the broader project is on hold, Council is now being asked to consider progressing with the electronic scoreboard / video board component as a stand-alone initiative.

This approach would deliver a tangible improvement to the facility, support local and regional sporting events, and provide broader community benefit. Notably, the Oatlands Recreation Ground is identified as a regional-level asset in the Southern Midlands Community Infrastructure Plan, yet it has seen little significant investment in recent years (since installation of ground lighting).

In reference to the Plan, it states:

“The existing regional assets in Oatlands are in good condition, however the building assets at the Oatlands Recreation Ground require upgrading to an acceptable standard.”

The Plan includes the following management strategy:

“The management of Regional Assets should focus on maintaining and enhancing the role of these key assets for a range of uses including sports, recreation, sociocultural values, health and wellbeing, and tourism. The identification of Regional Assets allows for strategic investment in key assets rather than spreading resources across many poor quality facilities.”

It should be noted that whilst the main intended use is an electronic scoreboard, the video board enables use for many other purposes.

Councillors would be aware of the recent installation of an electronic scoreboard at the Campania Recreation Ground, completed at a cost of \$48,500. This was funded primarily via a \$35,000 grant from the Tasmanian Government with Council contributing \$12,875. The Campania Cricket/Football Club took responsibility for the on-site works, including erection of the steel framework and concrete for the footings.

This recent project provides a relevant benchmark in terms of both cost and delivery model.

During the recent Oatlands District Football Association finals, and in particular the Grand Final which attracted 1,600 plus spectators, comments were noted in relation to the scoreboard being sub-standard in terms of location; safety and suitability (i.e. given the technology now available). It was of particular concern that the tradition of playing finals at Oatlands was being questioned given the standard of infrastructure.

The Oatlands Football Club did submit an application through the 2024 round of Council's Community Small Grants Program and were allocated \$3,000 subject to the Club securing the balance of the funding. This has not eventuated, and the \$3,000 is still being held by Council.

Over recent weeks, and subsequent to the finals series being held, the Oatlands Football Club has approached Council to discuss the possibility of the scoreboard being advanced separately.

As part of the proposal, and similar to the Campania project, the Football Club has committed to take responsibility for the on-site works, including erection of the steel framework and concrete for the footings.

Human Resources & Financial Implications – Based on the final cost for the Campanian installation, a total project budget of \$50,000 would be required.

Hence, an additional \$47K is required to fund the project, taking into account the \$3K already allocated through the Community Small Grants Program.

Potential sources of funding will be raised for discussion at the meeting.

Note: There are no suitable grant programs available at present, however a grant could be pursued if an opportunity arises in the short-term.

Community Consultation & Public Relations Implications – As commented above, the existing Scoreboard is sub-standard. It does reflect poorly when one of the main objectives for a 'regional asset' is to ensure that the facilities are of a high standard in keeping with their regional importance.

Policy Implications – N/A

Priority - Implementation Time Frame – Dependent on Council decision.

RECOMMENDATION

THAT:

- a) The report and information be received;
- b) Council confirm its willingness to fund the project (in full or in part), subject to final costings and potential co-contributions;
- c) Undertake detailed costing and specification work, and (if deemed necessary by Planning) proceed with an application for development approval; and
- d) Investigate external funding opportunities, if available.

DECISION

Moved by Cllr A E Bisdee OAM, seconded by Deputy Mayor K Dudgeon

THAT:

- e) The report and information be received;
- f) Council confirm its willingness to fund the project (in full or in part), subject to final costings and potential co-contributions;
- g) Undertake detailed costing and specification work, and (if deemed necessary by Planning) proceed with an application for development approval; and
- h) Investigate external funding opportunities, if available.

CARRIED

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor E Batt	✓	
Deputy Mayor K Dudgeon	✓	
Cllr A E Bisdee OAM	✓	
Cllr D Blackwell	✓	
Cllr B Campbell	✓	
Cllr D Fish	✓	

[END EXTRACT FROM COUNCIL MEETING 24 SEPTEMBER 2025]

16.3 Access

Strategic Plan Reference 4.3

Continue to explore transport options for the Southern Midlands community / Continue to meet the requirements of the Disability Discrimination Act.

Nil.

16.4 Volunteers

Strategic Plan Reference 4.4

Encourage community members to volunteer.

Nil.

16.5 Families

Strategic Plan Reference 4.5

Ensure that appropriate childcare services as well as other family related services are facilitated within the community / Increase the retention of young people in the municipality / Improve the ability of seniors to stay in their communities.

Nil.

16.6 Education

Strategic Plan Reference 4.6

Increase the educational and employment opportunities available within the Southern Midlands

Nil.

16.7 Capacity & Sustainability

Strategic Plan Reference 4.7

Build, maintain and strengthen the capacity of the community to help itself whilst embracing social inclusion to achieve sustainability.

Nil.

16.8 Safety

Strategic Plan Reference 4.8

Increase the level of safety of the community and those visiting or passing through the municipality.

Nil.

16.9 Consultation & Communication

Strategic Plan Reference 4.8

Improve the effectiveness of consultation & communication with the community.

Nil.

17. OPERATIONAL MATTERS ARISING (STRATEGIC THEME – ORGANISATION)

17.1 Improvement

Strategic Plan Reference 5.1

Improve the level of responsiveness to Community & Developer needs / Improve communication within Council / Improve the accuracy, comprehensiveness and user friendliness of the Council asset management system / Increase the effectiveness, efficiency and use-ability of Council ICT systems / maintain the Business Process Improvement & Continuous Improvement framework

17.1.1 Junior Mayor/Deputy Mayor Policy

Author: MANAGER COMMUNITY & CORPORATE DEVELOPMENT (WENDY YOUNG)

Date: 23 JANUARY 2026

Attachment(s):

Draft Junior Mayor/Deputy Mayor Policy

PURPOSE

The purpose of this report is to seek Council's endorsement and adoption of a Junior Mayor and Deputy Mayor Program Policy, which establishes a structured framework to support youth leadership, civic engagement, and participation in local government.

BACKGROUND

Council has identified the importance of encouraging young people to engage with civic processes and develop leadership skills. The Junior Mayor and Deputy Mayor Program has been developed to provide students with opportunities to learn about local government, represent youth perspectives, and participate in civic and community activities.

The proposed policy formalises the program by outlining eligibility criteria, roles and responsibilities, selection processes, term of appointment, and code of conduct.

RECOMMENDATION

THAT Council:

- 1. Receive and note the report; and**
- 2. Consider the draft Junior Mayor/Deputy Mayor Program Policy for adoption at February 2026 Council meeting.**

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor E Batt		
Deputy Mayor K Dudgeon		
Clr A E Bisdee OAM		
Clr D Blackwell		
Clr B Campbell		
Clr D Fish		
Clr F Miller		

17.1.2 Local Government Electoral Legislation Package

Author: GENERAL MANAGER (TIM KIRKWOOD)

Date: 10 JANUARY 2026

Enclosure(s):

Local Government Electoral Reforms 2025 – Consultation draft legislation overview

Local Government Electoral Reform – Exposure Draft Legislation and Prior Consultation Report

Note: Full copies of the following Bills can be provided on request:

- *Local Government Electoral Bill 2025*
- *Local Government Amendment (Electoral Reforms) Bill 2025*

ISSUE

Council to consider and provide feedback on the following proposed legislation:

1. Local Government Electoral Bill 2025
2. Local Government (Electoral Reforms) Bill 2025

BACKGROUND

The State Government has released two bills to establish a new legislative framework for local government elections:

1. Local Government Electoral Bill 2025 – creates a new, standalone framework for council elections
2. Local Government (Electoral Reforms) Bill 2025 – reforms to support the elections framework by amending the *Local Government Act 1993*

The Office of Local Government has provided an overview of the changes and prepared a discussion paper/consultation report.

The key reforms in the Bills include:

Electoral Bill

- Election of Deputy Mayor 'around the table', rather than directly elected.
- The current General Manager's roll to be managed by the Tasmanian Electoral Commission (TEC), along with clarification and tightening of who can nominate to vote.
- Provides for flexible voting methods, such as postal, in-person, pre-poll or combinations of these, to be determined by the Electoral Commissioner. The Bill also allows for the Commissioner to provide alternative voting methods for electors that face access challenges.
- Election candidates must complete mandatory pre-election training, which will be provided by LGAT. This does not apply to incumbent councillors.

- Electoral expenditure limits aligned with Legislative Council spending rules: \$10,000 for most councils. \$16,000 for Hobart, Clarence, Glenorchy, Kingborough and Launceston.

Local Government (Electoral Reforms) Bill 2025

- New section on requiring Personal Interest Returns (PIR) from councillors, which are to be published on the council's website. An example PIR return form is including in the [discussion paper/consultation report](#), Appendix B.
- Formalising caretaker provisions, around council decision-making during election periods. A number of councils, including the Southern Midlands Council, already have policies in place on this matter.
- Thresholds for elector polls or public meetings has been raised to 20 per cent (up from the lesser of 5 per cent or 1,000 electors).

DETAIL

It is suggested that Council consider each of the key reforms detailed in the '*Consultation draft legislation overview*' document and refer to the 'Local Government Electoral Reform' Consultation report as needed.

The State Government has highlighted one specific consultation matter that being the issue of phased implementation.

It is indicated in the Electoral Reform consultation report that due to the technical complexity of moving to a new electoral framework, and delays in developing legislation caused by the 2025 State election, the Local Government Electoral Bill 2025 is expected to have a phased implementation once it becomes law.

Through the consultation process, the State Government is seeking to identify (through sectoral, peak body and expert feedback) the highest priority reforms for implementation prior to the next elections. This will inform which provisions the Tasmanian Government will seek to 'turn on' with sufficient lead time to allow for education, system updates, and readiness ahead of the October 2026 local government elections.

Human Resources & Financial Implications – to be considered as part of the discussion.

Particularly in relation to the election of the deputy mayor 'around the table' the consultation report does make reference to potential cost savings, although these are expected to be minimal in the overall context of conducting an election.

No cost estimate is provided should responsibility for the 'General Manager Roll' transfer to the Tasmanian Electoral Commission, to be renamed the Local Government Electoral Roll.

Community Consultation & Public Relations Implications – To be considered

Policy Implications – Policy position.

Priority - Implementation Time Frame – The period for feedback closes on 28th February 2025, but the LGAT is seeking responses by 20th February 2026 to allow time to prepare a response on behalf of the sector.

RECOMMENDATION

THAT Council:

- a) Notes the Local Government Electoral Bill 2025 and the Local Government (Electoral Reforms) Bill 2025; and
- b) Council determine its position in response to each of the proposed reforms which will form the basis of a Submission to the Office of Local Government (Department of Premier and Cabinet).

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor E Batt		
Deputy Mayor K Dudgeon		
Clr A E Bisdee OAM		
Clr D Blackwell		
Clr B Campbell		
Clr D Fish		
Clr F Miller		

17.2 Sustainability

Strategic Plan Reference 5.2

Retain corporate and operational knowledge within Council / Provide a safe and healthy working environment / Ensure that staff and elected members have the training and skills they need to undertake their roles / Increase the cost effectiveness of Council operations through resource sharing with other organisations / Continue to manage and improve the level of statutory compliance of Council operations / Ensure that suitably qualified and sufficient staff are available to meet the Communities need / Work co-operatively with State and Regional organisations / Minimise Councils exposure to risk / Ensure that exceptional customer service continues to be a hallmark of Southern Midlands Council

17.2.1 Tabling of Documents

Nil.

17.2.2 Elected Member Statements

An opportunity is provided for elected members to brief fellow Councillors on issues not requiring a decision.

17.2.3 Local Government Shared Services – Quarterly Update – Information Only

Author: FINANCE OFFICER (MANDY BURBURY)

Date: 13 JANUARY 2025

Enclosure(s):

2025/2026 Shared Services to 31 December 2025

ISSUE

To inform Council of the Common Services Joint Venture activities for the period October - December 2025.

BACKGROUND

There are seven existing members of the Common Services Joint Venture Agreement, with two other Council's participating as non-members.

Members: Brighton, Central Highlands, Glenorchy, Huon Valley, Sorell, Southern Midlands and Tasman.

Council now include a standard internal report for Council's information on SMC hours on a quarterly basis.

DETAIL

Refer enclosed summary of services provided by and provided to the Southern Midlands.

RECOMMENDATION

THAT the information be received.

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor E Batt		
Deputy Mayor K Dudgeon		
Clr A E Bisdee OAM		
Clr D Blackwell		
Clr B Campbell		
Clr D Fish		
Clr F Miller		

2025/26 Shared Services Report to 31 December 2025

PROVIDED BY SOUTHERN MIDLANDS COUNCIL					Total Hours Dec 2025 Quarter	Total Hours Sep 2025 Quarter	Total Hours to Date 2025/26
Council	Fortnight Ending	Officer	Service Provided	Hours			
Central Highlands	05/10/25	D Mackey	Regulatory	18.00			
		L Brown	Regulatory	12.00			
		P Krause	Regulatory	6.00			
		R Collis	Animal Management	2.00			
	19/10/25	D Mackey	Regulatory	31.00			
		L Brown	Regulatory	6.00			
		P Krause	Regulatory	4.25			
		R Collis	Animal Management	14.00			
	02/11/25	D Mackey	Regulatory	13.00			
		L Brown	Regulatory	17.50			
		P Krause	Regulatory	4.00			
	16/11/25	D Mackey	Regulatory	13.50			
		L Brown	Regulatory	16.00			
		P Krause	Regulatory	3.25			
	30/11/25	D Mackey	Regulatory	6.00			
		B Williams	Heritage	1.00			
		L Brown	Regulatory	15.50			
		P Krause	Regulatory	3.75			
		R Collis	Animal Management	4.00			
	14/12/25	D Mackey	Regulatory	14.00			
		L Brown	Regulatory	14.00			
		R Collis	Animal Management	4.25			
		J Rowley	Animal Management	2.25			
	28/12/25	D Mackey	Regulatory	7.00			
		L Brown	Regulatory	12.00			
		P Krause	Regulatory	9.50			
					253.75	230.25	484.00

2025/26 Shared Services Report to 31 December 2025

PROVIDED BY SOUTHERN MIDLANDS COUNCIL					Total Hours Dec 2025 Quarter	Total Hours Sep 2025 Quarter	Total Hours 2025/26
Council	Fortnight Ending	Officer	Service Provided	Hours			
Derwent Valley	05/10/25	D Mackey	Regulatory	12.50			
		B Willams	Heritage	37.50			
	19/10/25	D Mackey	Regulatory	16.00			
		B Willams	Heritage	25.00			
	02/11/25	D Mackey	Regulatory	8.00			
		B Willams	Heritage	5.00			
	16/11/25	D Mackey	Regulatory	20.00			
	30/11/25	D Mackey	Regulatory	18.00			
		B Willams	Heritage	12.00			
	14/12/25	D Mackey	Regulatory	15.00			
	28/12/25	D Mackey	Regulatory	7.50	176.50	71.00	247.50
Tasman	05/10/25	P Krause	Plumbing Surveying	13.75			
	19/10/25	D Mackey	Regulatory	3.00			
		P Krause	Plumbing Surveying	10.50			
	02/11/25	P Krause	Plumbing Surveying	8.25			
	16/11/25	D Mackey	Regulatory	3.00			
		P Krause	Plumbing Surveying	0.75			
	30/11/25	D Mackey	Regulatory	1.00			
		P Krause	Plumbing Surveying	12.00			
	14/12/25	D Mackey	Regulatory	4.00			
		P Krause	Plumbing Surveying	18.00			
	28/12/25	D Mackey	Regulatory	3.50	86.00	71.25	157.25
		P Krause	Plumbing Surveying	8.25			
Total Hours Provided by Southern Midlands					516.25	372.50	888.75

2025/26 Shared Services Report to 31 December 2025

PROVIDED FOR SOUTHERN MIDLANDS COUNCIL					Total Hours Dec 2025 Quarter	Total Hours Sep 2025 Quarter	Total Hours 2025/26
Council	Fortnight Ending	Officer	Service Provided	Hours			
Brighton	26/10/25	A Hunt	Development Engineering	5.50			
	09/11/25	Jo Blackwell	Regulatory	4.00			
	23/11/25	Jo Blackwell	Regulatory	4.00			
	07/12/25	L Wighton	Development Engineering	1.00	14.50	4.50	19.00
Glenorchy	12/10/25		EHO Services	13.00			
	26/10/25		EHO Services	10.00			
	09/11/25		EHO Services	15.00			
	23/11/25		EHO Services	13.00	51.00	275.75	326.75
Total Hours Provided for Southern Midlands					65.50	280.25	345.75

17.2.4 SMC External Grant Projects - Quarterly Update

Author: DEPUTY GENERAL MANAGER (ANDREW BENSON)

Date: 23 JANUARY 2026

Enclosure(s):

Report to Council on Various SMC Grant Projects as at 31st December 2025

ISSUE

Council have a quite a number of external grants that are in various stages of implementation and it is meaningful to provide Council with a status report in respect of the external grants on a quarterly basis.

BACKGROUND

The application of grants is a major contributor to Council's infrastructure budget. Some grants are fully funded by the Grant body, for example 'election promises realised', others require part funding, ie Active Tasmania (former Dept. of Communities, Sport & Recreation - Tasmanian State Government), and with a minimum of 50% funding by Council, and others require various funding contributions by Council. Some with no funding contributions by Council.

All Council Business Units are focused on bringing in funded projects that meet the objectives of the Strategic Plan and that add value to our Community. That way the budget goes further and we are able meet, to some extent, the expectations of the Community.

DETAIL

This update is provided for Councillors information only and will be updated on a quarterly basis.

RECOMMENDATION

That the information be received.

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor E Batt		
Deputy Mayor K Dudgeon		
Clr A E Bisdee OAM		
Clr D Blackwell		
Clr B Campbell		
Clr D Fish		
Clr F Miller		

ENCLOSURE

Agenda Item 17.2.4

Report to Council on Grant Funded Projects as at 31st December 2025

Project Title	Brief Description	Grant Body	Project Value Grant Funds	Project Value SMC Funds	Project Manager	Current Project Status (% complete)	Anticipated Completion Date	Remarks
Bagdad Shareway	Construction of a 2.5m wide shareway between Bagdad School and Hall Lane	Active Transport (DSG)	\$150,000	\$90,000	Andrew Benson (Project Grant) David Richardson (Project Delivery)	95%	2 nd March 2026	On track
Chauncy Vale Interps & Infrastructure	Construction of an accessible toilet and signage at Chauncy Vale Sanctuary	Active Tasmania (DSG)	\$80,000	\$20,000	Phil Krause	95%	June 2026	On track
Sporting Infrastructure Upgrades Campania Rec Grd	Retaining wall/seating, Scoreboard and all weather access	Active Tasmania (DSG)	\$253,000	\$91,625	David Richardson	100%	June 2026	Electronic Score Board installed and working; Retaining wall and DDA parking to wait until Change rooms completed.
Sporting Infrastructure Upgrades Kempton Rec Grd	Half-court basketball / Pickle Ball court plus new cricket practice nets	Active Tasmania (DSG)	\$80,000	\$0	Andrew Benson	100%	June 2026	Half court surface finish WiP footing for cricket nets installed
Oatlands Aquatic Centre	Development of the proposed Aquatic Centre in Oatlands	1. Australian Government 2. Tasmanian Government 3. Station Child Care Centre 4. Loan Funds by SMC	\$2,000,000 \$2,000,000 \$80,350	\$5,920,000	Tim Kirkwood (Project Financials) Andrew Benson (Project Delivery)	99%	Changed	A couple of minor other issues. Negotiating with Vos on costs from Extension of Time
South Central Sub-region – Workforce Development	The submission of grant for a workforce coordinator for the Southern Midlands,	Tasmanian Community Fund	\$400,000 over three years	\$15,000	Andrew Benson	100%	July 2023	Contract targets of people to be employed were significantly

Project Title	Brief Description	Grant Body	Project Value Grant Funds	Project Value SMC Funds	Project Manager	Current Project Status (% complete)	Anticipated Completion Date	Remarks
Coordinator Project	Central Highlands, Brighton and Derwent Valley to (three year contract). The State Government through Jobs Tas to operate a Jobs Hub for the Sub Region. This is a partnership with the three other Councils.	Jobs Tasmania Jobs Tasmania	\$1,625,000 \$2,100,000	\$0 \$0 Plus In-kind		Triannual funding depending on Annual reviews 70% Extension of Funding Agreement	Nov 2024 Dec 2024 to Nov 2027	exceeded, plus working with schools and employers on a range of activities The project is currently exceeding expectations Deed of Agreement has been executed and the regular Progress Reports have been submitted and accepted.
Southern Midlands Drought Weeds Grant 2020 – Support for Farmers	\$30,000 for on ground works, \$25,000 for wages.	State Government of Tasmania	\$55,000	\$0	Mary Smyth Weeds Officer and Maria Weeding	80%	Ongoing-until funds run out.	Continuing to use for time spent on Stemless Thistle on ground follow up works. (High Priority for SMC)
Better Active Transport in Tasmania Rd 1	Bagdad Concrete Shareway/Walkway	Department of State Growth	\$370,000	\$270,000	David Richardson (Project Delivery) / Andrew Benson (Project Grant Management)	100%	December 2024	Completed awaiting acquittal
Better Active Transport in Tasmania Rd 2	Footpath connection between Mood Food and Kempton	Department of State Growth	\$278,000	\$146,310 cash	David Richardson (Project Delivery) / Andrew Benson	20%	June 2025 Subject to EoT	Construction WiP.

Report to Council on Grant Funded Projects as at 31st December 2025

Project Title	Brief Description	Grant Body	Project Value Grant Funds	Project Value SMC Funds	Project Manager	Current Project Status (% complete)	Anticipated Completion Date	Remarks
					<i>(Project Grant Management)</i>			
Active Tas Development Grant	Funding support for Lifeguards Project	Active Tasmania	\$30,000	\$0	Andrew Benson	95%	June 2026	Project partnership with the Jobs Hub to train and support 40 lifeguards over two years. Training through the Oatlands Aquatic Centre EoT requested
Tas Regional Drought Resilience _ Quick Wins 2025 Program	Funding to set up a Southern Midlands Farmers Group (incorporated entity)	Dept of Premier & Cabinet	\$5335	\$0	Maria Weeding	5%	June 2026	WiP
Vulnerable Road User Program 2024	RC Footpath along Reeve St adjacent to Flour Mill Park, from Opposite Lee St (TasRail entrance) to Community Hall at Campania	Department of State Growth	\$58,616	\$41,593 cash \$10,000 in-kind	Andrew Benson <i>(Project Grant)</i> David Richardson <i>(Project Delivery)</i>	100%	June 2025	Completed. Awaiting acquittal from DSG
Vulnerable Road User Program 2024	RC Footpath along Reeve St, adjacent to Rec Grd from entrance to Campania Rec Grd to Villeneuve St	Department of State Growth	\$36,258	\$14,900 cash \$5,000 in-kind	Andrew Benson <i>(Project Grant)</i> David Richardson <i>(Project Delivery)</i>	100%	June 2025	Completed. Awaiting acquittal From DSG
Vulnerable Road User Program 2024	Pedestrian Crossing of railway line at Climie St Campania	Department of State Growth	\$35,250	Design \$6,429 (paid) Cash \$6,000 In kind \$1,000	Andrew Benson <i>(TasRail sub contracted)</i>	100%	June 2025	Completed. awaiting acquittal from DSG
LGAT Open Space Program (Rd 2)	Campania Rec Grd Change Rooms	LGAT/DPaC	\$400,000	\$700,000	Andrew Benson <i>(Project Grant)</i>	65%	April 2026	WiP.

Project Title	Brief Description	Grant Body	Project Value Grant Funds	Project Value SMC Funds	Project Manager	Current Project Status (% complete)	Anticipated Completion Date	Remarks
					David Richardson (Project Delivery)			
Vulnerable Road User Program 2025	Road improvements at School Rd, Bagdad Primary School	Department of State Growth	\$34,430	\$34,570	Andrew Benson (Project Grant) David Richardson (Project Delivery)	5%	June 2026	Awaiting design completion
Vulnerable Road User Program 2025	Road Pedestrian Crossing at High Street, Oatlands	Department of State Growth	\$22,300	\$23,640	Andrew Benson (Project Grant) David Richardson (Project Delivery)	5%	June 2026	Design submitted for approval.
Vulnerable Road User Program 2025	Concrete Footpath between Lee St and Hall St, Campania	Department of State Growth	\$28,620	\$29,120	Andrew Benson (Project Grant) David Richardson (Project Delivery)	5%	June 2026	Design submitted for approval.
UNSUCCESSFUL GRANTS APPLICATIONS								
Annabel Butler's Healthy Community Grant	To engage local seniors in safe and accessible exercise that promotes healthy lifestyles and consistent habits.	Healthy Tasmania Healthy Focus Grant	\$30,000	\$0	Annabel Butler (SMC holding funds A Benson)			Unsuccessful this time

Report to Council on Grant Funded Projects as at 31st December 2025

Project Title	Brief Description	Grant Body	Project Value Grant Funds	Project Value SMC Funds	Project Manager	Current Project Status (% complete)	Anticipated Completion Date	Remarks
Bagdad Recreation Precinct Redevelopment	New Pavilion New Club Rooms Oval Reconstructed New Waste Water management system	Growing Regions Program Round 2 (Australian Government)	\$ 10,624,973	\$4,478,561 Bagdad Community Club Inc. \$75,000	Tim Kirkwood (Project Financials) Andrew Benson (Project Delivery)	Application submitted and as the project is required to be shovel ready at the signing of the Grant Deed. BA/PA and Tender documentation is underway	Submission date 10.10.24	Unsuccessful
Oatlands Regional Sports & Wellbeing Centre	At Oatlands Rec Grd major refurbishment of existing clubrooms. New change rooms and amenities building	Growing Regions Program Round 2 (Australian Government)	\$2,000,000	\$800,000	Tim Kirkwood (Project Financials) Andrew Benson (Project Delivery)	Application submitted and as the project is required to be shovel ready at the signing of the Grant Deed. BA/PA and Tender documentation is underway	Submission date 10.10.24	Unsuccessful
RECENTLY COMPLETED PROJECT(S)								
Wombat Woodland Walk	Nature interpretation and adventure trail for children at Chauncy Vale	Healthy Tasmania Fund	\$29,250	\$10,000	Graham Green	100%		All work completed
Natural Disaster Risk Reduction Grant Program	Bagdad/Mangalore hydraulic assessment	Australian Government Attorney General's Department	\$80,830	\$80,830	Andrew Benson	100% original 100% revised Consultants/Engineers Report received, reviewed, & <i>shape</i> files loaded on Planning Scheme maps	April 2024 Revised to Dec 2024	Submitted Final Report and Acquittal Approved
Road Infrastructure Upgrade	Reconstruction of Interlaken Road from Oatlands to Central Highlands Council boundary	Department of Infrastructure, Transport, Regional Development, communities and the Arts	\$5,346,180	\$300,000	David Richardson / Craig Whatley (Project Delivery)	100%	Dec 2024	Completed.

Project Title	Brief Description	Grant Body	Project Value Grant Funds	Project Value SMC Funds	Project Manager	Current Project Status (% complete)	Anticipated Completion Date	Remarks
					M Burbury (Grant Management)			
Bus Stops Program	Upgrade Campania Bus Stop outside the War Memorial Hall	Department of State Growth	\$26,246	\$14,450	Andrew Benson (Project Grant) David Richardson (Project Delivery)	100%	June 2025	Completed.
Bus Stops Program	New Bus Stop High Street Oatlands (north bound)	Department of State Growth	\$13,000	\$15,300	Andrew Benson (Project Grant) David Richardson (Project Delivery)	100%	June 2025	Completed.
Saluting Their Service	Recognition (sign, plaque & sandstone) of JH Bisdee VC OBE	Department of Veterans Affairs	\$7,480	\$1,00 in-kind	Andrew Benson	100%	July 2025	Completed

17.3 Finances

Strategic Plan Reference 5.3

Community's finances will be managed responsibly to enhance the wellbeing of residents / Council will maintain community wealth to ensure that the wealth enjoyed by today's generation may also be enjoyed by tomorrow's generation / Council's financial position will be robust enough to recover from unanticipated events, and absorb the volatility inherent in revenues and expenses.

17.3.1 Monthly Financial Statement (Period ending 31 December 2025)

Author: FINANCE OFFICER (MANDY BURBURY)

Date: 7 JANUARY 2026

ISSUE

Provide the Financial Report for the period ending 31st December 2025.

BACKGROUND

The Operating Expenditure Report includes a Year to Date (YTD) Budget Column, with variations (and percentage) based on YTD Budgets.

Note: Depreciation is calculated on an annual basis at the end of the financial year. The budget and expense for depreciation are included in the June period.

DETAIL

The enclosed Report incorporates the following: -

- Statement of Comprehensive Income – 1 July 2024 to 31 December 2025.
- Operating Expenditure Report – 1 July 2024 to 31 December 2025.
- Capital Expenditure Report – 1 July 2024 to 31 December 2025.
- Cash Flow Statement – 1 July 2024 to 31 December 2025.

OPERATING EXPENDITURE (OPERATING BUDGET)

Overall operating expenditure to end of December was \$5,177,060 which represents 89.4% of the Year to Date Budget.

Whilst there are some variations within the individual Program Budgets (refer following comments), expenditure is consistent with the Budget.

Strategic Theme - Infrastructure

Nil.

Strategic Theme – Growth

Sub-Program – Business - expenditure to date (\$212,499 – 134.3%). Additional expenditure relates to a higher than anticipated value of private works (offset by an increase in private works income).

Strategic Theme – Landscapes

Nil.

Strategic Theme – Community

Nil.

Strategic Theme – Organisation

Nil.

CAPITAL EXPENDITURE PROGRAM

Capital expenditure projects are colour coded to signify the grant program and show the completion deadlines. A legend of the colour coding is as below:

Legend – Source and completion deadlines for grant funded projects

Roads to Recovery	It is the Government's intention that the full allocation is budgeted and spent in the year allocated
Other Specific Purpose Grants	Completion date as per grant deed or approved extension date

RECOMMENDATION

THAT the Financial Report be received and the information noted.

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor E Batt		
Deputy Mayor K Dudgeon		
Clr A E Bisdee OAM		
Clr D Blackwell		
Clr B Campbell		
Clr D Fish		
Clr F Miller		

STATEMENT OF COMPREHENSIVE INCOME
for the period 1 Jul 2025 to 31 Dec 2025

	Annual Budget \$	Year to Date Actual \$	%	Comments
Income				
Rates	7,810,961	7,815,068	100.1%	Includes Interest & Penalties on rates
User Fees (refer Note 1)	1,536,868	1,076,811	70.1%	Includes Private Works
Interest	520,000	215,589	41.5%	
Government Subsidies	11,700	0	0.0%	Heavy Vehicle Licence Fees
Other (refer Note 2)	332,400	140,552	42.3%	Includes TasWater Distributions
Sub-Total	10,211,930	9,248,019	90.6%	
Grants - Operating	4,744,884	1,212,117	25.5%	
Total Income	14,956,813	10,460,136	69.9%	
Expenses				
Employee benefits	-6,024,988	-2,546,813	42.3%	Less Roads - Resheeting (Capitalised)
Materials and contracts	-4,195,550	-2,373,831	56.6%	Less Roads - Resheeting (Capitalised), Includes Land Tax & Private Works
Depreciation and amortisation	-4,738,700	-1,986,359	41.9%	Percentage Calculation (based on year-to-date)
Finance costs	-2,223	-2,223	100.0%	Interest
Contributions	-296,700	-148,350	50.0%	Fire Service Levies
Other	-184,841	-105,843	57.3%	Audit Fees and Councillor Allowances
Total expenses	-15,443,002	-7,163,420	46.4%	
Surplus (deficit) from operations	-486,189	3,296,716	-678.1%	
Grants - Capital (refer Note 3)	1,064,853	1,984,001	186.3%	
Sale Proceeds (Plant & Machinery)	0	264,977		
Sale Proceeds (Land & Buildings)	0	0		
Sale Proceeds (Other Assets)	0	5,244		
Net gain / (loss on disposal of non-current assets)	0	0		
Surplus / (Deficit)	578,664	5,550,939	959.3%	

STATEMENT OF COMPREHENSIVE INCOME
for the period 1 Jul 2025 to 31 Dec 2025

	Annual Budget \$	Year to Date Actual \$	%	Comments
NOTES				
1. Income - User Fees				
- All other Programs	1,176,420	785,902	66.8%	
- Private Works	360,449	290,909	80.7%	
	<u>1,536,868</u>	<u>1,076,811</u>	70.1%	
2. Income - Other				
- TasWater Distributions	182,400	83,600	45.83%	
- Public Open Space Contributions	150,000	0	0.00%	
- Stormwater Headworks	0	20,000		
- Blue Gum Rovers donation to Tunnack Rec. Ground	0	450.00		
- JLT Group Interest Disbursement	0	1,578		
- Insurance Recoveries	0	8,292		
- Campania Halls Committee Contribution to External Painting	0	15,000		
- Colebrook Hall Committee Closure of Bank Account	0	3,510		
- Woodsdale Cemetery Committee Closure of Bank Account	0	8,121		
	<u>332,400</u>	<u>140,552</u>	42.3%	
3. Grants - Capital				
- Aust Govt (Roads To Recovery)	1,064,853	1,012,500	95.08%	
- Aust Govt (LRCI Phase 4)	0	629,654		Final Instalment
- State Govt (VRUP Round 1)	0	14,410		Campania Pedestrian Railway Crossing (Final Instalment)
- State Govt (VRUP Round 1)	0	29,308		Campania Reeve Street West (Final Instalment)
- State Govt (VRUP Round 1)	0	18,129		Campania Reeve Street East (Final Instalment)
- Local Govt. Assoc. Tas. (Open Spaces Program)	0	280,000		Campania Recreation Ground (Changeroom Upgrade)
	<u>1,064,853</u>	<u>1,984,001</u>	186.32%	
4. Grants - Operating				
- FAGS 2024/25	4,744,884	1,206,782	25.43%	
- State Govt (Resilience & Recovery Grant)	0	5,335		Southern Midlands Farmers Group Drought Resilience (Establishing Governance)
	<u>4,744,884</u>	<u>1,212,117</u>	25.5%	

SOUTHERN MIDLANDS COUNCIL : OPERATING EXPENDITURE 2025/26 SUMMARY SHEET

PROGRAM	ACTUAL (to 31 Dec 25)	BUDGET (to 31 Dec 25)	YTD VARIANCE	YTD %	FULL YEAR BUDGET - INC. GRANTS & OTHER
INFRASTRUCTURE					
Roads	700,180	873,129	172,949	80.2%	4,410,593
Bridges	25,022	50,695	25,673	49.4%	653,390
Walkways	129,953	136,583	6,630	95.1%	273,165
Lighting	37,133	46,968	9,835	79.1%	93,936
Public Toilets	57,733	70,369	12,636	82.0%	140,739
Sewer/Water	-	-	-	0.0%	-
Stormwater	2,726	15,540	12,815	17.5%	89,081
Waste	652,091	782,420	130,329	83.3%	1,592,340
Information, Communication	-	10,000	10,000	0.0%	20,000
INFRASTRUCTURE TOTAL:	1,604,838	1,985,705	380,867	80.8%	7,273,244
GROWTH					
Residential	-	-	-	-	-
Tourism	23,910	30,576	6,666	78.2%	41,276
Business	212,499	158,278	-	134.3%	316,556
Industry	-	-	-	0.0%	-
GROWTH TOTAL:	236,409	188,854	-	125.2%	357,832
LANDSCAPES					
Heritage	195,693	256,745	61,052	76.2%	501,173
Natural	132,426	144,013	11,587	92.0%	257,515
Cultural	157	8,000	7,843	2.0%	16,000
Regulatory - Development	452,116	550,529	98,414	82.1%	1,101,058
Regulatory - Public Health	7,941	13,090	5,149	60.7%	26,180
Regulatory - Animals	61,551	70,488	8,937	87.3%	140,975
Environmental Sustainability	-	2,500	2,500	0.0%	5,000
LANDSCAPES TOTAL:	849,882	1,045,365	195,482	81.3%	2,047,901
COMMUNITY					
Community Health & Wellbeing	153,232	189,273	36,041	81.0%	378,545
Recreation	679,948	699,898	19,950	97.1%	1,256,464
Access	-	-	-	0.0%	-
Volunteers	18,972	37,500	18,528	50.6%	45,000
Families	-	5,000	5,000	0.0%	10,000
Education	-	-	-	0.0%	-
Capacity & Sustainability	40,841	39,003	-	104.7%	55,505
Safety	4,921	9,975	5,054	49.3%	19,950
Consultation & Communication	965	12,850	11,885	7.5%	25,700
LIFESTYLE TOTAL:	898,879	993,498	94,619	90.5%	1,791,164
ORGANISATION					
Improvement	39,574	65,698	26,125	60.2%	131,397
Sustainability	1,325,620	1,291,114	-	102.7%	3,445,765
Finances	221,859	218,633	-	101.5%	395,700
ORGANISATION TOTAL:	1,587,053	1,575,446	-	100.7%	3,972,862
TOTALS	\$5,177,060	\$5,788,868	\$611,808	89.4%	\$15,443,003

CAPITAL EXPENDITURE PROGRAM 2025-26
As at 31 December 2025

		BUDGET \$	EXPENDITURE \$	BALANCE \$	COMMENTS	COMPLETION DEADLINE
INFRASTRUCTURE						
ROAD ASSETS						
Resheeting Program	Roads Resheeting	590,000	257,077	332,923		
Reseal Program	Roads Reseal Program	25,000	0	25,000		
	Jericho - Jericho Road (1500m)	45,000	0	45,000	Roads to Recovery \$45,000	30 June 2026
	Kempton - Cliftonvale Road (1500m)	65,000	24,360	40,640	Roads to Recovery \$65,000	30 June 2026
	Oatlands - High Street (500m)	55,000	221	54,779	Roads to Recovery \$55,000	30 June 2026
	Woodbury - Glenmorey Road (Two Sections 1700m)	47,000	0	47,000	Roads to Recovery \$47,000	30 June 2026
	Woodbury - Woodbury Road (500m)	35,000	30,288	4,712		
	Woodsdale - Woodsdale Road	48,000	0	48,000	Roads to Recovery \$48,000	30 June 2026
	Tunbridge - Scott Street (300m)	40,000	26,030	13,970	Originally in Reconstruct & Seal \$60K	
Sealed Edge Breaks	Sealed Road Edge Breaks Program	200,000	as below	86,794		
	Broadmarsh - Elderslie Road		0			
	Campania - Brown Mountain Road		2,167			
	Campania - Native Corners Road		9,473			
	Colebrook - Eldon Road		22,276			
	Colebrook - Franklin Street		1,000			
	Elderslie - Elderslie Road		16,962			
	Jericho - Lower Marshes Road		3,552			
	Rhyndston - Rhyndaston Road		11,500			
	Stonor Road - Stonor		32,860			
	Woodsdale - Woodsdale Road		13,416			
Reconstruct & Seal	Bagdad - Swan Street (700m)	137,000	136,881	119	Roads to Recovery \$137,000	30 June 2026
	Tunnack - Eldon Road (700m)	110,000	113,529	-3,529	Roads to Recovery \$110,000	30 June 2026
	Woodsdale - Woodsdale Road (dig-out)	23,000	28,758	-5,758	Roads to Recovery \$23,000	30 June 2026
Construct & Seal	Mangalore - Blackbrush Road (1.3km section starting from seal Mangalore end)	195,000	200,222	-5,222	Roads to Recovery \$195,000	30 June 2026
	Rhyndaston - Rhyndaston Road (1.35km of 2.7km starting at railway line)	202,500	198,044	4,456	Roads to Recovery \$202,500	30 June 2026
Minor Seals (New)	Mt Seymour - Blackgate Road (500m between end of seal & dust suppressant)	85,000	93,277	-8,277	Roads to Recovery \$85,000	30 June 2026
	Oatlands - Bentwick Street	20,000	0	20,000	Budget c/f	
Other Works	Bagdad - School Road (Traffic & Safety Improvements)	69,000	545	68,455	VRUP Funding \$34,430	30 April 2026
	Campania - Car Park Improvements	100,000	72,481	27,519	\$60K Budget C/F WIP \$72,112	
	Campania - Reeve Street (Reconstruct Retaining Wall - Union St to Lee St)	40,000	0	40,000		
	Campania - Structure Plan - Town Gateway and Streetscape	40,000	0	40,000	Budget C/F	
	Colebrook - Coalmine Bend Road (Redirect Drainage from Train Line - Piping)	25,000	25,807	-807		
	Oatlands - Hasting Street Junction	15,000	3,717	11,283	WIP \$959	
	Oatlands - High Street (Traffic Islands)	45,940	384	45,556	VRUP Funding \$22,300 RTR \$23,640	30 June 2026
	Tunbridge - Main Street (Kerb & Gutter Renewal)	40,000	46,290	-6,290	WIP \$4186.12	
		2,297,440	1,371,118	926,322		

CAPITAL EXPENDITURE PROGRAM 2025-26
As at 31 December 2025

		BUDGET \$	EXPENDITURE \$	BALANCE \$	COMMENTS	COMPLETION DEADLINE
WALKWAYS	Footpaths - General Streetscapes	45,959	0	45,959		
	Bagdad - Midland Highway Pathway (Primary School north to Community Club)	240,000	243,190	-3,190	Election Commitment - \$150,000 WIP \$1,130	2 March 2026
	Campania - Reeve Street (Hall St to Lee St)	57,740	128	57,612	VRUP Funding \$28,620	30 June 2026
	Colebrook - Richmond Road (Asphalting)	4,041	4,041	0	Funded from footpaths general budget	
	Kempton - Burnett Street to Mood Food	425,565	99,514	326,051	Better Active Transport \$278K WIP \$5332	30 June 2026
	Kempton - Main Street (Southern End 300m)	75,000	741	74,259		
	Oatlands - Church Street (High St to Esplanade both sides - Design Only)	10,000	0	10,000		
	Oatlands - Church Street (Sth Parade to William St - north. side - Footpath - 130 m)	30,000	2,027	27,973	Budget C/F	
	Parattah - Streetscape (Stage 1)	50,000	417	49,583		
	Tunnack - Streetscape (Year 1 of 3)	100,000	73,251	26,749	WIP \$73,042	
		1,038,305	423,309	614,996		
PUBLIC TOILETS	General Public Toilets - Upgrade Program	14,616	0	14,616	Budget c/f	
	Colebrook - History Room Toilets (Replace Septic Tank)	10,000	9,830	170		
		24,616	9,830	14,785		
DRAINAGE	Bagdad / Mangalore - Hydraulic Assessment (Flood Mapping)	61,625	0	61,625	Budget C/F	
	Stormwater System Management Plans (<i>Urban Drainage Act 2013</i>)	50,000	20,456	29,544	WIP \$456	
	Oatlands - High Street / Church Street Jct (Pipe Replacement)	15,000	1,144	13,856		
	Oatlands - High Street /Wellington Street Jct (New Pit)	4,000	2,866	1,134		
	Oatlands - Queen Anne St (Pipe into existing Drain)	35,000	19,577	15,423		
		165,625	44,044	121,581		
WASTE	Wheelie Bins and Crates	10,000	20,398	-10,398		
		10,000	20,398	-10,398		
GROWTH						
TOURISM	Oatlands - Heritage Interpretation Panel renewal	2,000	0	2,000		
	Oatlands Accommodation Facility	0	42,283	-42,283	WIP \$42,283 (Offset by Barrack Street Property)	
		2,000	42,283	-40,283		

CAPITAL EXPENDITURE PROGRAM 2025-26
As at 31 December 2025

		BUDGET \$	EXPENDITURE \$	BALANCE \$	COMMENTS	COMPLETION DEADLINE
LANDSCAPES						
HERITAGE	Jericho - Memorial Avenue - Plaques	20,500	4,300	16,200	Budget c/f WIP \$4,300. Offset by donation of \$500.	
	Kempton - Memorial Avenue Park - Interps	19,545	0	19,545	Budget C/F	
	Melton Mowbray - Recognition plaque JH Bisdee VC OBE (DVA Grant)	8,480	8,904	-424	Saluting Their Service Grant \$7,480	30 April 2025
	Oatlands - Callington Mill - Structural Repair & External painting	80,000	0	80,000	\$40K Budget C/F	
	Oatlands - Court House (Wall Stabilisation)	15,000	12,375	2,625	WIP \$4,764	
	Oatlands - Gaolers Residence (Chimney Capping & Fireplace Repairs)	5,000	866	4,134	Budget C/F	
	Oatlands - Gaolers Residence (Lighting & Hanging System Upgrade)	5,000	973	4,027		
	Oatlands - Gaolers Residence (Wingwall)	23,000	240	22,760	Budget C/F	
	Oatlands - Heritage Buildings (Security Upgrades)	10,000	108	9,892		
	Oatlands - Heritage Collections Store	10,000	3,700	6,300	WIP \$3,700	
	Oatlands - Roche Hall (Building Improvements for PRISM)	144,161	53,805	90,356	\$90K Budget C/F WIP \$19,644 \$5,839 to Portable Stage	
	Oatlands - Roche Hall Forecourt (Interps - Planning Condition of Approval)	40,000	7,820	32,180	WIP \$7,820	
		380,686	93,091	287,595		
NATURAL	Campania - Bush Reserve / Cemetery	300,000	102,665	197,335	WIP \$93,346	
	Chauncy Vale - Day Dawn Cottage Improvements	12,000	10,311	1,689	WIP \$8,557	
	Chauncy Vale - Toilet & Interps Upgrade	80,000	44,264	35,736	Election Commitment \$80,000 WIP \$22,570	30 June 2026
		392,000	157,240	234,760		
REGULATORY - DEVELOPMENT	Master / Structure Plans (Bagdad / Mangalore / Campania)	50,000	142,302	-92,302	Includes Flour Mill Park Master Plan	
	Kempton Council Chambers - Structural Damage	0	16,650	-16,650	External Contractor Liable for damage	
	Property Purchase - 10 Barrack Street, Oatlands (Police Residence)	530,000	0	530,000	Budget C/F	
	Oatlands - Stanley Street Master Plan	20,000	172	19,828	Budget c/f WIP \$172	
		600,000	159,123	440,877		
PUBLIC HEALTH	Woodsdale Cemetery - Memorial Wall	0	1,845	-1,845	Offset by Committee Contribution	
		0	1,845	-1,845		
ANIMAL CONTROL	Oatlands - Off-Lead Dog Park	35,000	1,947	33,053	WIP \$1,947	
		35,000	1,947	33,053		

CAPITAL EXPENDITURE PROGRAM 2025-26
As at 31 December 2025

	BUDGET \$	EXPENDITURE \$	BALANCE \$	COMMENTS	COMPLETION DEADLINE
COMMUNITY					
RECREATION					
Facilities & Recreation Committee	34,475	0	34,475	Budget \$40,000 (projects funded as below)	
Building Upgrades (Sites determined following inspections)	50,000	0	50,000		
Playground Upgrades ('inspections)	50,000	0	50,000		
Bagdad - Bagdad Community Club (Precinct Plan & Property Transfer)	111,000	95,003	15,997	\$35K Budget c/f WIP \$95,003	
Bagdad - Bagdad Community Club (Redevelopment)	0	49,706	-49,706	WIP \$49,706	
Bagdad - Bagdad Community Club (Sports Pavilion)	0	222,416	-222,416	WIP \$211,856 Subject to Funding	
Bagdad - Bagdad Community Club (Multi-purpose Sports Hall)	0	252,160	-252,160	WIP \$252,160 Subject to Funding	
Bagdad - Bagdad Community Club (Oval Relocation)	0	26,500	-26,500	WIP \$25,500 Subject to Funding	
Bagdad - Bagdad Community Club (Wastewater System)	200,000	0	200,000		
Bagdad - Iden Road Park Development	75,000	0	75,000	Budget C/F	
Bagdad - Acquisition 1689 Midland Highway Bagdad	0	317,553	-317,553	Funding not allocated	
Campania - Flour Mill Park (Redevelopment)	68,000	0	68,000		
Campania - Hall (External Painting)	36,800	41,470	-4,670	WIP \$39,696	
Campania - Recreation Ground (Electronic Scoreboard)	47,875	50,165	-2,290	WIP \$48,043	
Campania - Recreation Ground (Landscaping & Tiered Seating)	270,000	631	269,369	Election Commitment - \$200K WIP \$374	30 June 2026
Campania - Recreation Ground (All abilities Car Parking)	26,750	0	26,750	Election Commitment - \$18K	30 June 2026
Campania - Recreation Ground (Upgrade Change rooms)	1,100,000	504,545	595,455	LGAT Open Space \$40K / SMC - \$700K WIP	
Colebrook - Hall (Windows, Ramps, Double Doors)	10,000	0	10,000		
Kempton - Carriage Shed (External Repair & Repainting)	11,700	0	11,700		
Kempton - Recreation Ground (Site Dev) (Boundary Fence)	24,250	14,118	10,132	Budget c/f WIP \$14,118	
Kempton - Recreation Ground (Cricket Net, basket ball / pickle ball court)	80,000	96,422	-16,422	Active Tas - Election Commitment WIP \$2,886	30 June 2026
Melton Mowbray - Streetscape Works (Trough / Shelter etc)	90,000	108,882	-18,882	\$60K Budget C/F WIP \$85,022	
Oatlands - Aquatic Centre (Outdoor Area Seating)	4,000	0	4,000		
Oatlands - Aquatic Centre (Learn to Swim Equipment)	2,000	140	1,860		
Oatlands - Aquatic Centre (Gymnasium Equipment Upgrade)	5,000	338	4,662		
Oatlands - Aquatic Centre (Female Change Rooms / Shower Cubicles)	10,000	0	10,000		
Oatlands - Aquatic Centre (Pump Replacement)	10,000	0	10,000		
Oatlands - Gay Street, Hall (Air Lock & Heating)	40,000	14,432	25,568	\$30K of Budget C/F WIP \$14,432	
Oatlands - Gay Street, Hall (Kitchen Floor Repairs / Underpinning)	8,000	0	8,000		
Oatlands - Midlands Community Centre (External Painting - Front of Building)	8,000	0	8,000	Budget C/F	
Oatlands - Old Swimming Pool (Staged demolition)	62,889	4,521	58,368	Balance Budget C/F	
Oatlands - Recreation Ground (Redevelopment)	0	174,791	-174,791	Subject to Funding WIP \$172,521	
Oatlands - Recreation Ground (Electronic Scoreboard)	0	900	-900	DA Fees - Grant application submitted to AFL	
Parattah - Recreation Ground (Reglaze Windows)	2,724	2,724	0	Funded from Facilities & Rec Committee Budget	
Runnymede - Recreation Ground (Pitch Renewal)	8,000	8,258	-258		
Tunbridge - Tunbridge Park (Tree Planting)	2,802	2,802	0	Funded from Facilities & Rec Committee Budget	
Tunnack - Recreation Ground (Kiosk Removal)	8,000	0	8,000		
Tunnack - Recreation Ground (Toilet Block Painting)	4,000	0	4,000		
Woodsdale Recreation Ground	45,000	0	45,000	Budget C/F	
Water Bottle Refill Stations	7,980	0	7,980	Budget C/F	
	2,514,244	1,988,475	525,770		

CAPITAL EXPENDITURE PROGRAM 2025-26
As at 31 December 2025

		BUDGET \$	EXPENDITURE \$	BALANCE \$	COMMENTS	COMPLETION DEADLINE
CAPACITY & SUSTAINABILITY	Property Purchase - 9 Barrack Street, Oatlands (Police Residence) Portable Stage	73,248 15,884	50,009 17,370	23,238 -1,486	Budget \$519,490 less \$446K spent in 22/23 Council Decision, small grant & PRISM funding	
		89,132	67,379	21,752		
ORGANISATION SUSTAINABILITY	WIFI Equipment Council Website Upgrade Communications Link Upgrade Computer / Network Upgrades Kempton - Council Chambers (Office Furniture & Equipment) Oatlands - Town Hall (Office Furniture & Equipment) Oatlands - Town Hall (Replacement Heat Pump) Oatlands - Town Hall (Toilet Upgrade / Air lock / Lift) Year 1 of 5 \$300K per annum	7,000 40,000 5,000 18,000 7,500 7,500 5,500 400,000	0 5,925 0 0 0 0 7,666 17,794	7,000 34,075 5,000 18,000 7,500 7,500 -2,166 382,206	Budget C/F Budget C/F \$100K Budget C/F WIP \$8,437	
		490,500	31,386	459,114		
WORKS	Kempton - Works Depot (Toilet / Shower Upgrade) Kempton - Works Depot (Security Cameras) Minor Plant Purchases Radio System Plant Replacement Program Heavy Vehicles - Gross Amount (Trade Allowance - \$254K) Light Vehicles - Gross Amount (Trade Allowance - \$299K)	30,000 5,000 12,000 5,000 889,370 515,179	0 0 4,085 220 435,330 207,961	30,000 5,000 7,915 4,780 454,040 307,218		
		1,456,549	647,597	808,952		
GRAND TOTALS		9,496,096	5,059,065	4,437,032		

CASH FLOW 2025/2026	INFLOWS (OUTFLOWS) July 2025 \$	INFLOWS (OUTFLOWS) Aug 2025 \$	INFLOWS (OUTFLOWS) Sep 2025 \$	INFLOWS (OUTFLOWS) Oct 2025 \$	INFLOWS (OUTFLOWS) Nov 2025 \$	INFLOWS (OUTFLOWS) Dec 2025 \$	INFLOWS (OUTFLOWS) Jan 2026 \$	INFLOWS (OUTFLOWS) Feb 2026 \$	INFLOWS (OUTFLOWS) Mar 2026 \$	INFLOWS (OUTFLOWS) Apr 2026 \$	INFLOWS (OUTFLOWS) May 2026 \$	INFLOWS (OUTFLOWS) Jun 2026 \$	INFLOWS (OUTFLOWS) (Total 2025/26) \$
Cash flows from operating activities													
Payments													
Employee costs	(654,876)	(424,204)	(370,607)	(391,754)	(369,294)	(585,181)							(2,795,915)
Materials and contracts	(987,152)	(399,774)	(459,970)	(353,322)	(310,386)	(391,272)							(2,901,876)
Interest	(2,223)	0	0	0	0	0							(2,223)
Other	(28,004)	(82,892)	(68,686)	(161,851)	(55,689)	(119,697)							(516,821)
	(1,672,254)	(906,870)	(899,264)	(906,927)	(735,369)	(1,096,150)	0	0	0	0	0	0	(6,216,835)
Receipts													
Rates	722,648	431,037	2,387,961	589,319	921,681	321,995							5,374,642
User charges	1,376,627	109,039	268,268	172,447	110,902	142,440							2,179,723
Interest received	33,066	36,362	50,568	34,958	21,740	38,895							215,589
Subsidies	0	0	0	0	0	0							0
Operating Grants	0	603,391	5,335	0	603,391	0							1,212,117
Other	70,371	159,430	49,262	53,844	23,639	39,782							396,329
	2,202,712	1,339,260	2,761,394	850,568	1,681,354	543,112	0	0	0	0	0	0	9,378,400
Net cash from operating activities	530,458	432,390	1,862,130	(56,360)	945,985	(553,038)	0	0	0	0	0	0	3,161,565
Cash flows from investing activities													
Payments for property, plant & equipment	(197,080)	(549,583)	(616,036)	(368,073)	(512,545)	(943,380)							(3,186,697)
Proceeds from sale of property, plant & equipment	32,932	35,131	0	164,541	24,545	13,073							270,222
Proceeds from Capital grants	0	0	0	0	14,410	1,689,591							1,704,001
Proceeds from Investments	0	0	0	0	0	0							0
Payment for Investments	0	0	0	0	0	0							0
Net cash used in investing activities	(164,148)	(514,453)	(616,036)	(203,532)	(473,590)	759,284	0	0	0	0	0	0	(1,212,475)
Cash flows from financing activities													
Repayment of borrowings	(109,510)	0	0	0	0	0	0	0	0	0	0	0	(109,510)
Proceeds from borrowings	0	0	0	0	0	0	0	0	0	0	0	0	0
Net cash from (used in) financing activities	(109,510)	0	0	0	0	0	0	0	0	0	0	0	(109,510)
Net increase/(decrease) in cash held	256,800	(82,063)	1,246,095	(259,891)	472,395	206,246	0	0	0	0	0	0	1,839,581
Cash at beginning of reporting month	11,895,902	12,152,702	12,070,639	13,316,734	13,056,842	13,529,237	0	0	0	0	0	0	11,895,902
Cash at end of reporting period	12,152,702	12,070,639	13,316,734	13,056,842	13,529,237	13,735,483	0	0	0	0	0	0	13,735,483

17.3.2 Woodsdale Football Club Inc. – 2026 Family Fun Day - Request for Donation

Author: EXECUTIVE ASSISTANT (JEMMA CROSSWELL)

Date: 21 JANUARY 2026

Enclosure(s):

Woodsdale Football Club – Email dated 16th January 2026

ISSUE

Council to consider a request for a donation submitted by the Woodsdale Football Club Inc. to assist with the conduct of the Club's 2026 Family Fun Day.

BACKGROUND

Not applicable.

DETAIL

Reference is made to Council's 'Donations & Community Support Policy'.

The following section taken from the Policy relates to 'Assistance for Annual Events':

"2.1 Assistance for Annual Events

2.1.1 Requests for assistance from not-for-profit organisation, community, or service groups based within the Southern Midlands Municipality will be considered with the maximum donation being \$1,500.00.

Note: Assistance depends on value for money to the Community and will not be given for projects that would be eligible for consideration within Council's Community Small Grants Program."

In the past, this section of the Policy has primarily related to the annual donation to the Green Ponds Progress Association to assist with the conduct of the Kempton Festival. This event attracting a significant number of locals and visitors to the area.

The Oatlands Heritage and Bullock Festival is directly managed and coordinated by Council with a separate Budget being allocated for this event.

Human Resources & Financial Implications – Council has provided assistance to this event through the delivery; collection and cleaning of two Council-owned mobile toilets, provided at no cost to the Woodsdale Football Club.

Community Consultation & Public Relations Implications – Refer comment provided in the Email.

Policy Implications – Policy related decision.

Priority - Implementation Time Frame – Whilst this event has already been conducted (17th January 2026), the request was not received until 16th January so this is the first opportunity for it to go to Council meeting.

RECOMMENDATION

THAT Council donate \$100 to the Woodsdale Football Club to assist with the conduct of the Club's 2026 Family Fun Day.

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor E Batt		
Deputy Mayor K Dudgeon		
Clr A E Bisdee OAM		
Clr D Blackwell		
Clr B Campbell		
Clr D Fish		
Clr F Miller		

ENCLOSURE
Agenda Item 17.3.2

Jemma Crosswell

From: SMC Mail
Sent: Friday, 16 January 2026 3:16 PM
To: Timothy Kirkwood
Cc: Jemma Crosswell
Subject: FW: Donation for Woodsdale Family Fun Day

From: Woodsdale football club Woodsdale football club <woodsdafe@com>
Sent: Friday, 16 January 2026 3:12 PM
To: SMC Mail <mail@southernmidlands.tas.gov.au>
Subject: Donation for Woodsdale Family Fun Day

Good Afternoon

We would really appreciate Council contributing to our 2026 Family Fun Day towards the cost of free entertainment and activities we have organised for children on the day. This day is very well attended by the broader community and a great day for people of all ages.

Thank you

Toni Cowle
WFC

18. MUNICIPAL SEAL

Nil.

**19. CONSIDERATION OF SUPPLEMENTARY ITEMS TO THE
 AGENDA**

RECOMMENDATION

THAT in accordance with Regulation 17 (1) of the *Local Government (Meeting Procedures) Regulations 2025*, the following items are to be dealt with in Closed Session.

Matter	<i>Local Government (Meeting Procedures) Regulations 2025</i> Reference
<i>Closed Council Minutes - Confirmation</i>	17(2)
<i>Applications for Leave of Absence</i>	17(2)(h)(i)
<i>Kempton Community Health Centre</i>	17(2)(d)(i)
<i>Flour Mill Park Redevelopment Project</i>	17(2)(g)

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor E Batt		
Deputy Mayor K Dudgeon		
Clr A E Bisdee OAM		
Clr D Blackwell		
Clr B Campbell		
Clr D Fish		
Clr F Miller		

RECOMMENDATION

THAT in accordance with Regulation 17(2) of the *Local Government (Meeting Procedures) Regulations 2025*, Council move into Closed Session and the meeting be closed to members of the public.

DECISION (MUST BE BY ABSOLUTE MAJORITY)		
Councillor	Vote FOR	Vote AGAINST
Mayor E Batt		
Deputy Mayor K Dudgeon		
Clr A E Bisdee OAM		
Clr D Blackwell		
Clr B Campbell		
Clr D Fish		
Clr F Miller		

CLOSED COUNCIL AGENDA

20. BUSINESS IN “CLOSED SESSION”

20.1 Closed Council Minutes - Confirmation

In accordance with the Local Government (Meeting Procedures) Regulations 2025, the details of the decision in respect to this item are to be kept confidential and are not to be communicated, reproduced or published unless authorised by Council.

Item considered in Closed Session in accordance with Regulation 17(2) of the Local Government (Meeting Procedures) Regulations 2025.

20.2 Applications for Leave of Absence

In accordance with the Local Government (Meeting Procedures) Regulations 2025, the details of the decision in respect to this item are to be kept confidential and are not to be communicated, reproduced or published unless authorised by Council.

Item considered in Closed Session in accordance with Regulation 17(2)(h)(i) of the Local Government (Meeting Procedures) Regulations 2025.

20.3 Kempton Community Health Centre Conversion to Child Care Centre (including ‘Before & After School Care Program’ Facility)

In accordance with the Local Government (Meeting Procedures) Regulations 2025, the details of the decision in respect to this item are to be kept confidential and are not to be communicated, reproduced or published unless authorised by Council.

Item considered in Closed Session in accordance with Regulation 17(2)(d)(i) of the Local Government (Meeting Procedures) Regulations 2025.

20.4 Flour Mill Park - Redevelopment Project (Including the Flour Mill Park Building)

In accordance with the Local Government (Meeting Procedures) Regulations 2025, the details of the decision in respect to this item are to be kept confidential and are not to be communicated, reproduced or published unless authorised by Council.

Item considered in Closed Session in accordance with Regulation 17(2)(g) of the Local Government (Meeting Procedures) Regulations 2025.

RECOMMENDATION

THAT Council move out of “Closed Session”.

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor E Batt		
Deputy Mayor K Dudgeon		
Clr A E Bisdee OAM		
Clr D Blackwell		
Clr B Campbell		
Clr D Fish		
Clr F Miller		

OPEN COUNCIL AGENDA

21. CLOSURE