

SOUTHERN
MIDLANDS
COUNCIL



ATTACHMENTS

ORDINARY COUNCIL MEETING

Tuesday, 22nd February 2022
10.00 a.m.

Item 5.1	Draft Council Meeting Minutes (Open) – 25 th January 2022
Item 5.2	Draft Special Council Meeting Minutes – 9 th February 2022
Item 5.3.1	Arts Advisory Committee Meeting Minutes – 20 th & 27 th January 2022 & Draft Arts Strategy Review
	Woodsdale Community Memorial Hall Minutes – 5 th December 2021
Item 15.5.1	Mobile Food Vendors Policy (Draft Amendment)
Item 17.2.4	KPMG Report – SCS Infrastructure Planning

SOUTHERN
MIDLANDS
COUNCIL



MINUTES

ORDINARY COUNCIL MEETING

Tuesday, 25th January 2022
10.00 a.m.

DRAFT

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OPEN COUNCIL MINUTES

MINUTES OF AN ORDINARY MEETING OF THE SOUTHERN MIDLANDS COUNCIL
HELD ON TUESDAY 25TH JANUARY 2022 ONLINE VIA WEBEX
COMMENCING AT 10 A.M.

1. PRAYERS

Dennis Cousens recited prayers.

1. ACKNOWLEDGEMENT OF COUNTRY

Mayor A O Green recited Acknowledgement of Country

3. ATTENDANCE

Mayor A O Green, Deputy Mayor E Batt, Clr A E Bisdee OAM, Clr A Bantick, Clr K Dudgeon and Clr D Fish.

Mr T Kirkwood (General Manager), Mr A Benson (Deputy General Manager), Mr D Richardson (Manager, Infrastructure & Works), Mrs W Young (Manager Community & Corporate Development), Mrs A Burbury (Finance Officer), Mr A Briggs (Aquatic Centre Coordinator), Ms J Tyson (Senior Planning Officer), Mrs J Crosswell (Executive Assistant).

4. APOLOGIES

Clr R McDougall.

DECISION

Moved by Clr D Fish, seconded by Clr A E Bisdee OAM

THAT Clr R McDougall's apology be accepted.

CARRIED

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor A O Green	✓	
Deputy Mayor E Batt	✓	
Clr A Bantick	✓	
Clr A E Bisdee OAM	✓	
Clr K Dudgeon	✓	
Clr D F Fish	✓	

5. MINUTES

5.1 Ordinary Council meeting

The Minutes (Open Council Minutes) of the previous meeting of Council held on the 8th December 2021, as circulated, are submitted for confirmation.

DECISION

Moved by Clr A E Bisdee OAM, seconded by Clr K Dudgeon

THAT the Minutes (Open Council Minutes) of the previous meeting of Council held on the 8th December 2021, as circulated, be confirmed.

CARRIED

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor A O Green	✓	
Deputy Mayor E Batt	✓	
Clr A Bantick	✓	
Clr A E Bisdee OAM	✓	
Clr K Dudgeon	✓	
Clr D F Fish	✓	

5.2 Annual General Meeting

The Minutes of the Annual General Meeting of Council held on the 8th December 2021, as circulated, are submitted for confirmation.

DECISION

Moved by Clr K Dudgeon, seconded by Clr D Fish

THAT the Minutes of the Annual General Meeting of Council held on the 8th December 2021, as circulated, are submitted for confirmation.

CARRIED

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor A O Green	✓	
Deputy Mayor E Batt	✓	
Clr A Bantick	✓	
Clr A E Bisdee OAM	✓	
Clr K Dudgeon	✓	
Clr D F Fish	✓	

5.3 Special Committees of Council Minutes

5.3.1 Special Committees of Council - Receipt of Minutes

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

Nil.

5.3.2 Special Committees of Council - Endorsement of Recommendations

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

Nil.

5.4 Joint Authorities (Established Under Division 4 of the *Local Government Act 1993*)**5.4.1 Joint authorities - Receipt of Minutes**

- Southern Tasmanian Councils Authority – Meeting held 22nd November 2021
- Southern Tasmanian Councils Authority – Annual General Meeting held 22nd November 2021

RECOMMENDATION

THAT the minutes of the above Joint Authorities be received.

DECISION

Moved by Clr A E Bisdee OAM, seconded by Clr K Dudgeon

THAT the minutes of the above Joint Authorities be received.

CARRIED

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor A O Green	✓	
Deputy Mayor E Batt	✓	
Clr A Bantick	✓	
Clr A E Bisdee OAM	✓	
Clr K Dudgeon	✓	
Clr D F Fish	✓	

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

Reports prepared by the following Joint Authorities, as circulated, are submitted for receipt:

- Southern Tasmanian Councils Authority – Quarterly Report December 2021.

RECOMMENDATION

THAT the reports of the above Joint Authority be received.

DECISION

Moved by Clr K Dudgeon, seconded by Clr A E Bisdee OAM

THAT the report of the above Joint Authority be received.

CARRIED

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor A O Green	✓	
Deputy Mayor E Batt	✓	
Clr A Bantick	✓	
Clr A E Bisdee OAM	✓	
Clr K Dudgeon	✓	
Clr D F Fish	✓	

6. NOTIFICATION OF COUNCIL WORKSHOPS

DECISION

Moved by Clr K Dudgeon, seconded by Clr D Fish

THAT the information be received.

CARRIED

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor A O Green	✓	
Deputy Mayor E Batt	✓	
Clr A Bantick	✓	
Clr A E Bisdee OAM	✓	
Clr K Dudgeon	✓	
Clr D F Fish	✓	

7. COUNCILLORS – QUESTION TIME

7.1 Questions (On Notice)

Regulation 30 of the *Local Government (Meeting Procedures) Regulations 2015* 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 2015* 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.

Clr A Bantick – Toilets (Bagdad Community Club) – raised concerns regarding the current state of the toilets. It was acknowledged that these are not Council owned facilities.

The General Manager advised that cleaning of the toilets for the past week had been impacted due to the Cleaner having to isolate as a result of Covid (i.e. 'close contact'). It was confirmed that arrangements have been made to complete maintenance works (incl. cleaning) prior to the Australia Day event.

Deputy Mayor E Batt – Stormwater / Drainage issues at 9 Station Street, Kempton

The General Manager advised that the Manager Infrastructure & Works and himself had met with the property owner to identify the issues. Council's responsibility extends to ensuring that the culvert pipe which drains water from the private easement is operable and this would be checked as a priority.

Deputy Mayor E Batt – Questioned whether Council would be making a submission in relation to the proposed design of the Bridgewater Bridge.

General Manager responded that the Senior Planning Officer (Jacqui Tyson) has circulated the relevant documents to Councillors previously. Response or comments to be sent to Jacqui by 11th February, 2022.

Deputy Mayor E Batt – Carriage Shed, Kempton. The Deputy Mayor indicate that there was considerable community interest in using the facility and enquired as to the availability for use.

The General Manager advised that arrangements could be made to relocate and house the Carriages which are not Council owned and it could then be made available for broader community use.

Clr K Dudgeon – Australia Day Award Ceremony – enquired as to the reasons for conducting the event at Bagdad as the two recipients were from Oatlands.

Mayor Green provided an explanation. He confirmed that it was a decision of the Australia Day Awards Selection Committee. *The event at Bagdad was the first major Australia Day event to be held in the Southern Midlands and Council did not want to compete against the event. It was also noted that there is quite a low level of nominations for the award so holding the event elsewhere gives the awards more publicity.*

8. DECLARATIONS OF PECUNIARY INTEREST

In accordance with the requirements of Part 2 Regulation 8 of the *Local Government (Meeting Procedures) Regulations 2015*, 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 2015*.

Nil.

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 2015*, 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.

1. MONA FOMA – Memorandum of Understanding – ‘The Missing’, Julie Gough (Gifting of three Silhouettes)
2. Chauncy Vale Wildlife Sanctuary – Submission from Mr Chris Harman – Management of Chauncy Vale Wildlife Sanctuary (Management Committee Response) (Closed Session Item)

RECOMMENDATION

THAT the 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 2015*.

DECISION

Moved by Cllr D Fish, seconded by Cllr A E Bisdee OAM

THAT the 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 2015*.

CARRIED

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor A O Green	✓	
Deputy Mayor E Batt	✓	
Cllr A Bantick	✓	
Cllr A E Bisdee OAM	✓	
Cllr K Dudgeon	✓	
Cllr D F Fish	✓	

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

In accordance with the requirements of Part 2 Regulation 8 of the *Local Government (Meeting Procedures) Regulations 2015*, the agenda is to make provision for public question time.

In particular, Regulation 31 of the *Local Government (Meeting Procedures) Regulations 2015* states:

- (1) *Members of the public may give written notice to the General Manager 7 days before an ordinary meeting of Council of a question to be asked at the meeting.*
- (2) *The chairperson may –*
 - (a) *address questions on notice submitted by members of the public; and*
 - (b) *invite any member of the public present at an ordinary meeting to ask questions relating to the activities of the Council.*
- (3) *The chairperson at an ordinary meeting of a council must ensure that, if required, at least 15 minutes of that meeting is made available for questions by members of the public.*
- (4) *A question by any member of the public under this regulation and an answer to that question are not to be debated.*
- (5) *The chairperson may –*
 - (a) *refuse to accept a question; or*
 - (b) *require a question to be put on notice and in writing to be answered at a later meeting.*
- (6) *If the chairperson refuses to accept a question, the chairperson is to give reasons for doing so.*

Councillors are advised that, at the time of issuing the Agenda, no questions on notice had been received from members of the public.

No members of the Public were permitted to attend the meeting.

The public were advised to submit questions by 1.00 p.m. on Monday, 24th January 2022.

Nil.

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 2015**

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

Nil.

12.2 Subdivisions

Nil.

12.3 Municipal Seal (Planning Authority)

12.3.1 Municipal Seal Applied Under Delegated Authority to Subdivision Final Plans & Related Documents

DECISION

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

THAT the information be received.

CARRIED

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor A O Green	✓	
Deputy Mayor E Batt	✓	
Cllr A Bantick	✓	
Cllr A E Bisdee OAM	✓	
Cllr K Dudgeon	✓	
Cllr D F Fish	✓	

12.4 Planning (Other)

Nil.

**[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.

DECISION

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

THAT:

1. Council endorse the proposed scope of works (as presented);
2. The scope of works be expanded to include an endeavour to stabilise the 'rock face' (as necessary) to make safe; and
3. Council support the investigation of external funding options, including the 'Black Spot Program' and the 'Vulnerable Road Users Program'.

CARRIED

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor A O Green	✓	
Deputy Mayor E Batt	✓	
Cllr A Bantick	✓	
Cllr A E Bisdee OAM	✓	
Cllr K Dudgeon	✓	
Cllr D F Fish	✓	

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 Sewers / Water

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.

13.8.1 Processing of Recyclable Materials – Establishment of a Joint Authority

DECISION

Moved by Clr A E Bisdee OAM, seconded by Clr A Bantick

THAT

1. The Council note its decision of 22 September 2021 to establish a Joint Authority, in accordance with Section 30 of the *Local Government Act 1993*, to be known as the Southern Tasmanian Regional Waste Authority, with other Southern Tasmanian councils to progress waste related issues.
2. The proposed rules of the South Tasmanian Regional Waste Authority dated **XXXXXXX** and marked as Attachment **XX** to this report be approved.
3. The General Manager be delegated authority to amend the proposed rules as required following consultation with the other eleven Southern Tasmanian Councils.
4. The General Manager be authorised to undertake all necessary actions to enable the establishment of the new Joint Authority to be progressed in accordance with Sections 30, 31, 32 and 33 of the *Local Government Act 1993*.
5. Should changes to the proposed rules be required as a result of the statutory approval process, a further report be presented back to Council accordingly.
6. In accordance with regulation 15 (8) of the *Local Government (Meeting Procedures) Regulations 2015*, the Council has considered whether any discussion, decision, report or attachment related to this item can be released to the public, taking into account privacy and confidentiality issues, and resolve the matter remain confidential.

CARRIED

DECISION (by Absolute Majority)		
Councillor	Vote FOR	Vote AGAINST
Mayor A O Green	✓	
Deputy Mayor E Batt	✓	
Clr A Bantick	✓	
Clr A E Bisdee OAM	✓	
Clr K Dudgeon	✓	
Clr D F Fish	✓	

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: 18 JANUARY 2022

Enclosure(s):

Capital Works Program 2021/2022 Projected Timelines

Roads Program

Council's graders have been working on various roads with the bus routes being the priority roads for grading as required. The focus has been to prioritise the higher traffic usage areas of roads. General road maintenance and repairs will continue, including a focus on pavement repairs and table drain clearing works being a priority.

Minor gravel re-sheeting works have been completed on various sections of roads throughout the municipality. The gravel re-sheeting programme will commence as soon as weather and resources permit.

Roadside Mowing Programme

Council's annual road verge mowing programme has commenced in the northern and southern parts of the road network, it is anticipated that vegetation growth will be a focus over the coming months due to the optimal growing conditions.

Road Rehabilitation programme 2021/22

Council's 2021/2022 road stabilisation programme is completed.

Lake Dulverton Pathway

Construction of the walkway has been completed.

Landslip Repairs

Eldon and Cockatoo Gully Road landslip repairs were completed prior to the Christmas break. Council's works crews achieved an excellent result in undertaking these urgent works after the recent rain events and should be commended.



Eldon Road before and after



Cockatoo Gully Road before and after

Walkway and Kerbing works

Installation of kerb and gutter, footpath and associated storm water upgrade works has commenced on Black Brush road. There has been some alterations to the plans to allow for off street parking outside premises on Black Brush Road. Stage 1 of these works have re-commenced. Works will continue late January-February

Parks and Reserves

General maintenance of parks and reserves will continue with a focus on ensuring spring growth is maintained at an acceptable level. The recent wet weather has created favourable growing conditions with grass area maintenance being a priority throughout the spring period.

Bridge Works

Bridge widening works are completed on Interlaken Road .The road approaches and guard fencing will be completed soon

Planned Works

The following capital works are planned for the coming period

- Oatlands Aquatic Centre storm water drainage pipe installation
- Footpath and kerb installation Oatlands to continue as weather permits
- Repair various roads and drainage
- Black Brush Road storm water work
- Road re-seal preparations
- Drainage and pavement repairs to Inglewood and Woodsdale Roads
- Tunbridge drainage and pavement repairs

QUESTIONS WITHOUT NOTICE TO MANAGER, INFRASTRUCTURE & WORKS

Clr D Fish – Interlaken Road Bridge Improvement Project – commented on the very good standard of the work and the timeframe to complete works.

Clr K Dudgeon – Inglewood Road – timeframe to complete road repairs.

Manager Works and Infrastructure advised that the contractor is scheduled and works should be completed within approx. 2 weeks.

Clr A Bantick – Hall Lane, Bagdad – asked whether there were any significant issues after the recent heavy rains. It was requested that Council make contact with Mr Webb who resides at Hall Lane to brief him in regard to any proposed works.

Manager Works and Infrastructure confirmed that there were no issues reported. A works plan has been developed for Hall Lane drainage improvements which will be commenced at the earliest opportunity.

RECOMMENDATION

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

DECISION

Moved by Clr D Fish, seconded by Clr A E Bisdee OAM

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

CARRIED

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor A O Green	✓	
Deputy Mayor E Batt	✓	
Clr A Bantick	✓	
Clr A E Bisdee OAM	✓	
Clr K Dudgeon	✓	
Clr D F Fish	✓	

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.

Nil.

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.

15.1.1 Heritage Project Program Report**DECISION**

Moved by Clr K Dudgeon, seconded by Clr A E Bisdee OAM

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

CARRIED

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor A O Green	✓	
Deputy Mayor E Batt	✓	
Clr A Bantick	✓	
Clr A E Bisdee OAM	✓	
Clr K Dudgeon	✓	
Clr D F Fish	✓	

15.2 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**DECISION**

Moved by Clr D Fish, seconded by Clr K Dudgeon

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

CARRIED

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor A O Green	✓	
Deputy Mayor E Batt	✓	
Clr A Bantick	✓	
Clr A E Bisdee OAM	✓	
Clr K Dudgeon	✓	
Clr D F Fish	✓	

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.

15.5.1 Mobile Food Vendors Policy – Amendment to Adopted Policy

DECISION

Moved by Clr K Dudgeon, seconded by Clr A E Bisdee OAM

THAT this item be deferred to enable amendments to be made to the draft Policy to recognise and differentiate between Council owned land and ‘other’ land (e.g. community or State owned property).

CARRIED

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor A O Green	✓	
Deputy Mayor E Batt	✓	
Clr A Bantick	✓	
Clr A E Bisdee OAM	✓	
Clr K Dudgeon	✓	
Clr D F Fish	✓	

15.6 Regulatory (Animals)

Strategic Plan Reference 3.6

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

15.6.1 Animal Management Report

DECISION

Moved by Cllr K Dudgeon, seconded by Cllr D Fish

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

CARRIED

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor A O Green	✓	
Deputy Mayor E Batt	✓	
Cllr A Bantick	✓	
Cllr A E Bisdee OAM	✓	
Cllr K Dudgeon	✓	
Cllr D F Fish	✓	

DECISION

Moved by Deputy Mayor E Batt, seconded by Clr K Dudgeon

THAT the meeting be adjourned for morning tea at 11.34 a.m

CARRIED

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor A O Green	✓	
Deputy Mayor E Batt	✓	
Clr A Bantick	✓	
Clr A E Bisdee OAM	✓	
Clr K Dudgeon	✓	
Clr D F Fish	✓	

DECISION

Moved by Clr D Fish, seconded by Clr A E Bisdee OAM

THAT the meeting reconvene at 11.52 a.m.

CARRIED

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor A O Green	✓	
Deputy Mayor E Batt	✓	
Clr A Bantick	✓	
Clr A E Bisdee OAM	✓	
Clr K Dudgeon	✓	
Clr D F Fish	✓	

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 Woodsdale Football Club (Woodsdale Recreation Ground)

DECISION

Moved by Cllr A E Bisdee OAM, seconded by Cllr A Bantick

THAT

- a) The information be received;
- b) Council formally acknowledge that joint-use of the Campania Recreation Ground by the Campania and Woodsdale Football Clubs is not a feasible or practical option to pursue (similar reasons would apply to a joint-use arrangement of the Oatlands Recreation Ground);
- c) Council formally acknowledge that the Woodsdale Recreation Ground is not currently suitable (or safe) to be used for football competition, primarily due to the substandard and non-compliant issues relating to the change rooms and shower facilities; and
- d) Use of the Kempton Recreation Ground be explored as an option with the Woodsdale Football Club.

CARRIED

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor A O Green	✓	
Deputy Mayor E Batt	✓	
Cllr A Bantick	✓	
Cllr A E Bisdee OAM	✓	
Cllr K Dudgeon	✓	
Cllr D F Fish	✓	

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.

16.8.1 Inflatable Land-Borne Devices

DECISION

Moved by Clr D Fish, seconded by Clr A E Bisdee OAM

THAT the information be received and that Council supports the banning of Inflatable land-borne devices on land owned and/or controlled by Council. To be reviewed following the outcome of the investigation.

CARRIED

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor A O Green	✓	
Deputy Mayor E Batt	✓	
Clr A Bantick	✓	
Clr A E Bisdee OAM	✓	
Clr K Dudgeon	✓	
Clr D F Fish	✓	

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

Nil.

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 Local Government Shared Services – Quarterly Update – Information Only**DECISION**

Moved by Clr K Dudgeon, seconded by Clr A Bantick

THAT the information be received.

CARRIED

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor A O Green	✓	
Deputy Mayor E Batt	✓	
Clr A Bantick	✓	
Clr A E Bisdee OAM	✓	
Clr K Dudgeon	✓	
Clr D F Fish	✓	

17.2.2 Australian Local Government Association (ALGA) – National General Assembly (Call for Motions)**DECISION**

Moved by Clr A E Bisdee OAM, seconded by Clr K Dudgeon

THAT the information be received and Councillors to inform the General Manager of any potential issues/items that could be formulated into draft Motions for referral to the Australian Local Government Association and inclusion on the National Assembly Agenda.

CARRIED

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor A O Green	✓	
Deputy Mayor E Batt	✓	
Clr A Bantick	✓	
Clr A E Bisdee OAM	✓	
Clr K Dudgeon	✓	
Clr D F Fish	✓	

17.2.3 Tabling of Documents

Nil.

17.2.4 Elected Member Statements

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

Nil.

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 2021)**DECISION**

Moved by Deputy Mayor E Batt, seconded by Clr K Dudgeon

THAT the Financial Report be received and the information noted.

CARRIED

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor A O Green	✓	
Deputy Mayor E Batt	✓	
Clr A Bantick	✓	
Clr A E Bisdee OAM	✓	
Clr K Dudgeon	✓	
Clr D F Fish	✓	

17.3.2 Monthly Oatlands Aquatic Centre Capital Expenditure Report (period ending 31 December 2021)**DECISION**

Moved by Clr A E Bisdee OAM, seconded by Clr D Fish

THAT the Financial Report be received and the information noted.

CARRIED

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor A O Green	✓	
Deputy Mayor E Batt	✓	
Clr A Bantick	✓	
Clr A E Bisdee OAM	✓	
Clr K Dudgeon	✓	
Clr D F Fish	✓	

18. MUNICIPAL SEAL

Nil.

19. CONSIDERATION OF SUPPLEMENTARY ITEMS TO THE AGENDA

19.1 'The Missing', Julie Gough & Mona Foma Artworks – Midland Highway

AUTHOR DEPUTY GENERAL MANAGER
(ANDREW BENSON)

DATE 19 JANUARY 2022

ISSUE

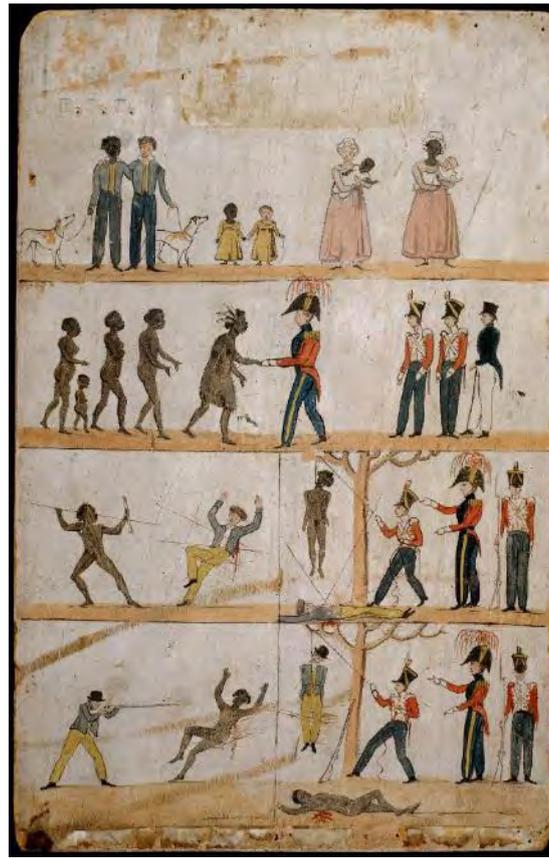
Signing of a Memorandum of Understanding (MOU) between Southern Midlands Council, Julie Gough (Artist) and MONA FOMA representative (Moorilla Estate Pty Ltd) in respect of the recently install artworks titled 'The Missing' at three locations along the Midland Highway.

BACKGROUND

In October 2021 Julie Gough (Artist) and Trudi Brinckman (Curator – Mona Foma) along with other Mona Foma colleagues attended a Council workshop to gauge Council's willingness to support 'The Missing' Project. The content of that workshop presentation is detailed below;

*Julie Gough - The Missing
Midlands Highway project*

MONA FOMA 2022



George Frankland (designed by)
Governor Arthur's Proclamation to the Aborigines (1830)
Pigment on wood, 36.2 x 23 x 1 cm
Collection of the Tasmanian Museum and Art Gallery
S1997.21

The Idea

Mona Foma Festival is working with prominent artist, writer and curator Julie Gough on a site-specific project proposed to be adjacent to the Midlands highway, and extending beyond the festival timeline of January 2022.

The project aims to site three black metal silhouettes in the landscape of the Midlands highway to tell stories through simple visual composition. The intent is to add conversation to the current colonial silhouettes designed in collaboration with Southern Midland Council by Folko Kooper and Maureen Craig. The additions would bring Aboriginal figures to the existing group of silhouettes, and expand the storyline to include a realistic representation of cross cultural interaction in the region during the 1820 and early 1830s. .

Developing Connections

Julie Gough and I met with Folko and Maureen in early September 2021, and they were very supportive of our concept. We made it very clear that our intention is not to duplicate their original work, but offer an extended dialogue with what already exists. We really appreciated our time with them and are impressed by their generosity and knowledge.

The Past

As an Aboriginal artist, and through the support of Southern and Northern Midlands councils and Mona Foma festival, Julie Gough is able to share a significant part of the history of this island.

The silhouettes will consist of duplicate images of two pairs of figures extracted from the Colonial Government commissioned panels (1830): "Governor Arthur's Proclamation to the Aborigines" Seven original miniature Huon pine panels survive in museums and libraries internationally. QVMAG (Launceston) and TMAG (Hobart) each hold one panel, and these

cities fittingly book-end this project and the FOMA festival. These figures show two sides of the historic reality - a colonist shooting an Aboriginal man, and an Aboriginal man spearing a colonist.

Julie has not invented these images, hence this use of factual historical pictographs doesn't come with judgement, it is simply about communicating events that took place. As Julie herself states "My art and research practice often involves uncovering and re-presenting historical stories as part of an ongoing project that questions and re-evaluates the impact of the past on our present lives."

*Julie has been reworking and representing the figures on the Proclamation Panel since 1995, in eight major artworks to date including the work: **The Missing (Midlands Silhouettes)**, 2011 – where she created, from plywood and star pickets, a maquette of these two pairs/four figures that, one decade on, Julie continues to believe are the missing silhouettes to critically complete a fuller and more truthful visual account of colonial Van Diemen's Land in the Midlands. Hence this project.*

The third silhouette will represent an Aboriginal man holding a firestick as he walks forward. The firestick is emblematic of Aboriginal community continuity and the return of a cultural practice that shaped this island's landscape over 50,000 years. Firesticks are once again bringing Tasmanian Aboriginal traditional cool mosaic patchwork burning regimes to land management of the Midlands region.

Next steps

MONA FOMA with Julie now need to:

- *determine which landholders are supportive and which sites available.*
- *expand communications to identify and meet with Midlands property holders of locations that appear ideal for the three sets of figures*
- *finalise sites*
- *plan/schedule installation logistics - whilst silhouette fabrication is underway.*
-

Identified sites

Locations – with Pin drops (Landholders to be identified, and potentially meetings to be arranged)

- *There are three sets of proposed silhouettes (two sets of pairs, and one single figure) that will require three sites in total.*
- *Ideally each pair of figures will be spaced well apart, c.50km +, along the 156 km Midlands Highway stretch between Brighton and Perth.*
- *One pair of figures would sit well on the western side of the road at Spring Hill in the south.*
- *The second pair of figures (and the firestick carrying man) would sit well at two of six currently identified sites – landholders to be identified, and potentially meetings to be arranged:*
- *We have proposed more sites than needed, so that we can work with supportive landowners. It would be wonderful if council can recommend preferable landowners to approach. This will then move us towards being able to contact owners and then confirm sites.*
- *We highlight here, that we are already so grateful for council support provided.*

Northern Midlands:

Three proposed sites for x 1 silhouette work.

East of highway just 2km north of Campbelltown - small grassy hill.

<https://goo.gl/maps/7bZsmBTxB1QdcETV7>

West of highway just 4km south of Campbelltown - an area of large eucalypts, lomandra and native grasses.

<https://goo.gl/maps/WuniAJ1uiXzfEZni6>

East of highway - hill in open-grass paddock.

<https://goo.gl/maps/uSFQyq1ytSMRccyX9>

Southern Midlands

Five proposed sites for x 2 silhouette works.

East of highway - steep hill / ridgeline close to highway, sprinkled with Gorse weed

<https://goo.gl/maps/EJGgKop1E8UAuVSb8>

East of highway - steep hill / ridgeline close to highway with a pull-in / turn area

<https://goo.gl/maps/S89QS2mKDhoT7FQN9>

West of highway - steep hill of light scrub, native grasses and trees – beautiful rise – visible just before reaching the turn off almost directly opposite St Peters Pass picnic area. <https://goo.gl/maps/cJoQjYGUmGKsUVqq5>

West of the highway, just past Spring Hill – Landowner details already provided with thanks.

Mona Foma and the artist are grateful for any in-kind assistance from the Southern Midlands Council and Northern Midlands Council to realise this project - particularly introductions to landholders, equipment and council worker assistance with installation of the silhouettes, and discussions about potential further outcomes/output regarding the figures, local histories and engagement.

Construction and Installation

The fabrication and delivery to site of these c.2.6 metre high metal silhouettes would be through Tasmanian industry professionals, inclusive of engineering sign-off for their en-site safety.

Longevity

Julie currently proposes the silhouettes as temporary on Country. This is proposed for an initial two years, open for discussion regarding extension. These works are offered as gifts to whichever respective Midlands Council serves the region they reside, however when they are eventually de-installed any future use will be determined in discussion with, and approval of the artist.

Safety

As existing silhouettes in the southern Midlands have already set the precedent, we are confident that these proposed additions will not provide distractions for travellers on the highway. We respect the need for safety of course! We will provide the Department of State Growth any details needed to approve concepts to installation.

The Present

Mona Foma hosts world-class festivals in Launceston and Hobart each January. As we ask festival goers to transit between the two festival homes each year, we felt it was an obligation to embrace the land, history and community between the two cities. Julie

Gough is a prominent internationally respected artist and we are proud to work with her to create this opportunity to work on Country, and to forge relationships between the artist, farmers and local communities of the region.

Mona Foma is passionate about this project. It recognises now as the right time for the festival and local Tasmanian councils to confidently lead, by example, processes of supportive truth telling in compelling, mindful and progressive projects such as this.

We hope to build expansive relationships that realise the powerful potential of the project to better face the past. We are all people at the end of the day, we can always be better at understanding each other, extending community and what this means by learning and sharing who we are, where we come from, and the stories that make us.

Timeline/ Tasks / Personnel (to be determined during October 2021)

2021

October:

November:

December:

2022

January:

Mona Foma - Contacts:

Trudi Brinckman, curator. Email: Trudi@mona.net.au / Tel:

Tobias Hengeveld, project logistics. Email: tobias.hengeveld@mona.net.au / Tel:

Council were very supportive of the concept and the Mayor responded with the following letter;



OFFICE OF THE MAYOR

Alex Green

Phone: (03) 6254 5004
Fax: (03) 6254 5015
Mobile: 0429 604 153

agreen@southernmidlands.tas.gov.au

14th October 2021

Trudi Brinckman
Curator
Museum of Old and New Art

Email: trudi@mona.net.au

Dear Trudi

'THE MISSING PROJECT' – MIDLAND HIGHWAY

It was indeed a pleasure to meet you, Julie, Shelley and Tobias on Monday at the Council Workshop in the Oatlands Council Chambers.

Julie and you conveyed a strong sense of purpose and engagement for Councillors to interpret the proposed works. Some of the images are, to some degree confronting when seen in isolation, however when viewed through the prism of Governor Arthur's Proclamation to the Aboriginal People, they are relevant and appropriate in the context of the historical journey that we have travelled in our State of Tasmania.

It is devastating that events in Tasmania over took the release of the Proclamation.

On behalf of Council I must say that we are very supportive of the art installations that Julie and Mona Foma are focused on in the Southern Midlands, along the Midland Highway. As such I have asked the Deputy General Manager, Andrew Benson to provide every assistance to you and your team in working with the Department of State Growth (the Highway Road Authority), along with our Senior Planning Officer, who will be required to assess the project against the requirements of the Southern Midlands Council Interim Planning Scheme. Andrew will also provide engagement support for you, in respect of the land owners in our Local Government area.

In regard to assisting with the installation, I have asked Andrew to arrange for our Manager Infrastructure & Works to be briefed about the project and I am sure under Julie's guidance with the exact location we can achieve the desired results. I am unaware of the size of the sculptures and if some form of crane may be required, that could well be outside of our equipment capability.

I am mindful that Folko Kooper and Maureen Craig have a major commitment to the Southern Midlands and we very much value them in our Community. It would be important to ensure that their work is separately identified to Julie's work.

We will watch the development of the sculptures with great interest, as they add to the landscape and create the opportunity for the travelling public to observe, reflect and ponder, their vision of a more inclusive community.

With kind regards

A handwritten signature in black ink, appearing to read 'Alex Green'.

Clr Alex Green
MAYOR

Address all correspondence to: The General Manager, PO Box 21 Oatlands, Tasmania 7120
Oatlands Office: 71 High Street, Oatlands Phone (03) 62545000 Fax (03) 62545014
Kempton Office: 85 Main Street, Kempton Phone (03) 62545050 Fax (03) 62545014
Email Address: mail@southernmidlands.tas.gov.au Web: www.southernmidlands.tas.gov.au
ABN 68 653 459 589

Council's Deputy General Manager worked with the Mona Foma team by facilitating introductions to land holders in the target locations, namely St Peter's Pass with Cate and Askin Morrison, then Woodlands, with Edwin and Martine Batt.

Unfortunately Council was not able to assist with the installations as the massive inundation event in late October 2021 caused significant damage to Council infrastructure and the Council teams were required to 'pull out all stops' to repair the damage to critical roads and drainage infrastructure.

The installations were erected by Contractors prior to the Mona Foma Festival in Launceston during mid-January 2022

The following images were taken by the installation Contractors.



'Woodlands'

Depiction from the Governor Arthur's Proclamation to the Aborigines (1830)



'Woodlands'

Depiction from the Governor Arthur's Proclamation to the Aborigines (1830)



'St Peter's Pass'

Man Holding a Fire Stick

DETAIL

The following covering letter from Mona Foma which accompanied the MOU.



655 Main Road
BERRIEDALE TAS 71
AUSTRALIA
PO BOX 1185
GLENORCHY TAS 71
Tel: +61 3 6277 9900
Fax: +61 3 6249 4093
ABN: 83 812 406 611
Email: info@mona.n
Web: www.mona.ne

Southern Midlands Council

24 January 2022

Dear Mayor Green,

Thank you for our discussions to date in relation to The Missing, Julie Gough, [Mona Foma].

It is with pleasure that I reflect on the support given to Mona Foma from the Southern Midlands Council, which has resulted in The Missing by Julie Gough coming into existence.

Julie and I are very grateful for the generosity that has been shown through this process. We will not forget sitting in council chambers, hearing words of support for Truth Telling, and this project.

As you will recall, Julie would like to gift the three silhouettes installed in the Southern Midlands, to the Southern Midlands Council at the end of the Mona Foma Festival 2022. I write to progress arrangements discussed to date, and have attached a Memorandum of Understanding (MOU) relevant to this gift: The Missing. Once you have had a chance to read and consider the MOU, if happy please sign and return a copy to me.

If you have any questions or comments about either the work or the attached terms, please let me know.

Yours sincerely,

Trudi Brinckman

MEMORANDUM OF UNDERSTANDING

This is a Memorandum of Understanding (MOU) between:

Southern Midlands Council (ABN 68 653 459 589) of 71 High Street, Oatlands Tasmania 7120 (the “Council”); and

Julie Gough (ABN 65 161 622 176) of 10 Rossendell Avenue, West Hobart Tasmania 7000 (the “Artist”); and

Moorilla Estate Pty Ltd t/as The Museum of Old and New Art (ABN 34 120 281 656) of 655 Main Road, Berriedale Tasmania 7011 (“Mona”)

1. The Details

1.1 The Artwork

The Missing - Julie Gough [Mona Foma 2022]

Consisting of four metal silhouette installations fabricated and installed alongside the Midlands Highway as a truth telling work about cross cultural interactions in the region during the 1820s - 1830s. This is a commissioned artwork, through Mona Foma 2022.

The three installations of the Artwork located in the Southern Midlands Council region and being gifted to the Council are:

Site 1:

Description of Artwork component: Spearing

Location: Melton Mowbray / WOODLANDS

Land-holders name: Edwin Charles Batt and Martine Jane Batt

Land-holders contact details: edwincbatt@gmail.com

Installation date: 11 Jan 2021

Site 2:

Description of Artwork component: Shooting

Location: Melton Mowbray / WOODLANDS

Land-holders name: Edwin Charles Batt and Martine Jane Batt

Land-holders contact details: edwincbatt@gmail.com

Installation date: 11 Jan 2021

Site 3:

Description of Artwork component: Firestick man

Location / St Peters Pass/ ST PETERS PASS PROPERTY

Land-holders name: Askin and Cate Morrison

Land-holders contact details : stpeterspass@bigpond.com

Installation date: 11 Jan 2021

2. The Understanding

It is understood between the parties that the three installations of The Missing - Julie Gough [Mona Foma 2022] located in the Southern Midlands region of Tasmania and described at clause 1.1, will be gifted from Mona to the Southern Midlands Council at the conclusion of the Mona Foma 2022 festival.

3. Ownership

Subject to clause 4, ownership in the Artwork will immediately transfer to the Council at the conclusion of the Mona Foma Festival being midnight 30 January 2022, free of any encumbrances, liens, debts, charges or other security interest.

4. Duration

- 4.1 *This is a non-binding MOU between Council, the Artist and Mona.*
- 4.2 *The MOU will apply from the date ownership of the Artwork is transferred to Council and will continue to apply for five (5) years from that date.*

5. Grant of License

- 5.1 *The Artist grants the Council a license to use photography online, in printed materials, advertising and audio visual media for promotion of the Artwork, and to supply photographs to media to support the promotion or review of the Artwork.*
- 5.2 *Any photographs will be used alongside the following artist/artwork credit line:*

The Missing - Julie Gough [Mona Foma 2022]

6. Intellectual Property Rights

- 6.1 *The Artist retains copyright in the Artwork.*
- 6.2 *The Council acknowledges that nothing in this MOU gives it any rights in the intellectual property of the Artist.*
- 6.3 *The Artist grants the Council a non-exclusive, perpetual, irrevocable, royalty free, worldwide, non-transferable license (including the right to sub-license) to use and otherwise deal with images of the Artwork:*
- (a) to promote the Artwork or Council;*
 - (b) in Council publications; and*
 - (c) in materials associated with advertising materials and social media.*

All associated text in relation to the above must be sent to the Artist for written approval.

7. Maintenance of the Artwork

- 7.1 *The Council will be responsible for any maintenance of the Artwork once ownership has passed to the Council.*

- 7.2 *In the event that damage or changes to the Artwork occur that take away from the integrity of the Artwork, or that may lead to irreparable damage to, or destruction of, the Artwork, the Council will notify the Artist of such damage or destruction in writing. The Council and the Artist will then negotiate in good faith a mutually acceptable plan for repair and/or maintenance. Council will not progress any action unless the Artist gives the relevant approval in writing.*
- 7.3 *The Artist is not liable for any costs for the maintenance or eventual removal of the Artwork.*

8. Duration and Removal of the Artwork

It is the Artist's intent that the Artwork remains in-situ for five years from the date of being gifted. The removal and relocation or disposal of the Artwork, from any of the three Southern Midlands sites, will be the responsibility of the Council and plans for this will be made in communication with the Artist to reach a mutually acceptable outcome.

9. Variation

The parties may agree to vary any of the requirements of this MOU. Such agreement must be in writing and signed by all parties.

10. Contacts

Council:

Timothy Kirkwood, General Manager, Southern Midlands Council

Contact details (email and phone): tkirkwood@southernmidlands.tas.gov.au / 0362545000

Artist:

Julie Gough

Contact details (email and phone): juliegough Tasmania@gmail.com / 0409 518 865

Signatures

Signed for **Southern Midlands Council** by its authorised representative in the presence of:

Signature of authorised representative

Signature of witness

Name and title of authorised representative

Name of witness

Signature of authorised representative

Signature of witness

Name and title of authorised representative

Name of witness

Signed by the **Artist** in the presence of:

Signature

Signature of witness

Name

Name of witness

Signed for **Moorilla Estate Pty Ltd** by its authorised representative in the presence of:

Signature of authorised representative

Signature of witness

Name and title of authorised representative

Name of witness

CONCLUSION

Julie's stories encapsulating 'The Missing' is very important for us all to hear and understand. It is appropriate to congratulate both Julie and Trudi on their efforts to have this truth shared in such a unique manner. From a Council Officer level it is pleasing that Southern Midlands Council have been able to play a small part in assisting 'The Missing' come in to focus, in recognising the historical journey of our First Nations People. The MOU is commended to Council for its consideration and signing.

Community Consultation & Public Relations Implications – Stakeholder engagement has been undertaken in relation to this matter principally with the landholders.

Policy Implications – Nil

Priority - Implementation Time Frame – Nil

RECOMMENDATION

That Council execute the Memorandum of Understanding in respect of 'The Missing' artworks in association with Artist, Julie Gough and Mona Foma (Moorilla Estate Pty Ltd).

DECISION

Moved by Deputy Mayor E Batt, seconded by Clr A E Bisdee OAM

That Council execute the Memorandum of Understanding in respect of 'The Missing' artworks in association with Artist, Julie Gough and Mona Foma (Moorilla Estate Pty Ltd).

CARRIED

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor A O Green	✓	
Deputy Mayor E Batt	✓	
Clr A Bantick	✓	
Clr A E Bisdee OAM	✓	
Clr K Dudgeon	✓	
Clr D F Fish	✓	

DECISION

Moved by Clr D Fish, seconded by Clr A E Bisdee OAM

THAT in accordance with Regulation 15 of the *Local Government (Meeting Procedures) Regulations 2015*, the following items are to be dealt with in Closed Session.

Matter	Local Government (Meeting Procedures) Regulations 2015 Reference
<i>Closed Council Minutes - Confirmation</i>	15(2)
<i>Applications for Leave of Absence</i>	15(2)(h)
<i>Chauncy Vale Wildlife Sanctuary – Submission from Mr Chris Harman</i>	15(2)(g)

CARRIED

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor A O Green	✓	
Deputy Mayor E Batt	✓	
Clr A Bantick	✓	
Clr A E Bisdee OAM	✓	
Clr K Dudgeon	✓	
Clr D F Fish	✓	

RECOMMENDATION

THAT in accordance with Regulation 15(2) of the *Local Government (Meeting Procedures) Regulations 2015*, Council move into Closed Session and the meeting be closed to members of the public.

DECISION

Moved by Clr D Fish, seconded by Clr A E Bisdee OAM

THAT in accordance with Regulation 15(2) of the *Local Government (Meeting Procedures) Regulations 2015*, Council move into Closed Session and the meeting be closed to members of the public.

CARRIED

DECISION (MUST BE BY ABSOLUTE MAJORITY)		
Councillor	Vote FOR	Vote AGAINST
Mayor A O Green	✓	
Deputy Mayor E Batt	✓	
Clr A Bantick	✓	
Clr A E Bisdee OAM	✓	
Clr K Dudgeon	✓	
Clr D F Fish	✓	

CLOSED COUNCIL MINUTES

20. BUSINESS IN “CLOSED SESSION”

20.1 Closed Council Minutes - Confirmation

The Minutes (Closed Council) of the previous meeting of Council held on the 8th December 2021, as circulated, are submitted for confirmation.

DECISION

Moved by Cllr A E Bisdee OAM, seconded by Deputy Mayor E Batt

The Minutes (Closed Council) of the previous meeting of Council held on the 8th December 2021, as circulated, are confirmed.

CARRIED

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor A O Green	✓	
Deputy Mayor E Batt	✓	
Cllr A Bantick	✓	
Cllr A E Bisdee OAM	✓	
Cllr K Dudgeon	✓	
Cllr D F Fish	✓	

20.2 Applications for Leave of Absence

Nil.

20.3 Chauncy Vale Wildlife Sanctuary – Submission from Mr Chris Harman – Management of Chauncy Vale Wildlife Sanctuary (Management Committee Response).

A copy of Mr Harman’s submission was circulated via the Councillors Information Bulletin on 21st January 2022.

Included in the Bulletin was a response prepared by Mr Graham Green on behalf of the Chauncy Vale Management Committee. An extract from an Email sent by Ms Heather Chauncy was also attached for Councillors’ information.

DECISION

Moved by Clr D Fish, seconded by Clr A E Bisdee OAM

THAT:

- a) Council acknowledge receipt of the communication from Mr Chris Harman;
- b) Council acknowledge the response provided by the Chauncy Vale Management Committee; and
- c) Council formally endorse the Council Committee’s response in relation to the issues raised by Mr Harman.

CARRIED

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor A O Green	✓	
Deputy Mayor E Batt	✓	
Clr A Bantick	✓	
Clr A E Bisdee OAM	✓	
Clr K Dudgeon	✓	
Clr D F Fish	✓	

RECOMMENDATION

THAT Council move out of “Closed Session”.

DECISION

Moved by Clr K Dudgeon, seconded by Deputy Mayor E Batt

THAT Council move out of “Closed Session”.

CARRIED

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor A O Green	✓	
Deputy Mayor E Batt	✓	
Clr A Bantick	✓	
Clr A E Bisdee OAM	✓	
Clr K Dudgeon	✓	
Clr D F Fish	✓	

OPEN COUNCIL MINUTES

21. CLOSURE

The meeting closed at 12.41 p.m.

SOUTHERN
MIDLANDS
COUNCIL



MINUTES

SPECIAL COUNCIL MEETING

Wednesday, 9 February 2022
10.00 a.m.

DRAFT

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OPEN COUNCIL MINUTES

1. ATTENDANCE

Deputy Mayor E Batt, Cllr A E Bisdee OAM, Cllr A Bantick, Cllr K Dudgeon, Cllr D Fish and Cllr R McDougall.

Mr T Kirkwood (General Manager), Mr D Richardson (Manager, Infrastructure & Works), Mrs W Young (Manager Community & Corporate Development), Ms J Tyson (Senior Planning Officer), Mrs J Crosswell (Executive Assistant).

2. APOLOGIES

Mayor A O Green

3. DECLARATION OF PECUNIARY INTEREST

In accordance with the requirements of Part 2 Regulation 8 of the *Local Government (Meeting Procedures) Regulations 2015*, 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 2015*.

Nil.

4. 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.

4.1 Development Application (SA 2021/13) for Subdivision (56 Lots) at 10 East Bagdad Road, Bagdad owned by DFY Investment Pty Ltd

File Ref: SA 2021/13

AUTHOR SENIOR PLANNING OFFICER (JACQUI TYSON)

DATE 2 FEBRUARY 2022

ATTACHMENT(s)

*Development Application documents
Taswater SPAN
Representation*

PROPOSAL

The applicant JMG Engineers and Planners on behalf of DFY Investments Pty Ltd, have applied to the Southern Midlands Council for a Permit under the *Land Use Planning and Approvals Act 1993* ("the Act") to subdivide the land at 10 East Bagdad Road, Bagdad.

The application seeks to subdivide the 4.8ha site into the following arrangement:

- 53 residential lots with areas ranging from 600m² to 997m², with most in the 600-650m² range;
- One (1) area for detention and treatment of stormwater (Lot 102);
- One (1) area identified as public open space and stormwater easement (Lot 100);
- One (1) Road lot (Lot 101); and
- Walkway to provide pedestrian access to Midland Highway from the new Road.

The proposal includes the following development:

- Demolition of the existing buildings (dwelling and outbuildings);
- Removal of existing horse training track;
- Construction of the new road, services and infrastructure; and
- Construction of stormwater infrastructure on the site and in the Midland Highway road reserve.

The subdivision will require construction of a new road off East Bagdad Road. The new road serving the subdivision will be a loop road with a short section to provide for future road connection to the adjoining land to the south.

The subdivision includes a 1421m² area (Lot 102) which will contain a stormwater detention pond. This infrastructure is required to detain and treat stormwater before it discharges to the Midland Highway road reserve and on to Horfield Creek. Stormwater from the eastern portion of the site will be piped to the Bagdad Rivulet through Lot 100. The stormwater infrastructure including Lot 102 would be transferred to Council once constructed.

Lot 100 is identified in the subdivision documents as public open space to be transferred to Council. However, Council officers are of the view that this area would not provide a public open space that is useful or of high amenity for residents. The lot does adjoin Crown land around Bagdad Rivulet, so there is some merit in providing a public walkway here. However, the Crown land is not actively managed or developed for public use and the long, narrow lot would be onerous for Council to maintain. This is discussed further below.

The application has been lodged under the *Southern Midlands Interim Planning Scheme 2015* (“the Planning Scheme”).

The land is zoned Village and is currently used for residential purposes and for a horse training track. There is a dwelling, outbuildings, training track, fencing and associated infrastructure on the land.

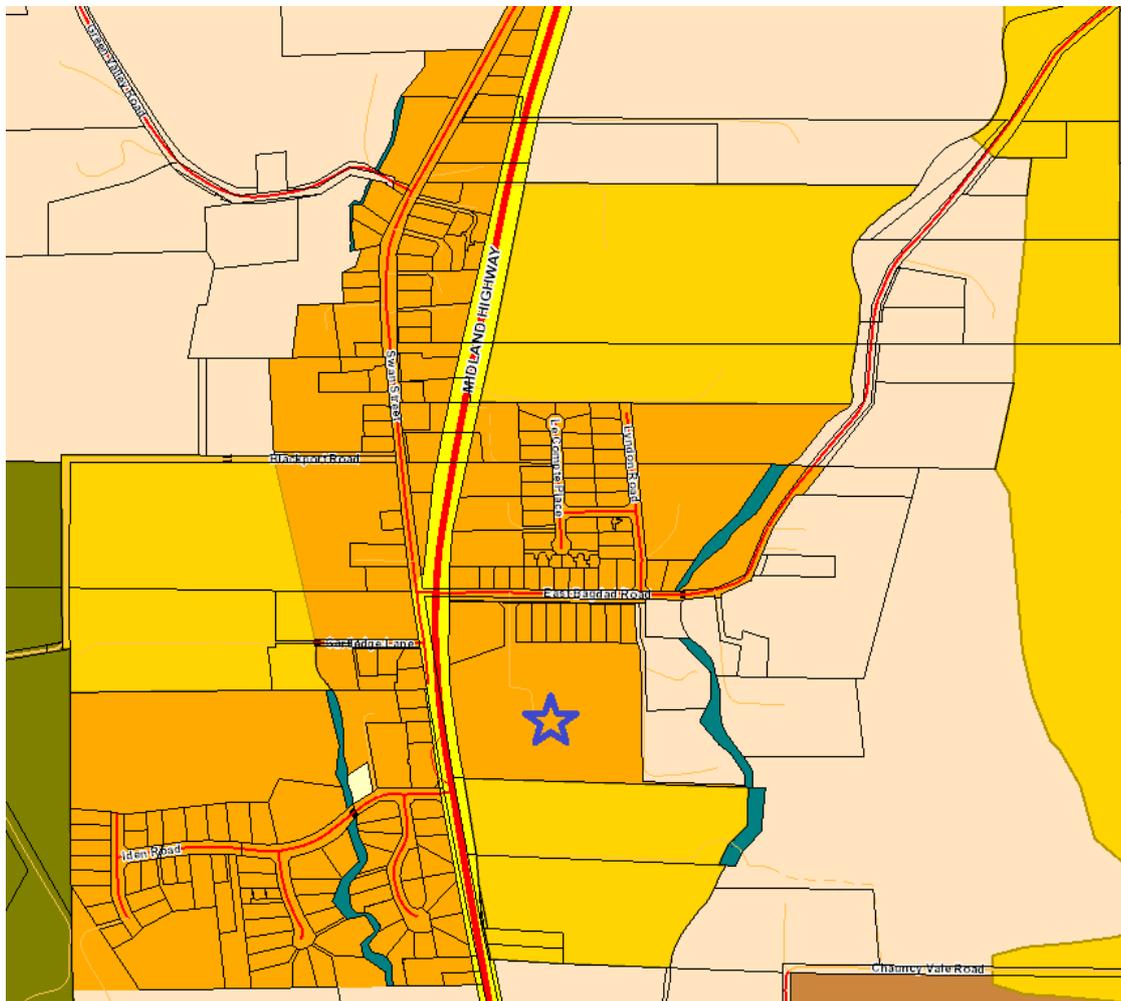
Under the Planning Scheme subdivision is defined as development. The proposal is to be assessed against the development standards of the zone and the development standards of the applicable Codes. These matters are described and assessed in this report. This is a discretionary application under the Planning Scheme.

The Council gave notice of the application for public comment as required by the Act. During the notification period one representation was received from a member of the public. A representation was also received from TasFire, however this was later withdrawn following completion of their request that the Bushfire Hazard Management Plan documents be updated with the current subdivision plan.

This report will assess the proposal against the relevant provisions of the Act and the Scheme. It is recommended that Council grant a permit for the subdivision subject to conditions. Most of the conditions relate to the engineering requirements, which have been drafted with significant input from Council’s contracted Engineering Officer.

THE SITE

Map 1 below shows the land zoning and location of the property. Map 2 shows an aerial image of the property and surrounds.



Map 1_ The subject land and most surrounding properties are in the Village Zone (orange). Adjoining land to the south is in the Particular Purpose Zone 1- Settlement Growth (yellow), as is land further north. Land to the east and further north and south is in the Rural Resource Zone (cream). The Midlands Highway is in the Utilities Zone (bright yellow) and some parcels around Bagdad Rivulet and other waterways are in the Environmental Management Zone (dark green). The Bagdad/Mangalore bypass corridor is in the Particular Purpose Zone 2 – Future Road Corridor (yellow) to the west of the site. The blue star identifies the subject title.

Source: LISTmap



Map 2 _ Aerial image of the subject land and surrounding area.
Source: LISTmap

THE APPLICATION

The Applicant has submitted the attached Plans and reports to accompany the Development Application form.

Consent to lodge the application has been provided by a delegate of the Crown as required by the Act, as the proposal relies on Crown land for stormwater disposal.

A comprehensive planning report had been provided from JMG. Specific matters relevant to the application are discussed below.

Council's contracted Engineering Officer has had considerable input into the assessment of this subdivision owing to the servicing standards necessary in any large subdivision. Engineering comments and recommended conditions are incorporated into the information and the recommendation below.

Roads and Pedestrian Access

The subject land has frontage to East Bagdad Road via a fifteen (15) metre wide access strip.

The land also has frontage to the Midland Highway, however no direct access is proposed to the Highway other than a pedestrian path.

Once within the subdivision the new road reservations will be 18m in width. Connectivity is provided to the land to the south with road reservation being extended to the southern boundary.

East Bagdad Road is a Council maintained road with a posted speed limit of 60km/h. It has a sealed carriageway and the section fronting the subject land has recently been upgraded with kerb and channel and a concrete footpath on the southern side.

Engineering advice suggests that Council consider reducing the speed limit of the urbanised section of East Bagdad Road to 50km/h.

With regard to pedestrian access, there is currently a 1.2m wide concrete footpath along the southern side of East Bagdad Road from the Midland Highway past the subdivision entrance. There is also a 1.5m wide concrete footpath along the eastern side of the Midland Highway from East Bagdad Road to a bus stop approximately 90 metres south of the junction, which also coincides with start of the frontage of the subject land.

There are currently two (2) pedestrian refuges provided for crossing the Midland Highway near the subject land. One is located at the northern extent of the subdivision frontage at the bus stop and the other is further south, near the service station.

Council received correspondence from the Department of State Growth in regard to the proposal, which included the following comments:

- *Following the completion of the upgrading along this section of the Highway in 2017, there is now limited room along the property frontage to install urban infrastructure such as a footpath. With an urban density subdivision as proposed, in State Growth's experience most local councils would expect that a footpath be provided along the subdivision frontage with the Highway and it is highly probable that the North Bagdad community might also have this expectation. Attached is a pdf showing the typical section in this vicinity indicating the how the widening was installed without undertaking acquisition.*
- *Given the relatively limited room along the Highway at proposed Lots 29-38, it seems appropriate to setback the boundary to ensure there is adequate space for a reasonable width footpath that can cater for passing between pedestrians, prams, wheelchairs and cyclists, etc, and provide a good connection to the bus stop facilities on both sides of the Highway, along with the United Petroleum Service Station shop opposite.*

It is therefore recommended to include conditions requiring the footpath be extended along the entire Midland Highway frontage and advice that road widening may need to be provided to achieve this if the footpath cannot safely fit in the current reservation alongside existing drainage infrastructure.

Traffic

A Traffic Impact Statement (TIS) has been prepared by Keith Midson to support the application. The TIS considers traffic generation and impact on the existing road network, including the junction to East Bagdad Road and the nearby Midland Highway.

The TIS estimates that the development will generate approximately 414 vehicle movement per day with a peak of 44 vehicles per hour.

The report finds that the sight distance for the new junction to East Bagdad Road exceeds the requirements of the Road and Rail Assets Code in both directions and the junction design is satisfactory and safe for the amount of traffic and travel speed.

The East Bagdad Road/Midland Highway junction was improved with the recent highway upgrade works. The existing junction includes a Channelised Right Turn Lane (CHR) that

has space for approximately 20 cars. This is found to be more than sufficient for the existing and expected traffic numbers including that generated by the proposal.

The TIS notes that there is spare capacity for growth on both the Midland Highway and East Bagdad Road and supports the proposed subdivision on traffic engineering grounds.

The proposal has been referred to the Department of State Growth for comment in regard to traffic generation and impact to the Midland Highway. Other than the comments in regard to the footpath discussed above, no other issues have been identified.

Stormwater

The application includes detailed information regarding stormwater disposal details including development catchments, existing and proposed stormwater system analysis and associated calculations and design.

Stormwater from the subdivision will be divided into two catchments based on the topography.

Catchment 1 includes approximately 4.7ha of the site and will drain to the west, to the Midland Highway, via the proposed detention basin. The detention basin will be constructed in the south western corner of the site. It is required to contain stormwater during rainfall events allowing for gradual disposal to the existing stormwater system in the Midland Highway road reserve, which then drains via Iden Road to Horfield Creek. The detention basin also allows for stormwater to be treated before discharge, which is in accordance with Water Sensitive Urban Design principles.

Catchment 2 will be much smaller, approximately 7500m², and will drain to Bagdad Rivulet east of the site via a new stormwater pipe. No specific treatment is proposed for this portion of the stormwater catchment.

Bushfire

A 50m wide strip of the land along the southern boundary is identified as bushfire prone. As such, a Bushfire Hazard Management Plan has been provided to address the requirements of the Bushfire Code (assessed below). In summary, the proposed subdivision is able to meet the requirements of the Code.

Public Open Space

The proposal plan identifies Lot 100 (a strip of land between lots 17 and 18 and extending to the Bagdad Rivulet) as Public Open Space. This land is required to provide stormwater drainage to Bagdad Rivulet. Lot 100 could potentially contain a walkway, however unless there were a walkway or other development in the Crown land by Bagdad Rivulet this would serve no useful purpose.

This strip of land is long and narrow (approximately 6m wide and 200m long) and would be onerous for Council to maintain. While the future stormwater assets would be owned and managed by Council, there is no need for the land to also be owned by Council. A stormwater easement can be created to ensure access for maintenance or upgrade of the stormwater infrastructure.

As such, it is considered appropriate for Council to refuse to take on Lot 100 and require the subdivision to be altered accordingly. Other possibilities include the subdivider retaining ownership, combining with one of the subdivision lots or adhering part or all of the land to an adjoining title.

With regard to Lot 102, this will contain the stormwater detention basin and is not considered as contributing to Public Open Space. A recommended condition requires that it be identified on the Plan of Survey as Set Apart for Drainage Purposes. This lot will need to be transferred to Council as it is primarily for stormwater infrastructure and will require ongoing management and maintenance.

As no land will be provided for Public Open Space in this subdivision a condition requiring payment of cash in lieu of 5% of the value in accordance with the *Local Government (Building and Miscellaneous Provisions) Act 1994* is included in the recommendation.

Noise

A Noise Assessment was provided with the Development Application considering the impact of traffic noise from the highway on the amenity of future residents of the subdivision, as required by the Road and Railway Assets Code.

The assessment finds that it will be necessary for dwellings within 50m of the Midland Highway road corridor to be constructed to a standard that will sufficiently reduce the internal noise level to a satisfactory level.

A condition requiring a Part 5 agreement on lots within 50 metres of the highway reservation to be developed in accordance with the recommendations of the noise report is recommended.

Taswater

Sewer and Water reticulation is available in the area.

The developer will need to extend a sewer main south along the Midland Highway to connect to the existing sewer near 1830 Midland Highway.

The proposal has been referred to Taswater and conditions have been provided to be attached to the planning permit if the proposal is approved by Council.

Taswater require an upgrade to water supply infrastructure to ensure adequate flows prior to title being issued for the 21st lot of the subdivision.

Power and Telecommunications

Existing power reticulation in the area is overhead. The new power should be provided underground in accordance with current best practice.

NBN is currently available in the area via a Fixed Wireless service. Given the size of the development fibre ready pit and pipe should be provided as part of the subdivision to future proof the development.

USE/DEVELOPMENT DEFINITION

The proposed use and development is defined, under the Planning Scheme, as development for Subdivision, which is Discretionary in accordance with Clause 9.7.2 of the Southern Midlands Interim Planning Scheme 2015.

Use/Development Status under the Planning Scheme

As a discretionary development, the application was advertised in accordance with Section 57 of the Act.

Council has the discretion to grant a permit for this proposal with or without conditions, or refuse to grant a permit.

PUBLIC NOTIFICATION AND REPRESENTATIONS

The application was advertised from the 20th July 2019 until the 10th January 2022. The usual 14 day notification period was extended due to the office closure over the Christmas/New Year break.

One (1) representation was received from a member of the public.

A representation was also received from TasFire, however this was withdrawn following completion of their request that the Bushfire Hazard Management Plan documents be updated with the current subdivision plan.

The matters raised in the representation are considered in the table below.

<i>Representation 1</i>	<i>Council Officer Comment</i>
<p>We are new to the neighbourhood and community of Bagdad. We purchased our first home after careful considerations last year. We are a small family of four with two young children (2&4) we chose the area for the quiet, peaceful, relaxing surrounds for our children and family to enjoy and grow.</p> <p>The impacts of the subdivision will bring much challenge to our peaceful home.</p> <p>Firstly the initial site works just over our back fence, as a shift worker this can cause disturbance and can affect areas of my employment.</p> <p>Once the development is complete its then the next few years of building and construction.</p>	<p><i>It is acknowledged that this proposal is a significant one and nearby neighbours will experience changes as a result of the subdivision and future development of the land.</i></p> <p><i>The subdivision works and future building and construction on the lots will be required to comply with the usual construction amenity conditions which limit hours of operation and other matters such as keeping roads clean and clear and disposing of building waste appropriately in order to minimise impact on surrounding residences.</i></p>
<p>If you have seen our boundary fence you would understand that this would have to be replaced and risen to create some sort of privacy retained at the cost of the proposed.</p>	<p><i>In Tasmania boundary fencing is governed by the Boundary Fences Act 1908.</i></p> <p><i>Under this Act it will be possible for the representor to seek half of the cost of a new paling fence from future neighbours.</i></p> <p><i>It is noted that it is possible to build a solid rear or side boundary fence to a height of 2.1m without planning permission.</i></p>

	<p>Vegetation plantings could also provide effective screening with no permissions required.</p>
<p>56 lots = average single house on block family of 4 (units not inc) is approx 224 people living over my back fence, that's approx 448 cars.</p>	<p>The Traffic Impact Statement states that the development will generate approximately 414 vehicle movements per day with a peak of 44 vehicles per hour.</p> <p>This will certainly be an increase to the current level of traffic on East Bagdad Road and it will be a change for nearby residents.</p> <p>However this land is designated as Village Zone and subdivision to an urban density is the expected outcome of that. Access via East Bagdad Road is preferred over creation of a new access point to the Midland Highway and the TIS has found it will be well within the capacity of the road and junction to the Midland Highway.</p>
<p>I understand this will have some positive impacts on our community.</p> <p>However what does the council plan on doing to support such growth in this area; better transport options; daycare options; small supermarkets; schools and support for our community.</p> <p>I would encourage the southern midlands council to consider our letter when making decisions on our community and children's future.</p>	<p>Council recognise that Bagdad and the surrounding area will require a higher level of services as it grows.</p> <p>Council is involved in a regional project that will assess land supply and demand across greater Hobart and surrounding communities ahead of a comprehensive review of the Southern Regional Land Use Strategy that will help provide clarity of future growth and service expectations for settlements such as Bagdad.</p> <p>Officers are also currently investigating funding options to allow for strategic planning work to be undertaken for the Bagdad area in order to develop a Structure Plan project similar to what has recently been completed for Oatlands. This would allow us to consider all matters impacting future planning for this area and would include community consultation.</p> <p>While Council cannot generally compel private businesses such as shops to establish, we can work to provide suitable land and servicing options to encourage these services.</p>

	<i>Council continually improves our assets (such as the recent footpath addition to East Bagdad Road) and advocates for better/improved government services in areas outside our direct responsibilities, including public transport, schools and the like.</i>
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ASSESSMENT - THE SOUTHERN MIDLANDS INTERIM PLANNING SCHEME

Village Zone

The subject site is in the Village Zone. The proposal must satisfy the requirements of the following relevant development standards of this zone:

Development Standards - Subdivision		
16.5.1 Lot Design		
To provide for new lots that:		
<ul style="list-style-type: none"> (a) have appropriate area and dimensions to accommodate development consistent with the Zone Purpose and any relevant Local Area Objectives or Desired Future Character Statements; (b) contain building areas which are suitable for development, consistent with the Zone Purpose, located to avoid hazards and values; (c) are capable of providing for a high level of residential amenity including privacy, good solar access; and passive surveillance of public spaces; (d) are not internal lots, except if the only reasonable way to provide for efficient use of land; (e) are provided in a manner that provides for the efficient and ordered provision of infrastructure. 		
Acceptable Solutions	Performance Criteria	OFFICER COMMENT
A1 The size of each lot must be no less than as specified below, except if for public open space, a riparian or littoral reserve or utilities: <ul style="list-style-type: none"> (a) no less than 600 m2 and no more than 1,000 m2 (except balance lot) if in Bagdad, Campania, Kempton; (b) no less than 800 m2 and no more than 1,500 m2 (except balance lot) if in Colebrook; (c) no less than 5,000 m2 if located in Parattah, Tunbridge or Tunnack. 	P1 The size of each lot must satisfy all of the following: <ul style="list-style-type: none"> (a) variance above the maximum lot size only to the extent necessary due to demonstrated site constraints; (b) be consistent with the Zone Purpose and any applicable Local Area Objectives or Desired Future Character Statements. 	<i>The residential lots all comply with the Acceptable Solution (a), as they have areas between 600m² and 1000m².</i> <i>The remaining lots are for utilities, roads and open space and therefore meet the Acceptable Solution.</i>
A2 The design of each lot must provide a minimum building area that is rectangular in	P2 The design of each lot must contain a building area able to satisfy all of the following:	<i>All proposed lots are sized and shaped to allow for a 10 x 15m building area.</i>

<p>shape and complies with all of the following, except if for public open space, a riparian or littoral reserve or utilities:</p> <p>(a) clear of the frontage, side and rear boundary setbacks;</p> <p>(b) not subject to any codes in this planning scheme;</p> <p>(c) clear of title restrictions such as easements and restrictive covenants;</p> <p>(d) has an average slope of no more than 1 in 5;</p> <p>(e) has the long axis of the developable area facing north or within 20 degrees west or 30 degrees east of north;</p> <p>(f) is a minimum of 10 m x 15 m in size.</p>	<p>(a) be reasonably capable of accommodating residential use and development;</p> <p>(b) meets any applicable standards in codes in this planning scheme;</p> <p>(c) enables future development to achieve maximum solar access, given the slope and aspect of the land;</p> <p>(d) minimises the need for earth works, retaining walls, and fill and excavation associated with future development;</p> <p>(e) provides for sufficient useable area on the lot for both of the following;</p> <p>(i) on-site parking and manoeuvring;</p> <p>(ii) adequate private open space.</p>	<p><i>However as the site is partly within a Bushfire Hazard Prone Area it cannot meet A2 part (b).</i></p> <p><i>Assessment against the Performance Criteria is therefore required.</i></p> <p>(a) <i>All lots can accommodate a 10x15m building area which per the A2 is considered the minimum needed to accommodate development in the village zone.</i></p> <p>(b) <i>The lots meet applicable standards in Codes of the scheme (see further below).</i></p> <p>(c) <i>The lots are oriented to maximise allowance for solar access.</i></p> <p>(d) <i>Minimal earthworks are needed to facilitate development or necessary to construct future dwellings and associate works. This owes to the gentle slope of the land.</i></p> <p>(e) <i>The residential lot sizes all comply with the A1 and therefore considered a suitable size for a residential use with ample room for parking and private open space.</i></p> <p><i>The proposal is considered to comply with the Performance Criteria P2.</i></p>
<p>A3 The frontage for each lot must be no less than 15 m, except if for public open space, a riparian or littoral reserve or utilities or if an internal lot.</p>	<p>P3 The frontage of each lot must satisfy all of the following:</p> <p>(a) provides opportunity for practical and safe vehicular and pedestrian access;</p> <p>(b) provides opportunity for passive surveillance between residential</p>	<p><i>Lot 8-10 and Lots 16-18 have frontages less than 15m and therefore the proposal must be assessed against P3 as follows:</i></p> <p>(a) <i>The lots in question are all located in the corners of the site. All of these frontages are of sufficient width to accommodate practical</i></p>

	<p>development on the lot and the public road,</p> <p>(c) is no less than 6m.</p>	<p><i>and safe vehicle and a pedestrian access.</i></p> <p><i>(b) All of the lots have sufficient frontages to allow for passive surveillance of the immediate road.</i></p> <p><i>(c) No frontage is less than 6m</i></p> <p><i>The proposal is considered to comply with the Performance Criteria P3.</i></p>
<p>A4 No lot is an internal lot.</p>	<p>P4 An internal lot must satisfy all of the following:</p> <p>(a) the lot gains access from a road existing prior to the planning scheme coming into effect, unless site constraints make an internal lot configuration the only reasonable option to efficiently utilise land;</p> <p>(b) it is not reasonably possible to provide a new road to create a standard frontage lot;</p> <p>(c) the lot constitutes the only reasonable way to subdivide the rear of an existing lot;</p> <p>(d) the lot will contribute to the more efficient utilisation of residential land and infrastructure;</p> <p>(e) the amenity of neighbouring land is unlikely to be unreasonably affected by subsequent development and use;</p> <p>(f) the lot has access to a road via an access strip, which is part of the lot, or a right-of-way, with a width of no less than 3.6m;</p> <p>(g) passing bays are provided at appropriate</p>	<p><i>No internal lots are proposed in compliance with the Acceptable Solution A4.</i></p>

	<p>distances to service the likely future use of the lot;</p> <p>(h) the access strip is adjacent to or combined with no more than three other internal lot access strips and it is not appropriate to provide access via a public road;</p> <p>(i) a sealed driveway is provided on the access strip prior to the sealing of the final plan.</p> <p>(j) the lot addresses and provides for passive surveillance of public open space and public rights of way if it fronts such public spaces.</p>	
<p>A5 Setback from a new boundary for an existing building must comply with the relevant Acceptable Solution for setback.</p>	<p>P5 Setback from a new boundary for an existing building must satisfy the relevant Performance Criteria for setback.</p>	<p><i>All existing buildings will be removed from the site, so A5 is not applicable.</i></p>

<p>Development Standards - Subdivision 16.5.2 Roads To ensure that the arrangement of new roads within a subdivision provides for all of the following:</p> <p>(a) the provision of safe, convenient and efficient connections to assist accessibility and mobility of the community;</p> <p>(b) the adequate accommodation of vehicular, pedestrian, cycling and public transport traffic;</p> <p>(c) the efficient ultimate subdivision of the entirety of the land and of neighbouring land.</p>		
Acceptable Solutions	Performance Criteria	OFFICER COMMENT
<p>A1 The subdivision includes no new road.</p>	<p>P1 The arrangement and construction of roads within a subdivision must satisfy all of the following:</p> <p>(a) the route and standard of roads accords with any relevant road network plan adopted by the Planning Authority;</p>	<p><i>The subdivision includes a new road and must be assessed against the performance criteria P1 as follows:</i></p> <p><i>(a) There is no road network plan for this area. The proposed road layout has been assessed by Council's contract engineering officer and found to be acceptable</i></p>

	<p>(b) the appropriate and reasonable future subdivision of the entirety of any balance lot is not compromised;</p> <p>(c) the future subdivision of any neighbouring or nearby land with subdivision potential is facilitated through the provision of connector roads and pedestrian lanes, where appropriate, to common boundaries;</p> <p>(d) an acceptable level of access, safety, convenience and legibility is provided through a consistent road function hierarchy;</p> <p>(e) cul-de-sac and other terminated roads are not created, or their use in road layout design is kept to an absolute minimum;</p> <p>(f) connectivity with the neighbourhood road network is maximised;</p> <p>(g) the travel distance between key destinations such as shops and services is minimised;</p> <p>(h) walking, cycling and the efficient movement of public transport is facilitated;</p> <p>(i) provision is made for bicycle infrastructure on new arterial and collector roads in accordance with Austroads Guide to Road Design Part 6A;</p> <p>(j) any adjacent existing grid pattern of streets is extended, where there are no significant topographical constraints.</p>	<p><i>with consideration of all relevant Local Government subdivision standards.</i></p> <p><i>(b) A balance lot is not proposed. The proposed roads make provision for access throughout each stage of the subdivision.</i></p> <p><i>(c) The subdivision does provide for appropriate connectivity to adjoining land zoned for future growth. Pedestrian connection to the Midland Highway is also provided.</i></p> <p><i>(d) The proposed subdivision road would achieve an acceptable level of access, safety, convenience, and legibility by providing a consistent road function hierarchy with proposed road widths and pedestrian infrastructure (footpaths) being provided in accordance with the relevant standards.</i></p> <p><i>(e) There are no cul de sacs or other terminated roads in the subdivision. The subdivision road will be circular and provides for future connection to adjoining land.</i></p> <p><i>(f) See comments (d) – (e)</i></p> <p><i>(g) Walking and cycling is promoted through footway connectivity and minimises travel distance to the bus stop and commercial property on the Midland Highway.</i></p> <p><i>(h) See above.</i></p> <p><i>(i) This is not an arterial or collector road and therefore the provision cycling lanes is not necessary.</i></p> <p><i>(j) There is no existing grid like pattern of streets. Connectivity to adjoining land is provided.</i></p>
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Development Standards - Subdivision		
16.5.3 Ways and Public Open Space		
To ensure that the arrangement of ways and public open space provides for all of the following:		
(a) the provision of safe, convenient and efficient connections to assist accessibility and mobility of the community;		
(b) the adequate accommodation of pedestrian and cycling traffic.		
Acceptable Solutions	Performance Criteria	OFFICER COMMENT
A1 No Acceptable Solution.	P1 The arrangement of ways and public open space within a subdivision must satisfy all of the following: (a) connections with any adjoining ways are provided through the provision of ways to the common boundary, as appropriate; (b) connections with any neighbouring land with subdivision potential is provided through the provision of ways to the common boundary, as appropriate; (c) connections with the neighbourhood road network are provided through the provision of ways to those roads, as appropriate; (d) convenient access to local shops, community facilities, public open space and public transport routes is provided; (e) new ways are designed so that adequate passive surveillance will be provided from development on neighbouring land	<i>There is no Acceptable Solution for development that includes any proposed ways and public open space and therefore the development must be satisfy the Performance Criteria P1 as follows:</i> (a) a footway provides connection to Midland Highway from the new road and the new road connects to East Bagdad Road. (b) A connection point is provided to the land to the south which is zoned for future growth. (c) This has been provided through a logical subdivision layout and through the proposed footway. (d) The proposed footway will provide access to the commercial property on the opposite side of Midland Highway. (e) Adequate passive surveillance has been achieved. (f) A legible movement network is achieved. (g) There are no relevant plans to consider, however suitable connections are achieved. (h) As discussed above, Lot 100 is identified as Public Open

	<p>and public roads as appropriate;</p> <p>(f) provides for a legible movement network;</p> <p>(g) the route of new ways has regard to any pedestrian & cycle way or public open space plan adopted by the Planning Authority;</p> <p>(h) Public Open Space must be provided as land or cash in lieu, in accordance with the relevant Council policy.</p> <p>(i) new ways or extensions to existing ways must be designed to minimise opportunities for entrapment or other criminal behaviour including, but not limited to, having regard to the following:</p> <p>i. the width of the way;</p> <p>ii. the length of the way;</p> <p>iii. landscaping within the way</p> <p>iv. lighting;</p> <p>v. provision of opportunities for 'loitering';</p> <p>vi. the shape of the way (avoiding bends, corners or other opportunities for concealment).</p>	<p><i>Space however this area is required for stormwater infrastructure and is not considered useful or desirable as Public Open Space.</i></p> <p><i>Therefore Council will require a cash in lieu payment equal to 5% of land value in accordance with the requirements of Local Government Building and Miscellaneous Provisions Act 1993.</i></p> <p><i>(i) This is satisfied.</i></p> <p><i>The proposal is found to comply with the Performance Criteria.</i></p>
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Development Standards - Subdivision		
16.5.4 Services		
To ensure that the subdivision of land provides adequate services to meet the projected needs of future development.		
Acceptable Solutions	Performance Criteria	OFFICER COMMENT
A1 Each lot must be connected to a reticulated potable water supply in Bagdad, Campania, Kempton, Colebrook and Tunbridge.	P1 No Performance Criteria.	<i>The proposal complies with the Acceptable Solution</i>
A2 Each lot must be connected to a reticulated sewerage system in Bagdad, Campania, Kempton and Colebrook.	P2 Where a reticulated sewerage system is not available, each lot must be capable of accommodating an on-site wastewater treatment system adequate for the future use and development of the land.	<i>The proposal complies with the Acceptable Solution.</i>
A3 Each lot must be connected to a stormwater system able to service the building area by gravity.	P3 If connection to a stormwater system is unavailable, each lot must be provided with an on-site stormwater management system adequate for the future use and development of the land.	<i>The proposal complies with the Acceptable Solution.</i>

E1.0 Bushfire Prone Area Code

The purpose of this 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.

The Code applies to the development per E1.2 as part of the land falls within a bushfire prone area as identified by the overlay in the Scheme.

A Bushfire Hazard Assessment Report *Bushfire Hazard Report, 10 East Bagdad Road, Bagdad – Subdivision (Rhys Menadue and David Lyne - JMG Planners & Engineers) Revision 2.3 dated 13 January 2022* was provided with the Development Application and later updated to include the current lot layout.

The assessment against the development standards of the code is provided in the following tables.

Development Standards - Subdivision		
E1.6.1 Subdivision: Provision of hazard management areas		
Subdivision provides for hazard management areas that:		
<p>(a) facilitate an integrated approach between subdivision and subsequent building on a lot;</p> <p>(b) provide for sufficient separation of building areas from bushfire-prone vegetation to reduce the radiant heat levels, direct flame attack and ember attack at the building area; and</p> <p>(c) provide protection for lots at any stage of a staged subdivision.</p>		
Acceptable Solutions	Performance Criteria	OFFICER COMMENT
<p>A1</p> <p>(a) TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant the provision of hazard management areas as part of a subdivision; or</p> <p>(b) The proposed plan of subdivision:</p> <p>(i) shows all lots that are within or partly within a bushfire-prone area, including those developed at each stage of a staged subdivision;</p> <p>(ii) shows the building area for each lot;</p> <p>(iii) shows hazard management areas between bushfire-prone vegetation and each building area that have dimensions equal to, or greater than, the separation distances required for BAL 19 in Table 2.4.4</p>	<p>P1</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</p>	<p>A Bushfire Hazard Assessment Report is provided with a Certificate under Section 51 (2) (d) of the Act that requires the Planning Authority <u>must accept</u> any certificate issued by an accredited person that certifies the plans provided are acceptable to manage/mitigate risk or that the development will result in an insufficient risk from the hazard.</p> <p>The Certificate/Report demonstrates that Hazard Management Areas can be provided and are to be implemented through the staging of the subdivision. The proposal therefore complies with A1 (b) and sub criteria.</p> <p>There is no need to extend hazard management areas into the adjoining land and therefore A1 (c) is not applicable.</p> <p>It is noted also that the land once developed will be subject to Council's fire hazard abatement program.</p>

<p>of Australian Standard AS 3959 – 2009 Construction of buildings in bushfire-prone areas; and</p> <p>(iv) is accompanied by a bushfire hazard management plan that addresses all the individual lots and that is certified by the TFS or accredited person, showing hazard management areas equal to, or greater than, the separation distances required for BAL 19 in Table 2.4.4 of Australian Standard AS 3959 – 2009 Construction of buildings in bushfire-prone areas; and</p> <p>(c) If hazard management areas are to be located on land external to the proposed subdivision the application is accompanied by the written consent of the owner of that land to enter into an agreement under section 71 of the Act that will be registered on the title of the neighbouring property providing for the affected land to be managed in accordance with the bushfire hazard management plan.</p>	<p>external to the subdivision; and</p> <p>(h) any advice from the TFS.</p>	
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Development Standards - Subdivision
E1.6.2 Subdivision: Public and fire fighting access

Access roads to, and the layout of roads, tracks and trails, in a subdivision:

- (a) allow safe access and egress for residents, firefighters 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
<p>A1</p> <p>(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</p> <p>(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:</p> <p>(i) demonstrates proposed roads will comply with Table E1, proposed private accesses will comply with Table E2 and proposed fire trails will comply with Table E3; and</p> <p>(ii) is certified by the TFS or an accredited person.</p>	<p>P1</p> <p>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:</p> <p>(a) appropriate design measures, including:</p> <p>(i) two way traffic;</p> <p>(ii) all weather surfaces;</p> <p>(iii) height and width of any vegetation clearances;</p> <p>(iv) load capacity;</p> <p>(v) provision of passing bays;</p> <p>(vi) traffic control devices;</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><i>The Report/Certificate states that the access will comply with the relevant standards for road access.</i></p> <p><i>The proposal therefore complies with A1 (b) and sub criteria.</i></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;</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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Development Standards - Subdivision		
E1.6.3 Subdivision: Provision of water supply for fire fighting purposes		
Adequate, accessible and reliable water supply for the purposes of fire fighting can be demonstrated at the subdivision stage and allow for the protection of life and property associated with the subsequent use and development of bushfire-prone areas.		
Acceptable Solutions	Performance Criteria	OFFICER COMMENT
<p>A1 In areas serviced with reticulated water by the water corporation:</p> <p>(a) TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant the provision of a water supply for fire fighting purposes;</p> <p>(b) A proposed plan of subdivision showing the layout of fire hydrants, and building areas, is</p>	<p>P1 No Performance Criterion.</p>	<p><i>The reticulated water supply complies with the Table E4 as certified in the report/certificate.</i></p>

<p>included in a bushfire hazard management plan approved by the TFS or accredited person as being compliant with Table E4; or</p> <p>(c) A bushfire hazard management plan certified by the TFS or an accredited person demonstrates that the provision of water supply for fire fighting purposes is sufficient to manage the risks to property and lives in the event of a bushfire</p>		
<p>A2 In areas that are not serviced by reticulated water by the water corporation:</p> <p>(a) The TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant provision of a water supply for fire fighting purposes;</p> <p>(b) The TFS or an accredited person certifies that a proposed plan of subdivision demonstrates that a static water supply, dedicated to fire fighting, will be provided and located compliant with Table E5; or</p> <p>(c) A bushfire hazard management plan certified by the TFS or an accredited person demonstrates that the provision of water supply for fire fighting purposes is sufficient to manage the risks to property and</p>	<p>P2 No Performance Criterion.</p>	<p><i>Not applicable.</i></p>

lives in the event of a bushfire.		
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E5.0 Road and Railway Assets Code

The purpose of this provision is to:

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

The proposal includes a new road with access onto Climie Street and the new vehicle crossings for the lots. This will result in an intensification of the local road network in additional traffic movements. The details of which are captured in the Traffic Impact Assessment provided by the Applicant.

The applicable standards of the Code are addressed in the following tables:

Development Standards		
E5.6.2 Road accesses and junctions		
To ensure that the safety and efficiency of roads is not reduced by the creation of new accesses and junctions.		
Acceptable Solutions	Performance Criteria	OFFICER COMMENT
A1 No new access or junction to roads in an area subject to a speed limit of more than 60km/h.	P1 For roads in an area subject to a speed limit of more than 60km/h, accesses and junctions must be safe and not unreasonably impact on the efficiency of the road, having regard to: <ul style="list-style-type: none"> (a) the nature and frequency of the traffic generated by the use; (b) the nature of the road; (c) the speed limit and traffic flow of the road; (d) any alternative access; (e) the need for the access or junction; (f) any traffic impact assessment; and (g) any written advice received from the road authority. 	<i>The new junction with East Bagdad Road complies with the Acceptable Solution as the speed limit on East Bagdad Road 60km/h.</i>
A2 No more than one access providing both entry and	P2 For roads in an area subject to a speed limit of	<i>There is no more than one access per property</i>

<p>exit, or two accesses providing separate entry and exit, to roads in an area subject to a speed limit of 60km/h or less.</p>	<p>60km/h or less, accesses and junctions must be safe and not unreasonably impact on the efficiency of the road, having regard to:</p> <ul style="list-style-type: none"> (a) the nature and frequency of the traffic generated by the use; (b) the nature of the road; (c) the speed limit and traffic flow of the road; (d) any alternative access to a road; (e) the need for the access or junction; (f) any traffic impact assessment; and (g) any written advice received from the road authority. 	<p><i>proposed. The development Complies with the Acceptable Solution.</i></p>
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<p>Development Standard E5.6.1 Development adjacent to roads and railways To ensure that development adjacent to category 1 or category 2 roads or the rail network:</p> <ul style="list-style-type: none"> (a) ensures the safe and efficient operation of roads and the rail network; (b) allows for future road and rail widening, realignment and upgrading; and (c) is located to minimise adverse effects of noise, vibration, light and air emissions from roads and the rail network.. 		
Acceptable Solutions	Performance Criteria	OFFICER COMMENT
<p>A1.1</p> <p>Except as provided in A1.2, the following development must be located at least 50m from the rail network, or a category 1 road or category 2 road, in an area subject to a speed limit of more than 60km/h:</p> <ul style="list-style-type: none"> (a) new buildings; (b) other road or earth works; and (c) building envelopes on new lots. <p>A1.2</p> <p>Buildings, may be:</p>	<p>P1</p> <p>The location of development, from the rail network, or a category 1 road or category 2 road in an area subject to a speed limit of more than 60km/h, must be safe and not unreasonably impact on the efficiency of the road or amenity of sensitive uses, having regard to:</p> <ul style="list-style-type: none"> (a) the proposed setback; (b) the existing setback of buildings on the site; (c) the frequency of use of the rail network; (d) the speed limit and traffic volume of the road; (e) any noise, vibration, light and air emissions from the rail network or road; 	<p><i>The land is located adjacent to the Midland Highway, a Category 1 road.</i></p> <p><i>New dwellings on the new lots adjoining the highway will not be able to achieve a 50m setback as required by A1.1 and there is not an established row of dwellings as referred to in A1.2.</i></p> <p><i>The proponent has sought a noise report to consider this matter. The report finds that construction measures (eg location and size of windows and construction materials) will need to be used to ensure the noise level inside houses on these properties is appropriate.</i></p>

<p>(a) located within a row of existing buildings and setback no closer than the immediately adjacent building; or</p> <p>(b) an extension which extends no closer than:</p> <p>(i) the existing building; or</p> <p>(ii) an immediately adjacent building.</p>	<p>(f) the nature of the road;</p> <p>(g) the nature of the development;</p> <p>(h) the need for the development;</p> <p>(i) any traffic impact assessment;</p> <p>(j) any recommendations from a suitably qualified person for mitigation of noise, if for a habitable building for a sensitive use; and</p> <p>(k) any written advice received from the rail or road authority.</p>	<p><i>A condition is included in the recommendation for a Part V agreement to be applied to these titles so that future owners are aware of the requirements.</i></p>
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Development Standard		
E5.6.4 Sight distance at accesses, junctions and level crossings		
To ensure that accesses, junctions and level crossings provide sufficient sight distance between vehicles and between vehicles and trains to enable safe movement of traffic.		
Acceptable Solutions	Performance Criteria	OFFICER COMMENT
<p>A1</p> <p>Sight distances at:</p> <p>a. an access or junction must comply with the Safe Intersection Sight Distance shown in Table E5.1; and</p> <p>b. rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia.</p>	<p>P1</p> <p>The design, layout and location of an access, junction or rail level crossing must provide adequate sight distances to ensure the safe movement of vehicles, having regard to:</p> <p>(a) the nature and frequency of the traffic generated by the use;</p> <p>(b) the frequency of use of the road or rail network;</p> <p>(c) any alternative access;</p> <p>(d) the need for the access, junction or level crossing;</p> <p>(e) any traffic impact assessment;</p> <p>(f) any measures to improve or maintain sight distance; and</p> <p>(g) any written advice received from the road or rail authority.</p>	<p><i>The Sight distances at the new junction with East Bagdad Road are found to comply the Acceptable Solutions for Sight Distance.</i></p> <p><i>This is detailed in the Traffic Impact Statement.</i></p>

E6.0 Parking and Access Code

The Parking and Access Code applies to all use and development.

The location and design of the access will comply with the Acceptable Solutions through conditioning for a detailed design plan to be submitted to Council prior to construction works and to be approved by Council's Engineer. There were no concerns otherwise raised by Council's engineer in the application based on the lot layout and likely location of property access points.

Stormwater Management Code

The Stormwater Code applies to all development requiring the management of stormwater.

The majority of stormwater from the development will be treated and disposed of to Horfield Creek via the Midland Highway and the proposed retention basin. The remaining stormwater will be disposed of to Bagdad Rivulet.

The development complies with all Acceptable Solutions. This is detailed in the table below:

Development Standards		
E7.7.1 Stormwater Drainage and Disposal		
To ensure that stormwater quality and quantity is managed appropriately.		
Acceptable Solutions	Performance Criteria	OFFICER COMMENT
A1 Stormwater from new impervious surfaces must be disposed of by gravity to public stormwater infrastructure.	P2 Stormwater from new impervious surfaces must be managed by any of the following: (a) disposed of on-site with soakage devices having regard to the suitability of the site, the system design and water sensitive urban design principles (b) collected for re-use on the site; (c) disposed of to public stormwater infrastructure via a pump system which is designed, maintained and managed to minimise the risk of failure to the satisfaction of the Council.	<i>The Application demonstrates that all lots created, including the road lot can be drained to a public stormwater system.</i> <i>The recommended permit is further conditioned to ensure compliance and to ensure modern best practices are implemented through Water Sensitive Urban Design Principles.</i>
A2 A stormwater system for a new development must incorporate water sensitive urban design principles R1 for the treatment and disposal of stormwater if any of the following apply:	P2 A stormwater system for a new development must incorporate a stormwater drainage system of a size and design sufficient to achieve the stormwater quality and quantity targets in accordance with the State Stormwater Strategy	<i>The proposed stormwater system incorporates Water Sensitive Urban Design as the core method of water treatment.</i>

<p>(a) the size of new impervious area is more than 600 m²;</p> <p>(b) new car parking is provided for more than 6 cars;</p> <p>(c) a subdivision is for more than 5 lots.</p>	<p>2010, as detailed in Table E7.1 unless it is not feasible to do so.</p>	
<p>A3 A minor stormwater drainage system must be designed to comply with all of the following:</p> <p>(a) be able to accommodate a storm with an ARI of 20 years in the case of non-industrial zoned land and an ARI of 50 years in the case of industrial zoned land, when the land serviced by the system is fully developed;</p> <p>(b) stormwater runoff will be no greater than pre-existing runoff or any increase can be accommodated within existing or upgraded public stormwater infrastructure.</p>	<p>P3 No Performance Criteria.</p>	<p><i>The proposal is for a major stormwater drainage system.</i></p>
<p>A4 A major stormwater drainage system must be designed to accommodate a storm with an ARI of 100 years.</p>	<p>P4 No Performance Criteria.</p>	<p><i>Council's Development Engineer has assessed the proposal and has provided conditioning to ensure compliance with the Acceptable Solution.</i></p>

CONCLUSION

The report has assessed a Development Application for a subdivision at 10 East Bagdad Road, Bagdad.

One representation was received and has been considered in the report.

The proposal is found to be compliant with the Scheme and is considered to be a quality development that will contribute to meeting the demand for housing in the region.

The proposal has been found to comply with all the relevant standards of the Village Zone and the applicable Codes.

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 *Southern Midlands Interim Planning Scheme 2015* and section 57 of the *Land Use Planning & Approvals Act 1993*, Council APPROVE the Development Application (SA 2021/13) for Subdivision (56 Lots) at 10 East Bagdad Road, Bagdad owned by DFY Investment Pty Ltd subject to conditions detailed below.

CONDITIONS

General

1. The subdivision layout or development must be carried out substantially in accordance with the application for planning approval, the endorsed drawings and with the conditions of this permit and must not be altered or extended without the further written approval of Council.
2. Lot 100 on the proposal plan being the strip of land between lots 17 and 18 and extending to the Bagdad Rivulet is not accepted as Public Open Space or other public land designation.
Prior to the development commencing an amended proposal plan is to be submitted including:
 - a) Alteration of the designation and/or layout of this lot; and
 - b) Stormwater drainage easement to be included over the proposed stormwater infrastructure.

Advice: Consideration may be given to transferring this land to an adjoining property owner, incorporating into a subdivision lot or retaining in the developers name.

3. The development and works must be carried out in accordance with:
 - a) Bushfire Hazard Report for DFY Investments Pty Ltd, 10 East Bagdad Road, Bagdad – Subdivision dated September 2021, prepared by JMG Engineers & Planners.
4. Prior to Council sealing the final plan of survey for any stage the developer must provide certification from a suitably qualified person that all works required by the approved Bushfire Hazard Management Plan has been complied with.

Agreements

5. Agreements made pursuant to Part 5 of the *Land Use Planning and Approvals Act 1993* must be prepared by the applicant on a blank instrument form to the satisfaction of the Council and registered with the Recorder of Titles. The subdivider must meet all costs associated with the preparation and registration of the Part 5 Agreement.
6. Prior to the sealing of the Final Plan of Survey an agreement pursuant to Part 5 of the *Land Use Planning and Approvals Act 1993* must be entered into for the proposed lots, to the effect that the owner covenants and agrees with the Southern Midlands Council that –
 - a) Any lots within 50 metres of the Midland Highway are developed in accordance with the recommendations of 10 EAST BAGDAD RD — TRAFFIC NOISE ASSESSMENT dated 6 September 2021, prepared by Noise Vibration Consulting (Ref: 1504-1 Traffic Noise)

Staged development

7. The subdivision must be carried out in the approved stages or in accordance with a staged development plan submitted to and approved by Council's General Manager. The staging plan is to include detail and timing of:
 - a) Staging of lot construction;
 - b) Infrastructure and road works; and
 - c) Stormwater detention and treatment system.

Easements

8. Easements must be created over all drains, pipelines, wayleaves and services in accordance with the requirements of the Council's General Manager. The cost of locating and creating the easements shall be at the subdivider's full cost.

Transfer of reserves

9. All roads or footways must be shown as "Road" or "Footway" on the Final Plan of Survey and transferred to the Council by Memorandum of Transfer submitted with the Final Plan of Survey.

Public Open Space

10. Lot 102 on the proposal plan containing the stormwater detention and treatment system is to be notated on the Final Plan of Survey as being Set Apart for Drainage Purposes and transferred to the Southern Midlands Council.
11. In accordance with the provisions of Section 117 of the *Local Government (Building and Miscellaneous Provisions) Act 1993*, payment of a cash contribution for Public Open Space must be made to the Council prior to sealing the Final Plan of Survey.

The cash contribution amount is to be equal to 5% of the value of the land being subdivided in the plan of subdivision at the date of lodgement of the Final Plan of Survey.

The value is to be determined by a Land Valuer within the meaning of the Land Valuers Act 2001 at the developers' expense.
12. The cash-in-lieu of public open space must be in the form of a direct payment made before the sealing of the final plan of survey or, alternatively, in the form of a Bond or Bank guarantee to cover payment within ninety (90) days after demand, made after the final plan of survey has taken effect.

Covenants

13. Covenants or other similar restrictive controls that conflict with any provisions or seek to prohibit any use provided within the planning scheme must not be included or otherwise imposed on the titles to the lots created by this permit, either by transfer, inclusion of such covenants in a Schedule of Easements or registration of any instrument creating such covenants with the Recorder of Titles, unless such covenants or controls are expressly authorised by the terms of this permit or the consent in writing of the Council's Manager Environment and Development Services.

Final plan

14. A final approved plan of survey and schedule of easements as necessary, together with two (2) copies, must be submitted to Council for sealing for each stage. The final approved plan of survey must be substantially the same as the endorsed plan of subdivision and must be prepared in accordance with the requirements of the Recorder of Titles.
15. A fee of \$250.00, or as otherwise determined in accordance with Council's adopted fee schedule, must be paid to Council for the sealing of the final approved plan of survey for each stage.

16. Prior to Council sealing the final plan of survey for each stage, security for an amount clearly in excess of the value of all outstanding works and maintenance required by this permit must be lodged with the Southern Midlands Council. The security must be in accordance with section 86(3) of the *Local Government (Building & Miscellaneous Provisions) Council 1993*. The amount of the security shall be determined by the Council's Municipal Engineer in accordance with Council Policy following approval of any engineering design drawings.
17. All conditions of this permit, including either the completion of all works and maintenance or payment of security in accordance with this permit, must be satisfied before the Council seals the final plan of survey for each stage. It is the subdivider's responsibility to notify Council in writing that the conditions of the permit have been satisfied and to arrange any required inspections.
18. The subdivider must pay any Titles Office lodgment fees direct to the Recorder of Titles.

Landscaping

19. The road reserves and public open space must be landscaped by trees or plants in accordance with a detailed landscape plan prepared by a landscape architect, or other person approved by Council, and submitted for endorsement with the engineering design drawings. The landscape plan must include at least the following:
 - a) the areas to be landscaped;
 - b) the form of landscaping;
 - c) A minimum of one (1) tree for each allotment with a frontage to the roadway is to be planted in an approved location in accordance with Standard Drawing TSD-R36;
 - d) Details of fencing design for the footways;
 - e) the species of plants and details of the growth speed and expected height at maturity; and
 - f) estimates of the cost of the works.
20. Unless approved otherwise by Council's General Manager, street trees must be a minimum of 2 metres in height at the time of planting.
21. Landscaping works for each stage are to be completed by the developer prior to sealing of the final plan for that stage, or as otherwise approved by Council's Manager Environment and Development Services.
22. Street tree planting must be installed by the end of the initial defects liability period of each stage. A further 2 year defects liability period applies.

Weed management

23. Prior to the carrying out of any works approved or required by this approval, the subdivider must provide a weed management plan detailing measures to be adopted to control any weeds on the site and limit the spread of weeds listed in the *Weed Management Act 1999* through imported soil or land disturbance by appropriate water management and machinery and vehicular hygiene to the satisfaction of Council's Municipal Engineer and of the Regional Weed Management Officer, Department of Primary Industries Water and Environment.

Engineering

24. The subdivision must be carried out in accordance with the Tasmanian Subdivision Guidelines October 2013 (attached), or as otherwise agreed by Council's General Manager.
25. The subdivision must be carried out, designed and constructed in accordance with the:
 - a. *Tasmanian Subdivision Guidelines*
 - b. *Tasmanian Municipal Standard – Specifications*
 - c. *Tasmanian Municipal Standard – Drawings*as published by the Local Government Association of Tasmania and to the satisfaction of Council's General Manager, or as otherwise required by this permit.
26. Engineering design drawings, to the satisfaction of the Council's General Manager, must be submitted to and approved by Council before any works associated with development of the land commence.

Advice: Engineering drawings submitted with the application are considered to be concept plans and may require alterations prior to consideration for approval.
27. Engineering design drawings are to be prepared by a qualified and experienced civil engineer, or other person approved by Council's General Manager, and must show –
 - a) all existing and proposed services required by this permit;
 - b) all existing and proposed roadwork required by this permit;
 - c) measures to be taken to provide sight distance in accordance with the relevant standards of the planning scheme;
 - d) measures to be taken to limit or control erosion and sedimentation;
 - e) any other work required by this permit.
28. Approved engineering design drawings will remain valid for a period of 2 years from the date of approval of the engineering drawings.
29. The developer shall appoint a qualified and experienced Supervising Engineer (or company registered to provide civil engineering consultancy services) who will be required to certify completion of subdivision construction works. The appointed Supervising Engineer shall be the primary contact person on matters concerning the subdivision.

Services

30. Property services must be contained wholly within each lots served or an easement to the satisfaction of the Council's General Manager or responsible authority.
31. The Subdivider must pay the cost of any alterations and/or reinstatement to existing services, Council infrastructure or private property incurred as a result of the proposed subdivision works. Any work required is to be specified or undertaken by the authority concerned.

Advice: Any redundant services under the subject land are to be removed.
32. Property services to internal lots must be extended to the lot proper to the satisfaction of Council's General Manager.

Roadworks

33. Roadworks must, unless approved otherwise by Council's General Manager, include –
 - a) New Roads
 - i. Minimum road reserve of 18.00 metres

- ii. Fully sealed, paved and drained carriageway with a minimum carriageway width of 8.9m;
 - iii. Concrete kerb and channel;
 - iv. 1.5m min. width concrete footpath on at least one side; and
 - v. Underground stormwater drainage.
34. Midland Highway (across the entire frontage of the subdivision)
- b) 1.5 metre minimum width concrete footpath providing connection to existing paths to the north and pedestrian refuges on the Midland Highway.
- Advice: Road widening may be required to accommodate the path within the road corridor and provide sufficient clearance to open drains.*
35. A 1.5 metre minimum width concrete footpath must be provided in the walkway between Lots 33 and 34.
36. All carriageway surface courses must be constructed with a hotmix asphalt with a minimum compacted depth of 35 mm, or 40mm where bus traffic is expected, in accordance with standard drawings and specifications prepared by the IPWE Aust. (Tasmania Division) and the requirements of Council's General Manager.
37. A reinforced concrete vehicle access must be provided from the road carriageway to each Lot.
38. Kerb ramps must be provided to accommodate the needs of people with disabilities.
39. Temporary turning heads are to be provided at the termination of roads for each stage. Unless approved otherwise by Council's General Manger, turning heads are to be surfaced with hotmix asphalt within 12 months of the plan of survey being sealed for the relevant stage.

Stormwater

40. The stormwater system must be substantially in accordance with:
- a) 10 East Bagdad Road, Proposed Subdivision, Stormwater Report, version 4 dated 30.11.2021, prepared by JMG Engineers & Planners.
- or as required by conditions of this permit.
41. The developer is to provide a minor (piped) stormwater drainage system within the subdivision able to accommodate a storm with an ARI of 20 years when the land serviced by the system is fully developed.
42. The developer is to provide a major stormwater drainage system (overland flow path) through the site designed to accommodate a storm with an ARI of 100 years.
43. The developer is to provide on site stormwater detention such that any discharge from the site to the existing stormwater system in the Midland Highway is limited to the site's pre development 1% Annual Exceedance Probability (AEP) flows.
44. The developer is to provide a piped stormwater property connection to each lot capable of servicing the entirety of each lot by gravity in accordance with Council standards and to the satisfaction of Council's General Manager. Unless approved otherwise by Council's General Manager the stormwater property connections must be DN150 minimum.

45. Stormwater from the proposed subdivision and development must be treated to achieve the quality targets in accordance with the State Stormwater Strategy 2010, as detailed in Table E7.1 of the Southern Midlands Interim Planning Scheme 2015. Water Sensitive Urban Design Principles will be in accordance with the *Water Sensitive Urban Design Procedures for Stormwater Management in Southern Tasmania*, and to the satisfaction of the Council's General Manager.

Sewer & Water

46. Each lot must be connected to a reticulated potable water supply.
47. Each lot must be connected to a reticulated sewerage system.

Tas Water

48. The development must meet all required Conditions of approval specified by Tas Water Submission to Planning Authority Notice, TWDA 2021/01720-STM, dated 28/01/2022.

Telecommunications and electrical reticulation

49. Electrical and telecommunications services (including fibre ready pit and pipe) must be provided to each lot in accordance with the requirements of the responsible authority and to the satisfaction of Council's General Manager.
50. Prior to the work being carried out a drawing of the electrical reticulation and street lighting, and telecommunications reticulation in accordance with the appropriate authority's requirements and relevant Australian Standards must be submitted to and endorsed by the Council's General Manager.
51. Prior to sealing the final plan of survey the developer must submit to Council:
- An Exemption from the installation of fibre ready pit and pipe, A "Provisioning of Telecommunications Infrastructure – Confirmation of final payment" or "Certificate of Practical Completion of Developer's Activities" from NBN Co.
 - Written advice from TasNetworks confirming that all conditions of the Agreement between the Owner and authority have been complied with.

Access to State Road

52. Prior to the approval of engineering drawings the applicant must obtain:
- The consent of the Minister under Section 16 of the Roads and Jetties Act 1935 to undertake works within the State road reservation.

*Advice: For further information please visit
<http://www.transport.tas.gov.au/road/permits> or contact
permits@stategrowth.tas.gov.au*

- The consent of the Minister under Section 17B of the Roads and Jetties Act 1935 to concentrate and discharge drainage to the State road reserve.

Advice: The proponent must submit a drainage plan, including catchment area, flows and drainage design for any area discharging to the State road reserve.

If any enlargement of the existing State road drainage infrastructure is required in order to carry any additional drainage, these works must be undertaken under the supervision and to the satisfaction of an officer designated by the Minister. If such works are required, the costs associated with the works will be payable by the proponent.

The proponent is responsible for the ongoing maintenance of their own infrastructure.

It is recommended that the proponent initiates early discussions with the Department concerning the overall stormwater design associated with the application to assist in streamlining the consent process.

For further information please contact Road Assets at roadassets.utilities@stategrowth.tas.gov.au.

No works on the State Road shall commence until the Minister's consent has been obtained and a permit issued in accordance with the Roads and Jetties Act 1935.

Soil and Water Management

53. A soil and water management plan (here referred to as a 'SWMP') prepared in accordance with the guidelines Soil and Water Management on Building and Construction Sites, by the Derwent Estuary Programme and NRM South, must be approved by Council's General Manager before development of the land commences.
54. Temporary run-off, erosion and sediment controls must be installed in accordance with the approved SWMP and must be maintained at full operational capacity to the satisfaction of Council's General Manager until the land is effectively rehabilitated and stabilised after completion of the development.
55. The topsoil on any areas required to be disturbed must be stripped and stockpiled in an approved location shown on the detailed soil and water management plan for reuse in the rehabilitation of the site. Topsoil must not be removed from the site until the completion of all works unless approved otherwise by the Council's General Manager.
56. All disturbed surfaces on the land, except those set aside for roadways, footways and driveways, must be covered with top soil and, where appropriate, re-vegetated and stabilised to the satisfaction of the Council's General Manager.

Construction

57. The subdivider must provide not less than forty eight (48) hours written notice to Council's General Manager before commencing construction works on-site or within a council roadway.
58. The subdivider must provide not less than forty eight (48) hours written notice to Council's General Manager before reaching any stage of works requiring inspection by Council unless otherwise agreed by the Council's General Manager.
59. Subdivision works must be carried out under the direct supervision of an approved practising professional civil engineer engaged by the subdivider and approved by the Council's General Manager.

'As constructed' drawings

60. Prior to the works being placed on the maintenance and defects liability period an "as constructed" drawing of all engineering works provided as part of this approval must be provided to Council to the satisfaction of the Council's General Manager. These drawings and data sheets must be prepared by a qualified and experienced civil engineer or other person approved by the General Manager in accordance with Council's *Guidelines for As Constructed Data*.

Maintenance and Defects Liability Period

61. The subdivision must be placed onto a twelve (12) month maintenance and defects liability period in accordance with Council Policy following the completion of the works in accordance with the approved engineering plans and permit conditions.

62. Prior to placing the subdivision onto the twelve (12) month maintenance and defects liability period the Supervising Engineer must provide certification that the works comply with the Council's Standard Drawings, specification and the approved plans.
63. Water Sensitive Urban Design elements provided as part of the subdivision (including the bio retention basin) are to be placed and an extended maintenance and defects liability period to be determined at the detailed design stage, but not less than twenty four (24) months.

Construction amenity

64. The road frontage of the development site (including the section of East Bagdad Road from the Midland Highway to the subdivision site) including road, kerb and channel, footpath and nature strip, must be:
 - c) Surveyed prior to construction, photographed, documented and any damage or defects be noted in a dilapidation report to be provided to Council's Asset Services Department prior to construction.
 - d) Be protected from damage, heavy equipment impact, surface scratching or scraping and be cleaned on completion.

In the event a dilapidation report is not provided to Council prior to commencement, any damage on completion will be deemed a result of construction activity requiring replacement prior to approval.

65. The development must only be carried out between the following hours unless otherwise approved by the Council's General Manager
 - Monday to Friday 7:00 AM to 6:00 PM
 - Saturday 8:00 AM to 6:00 PM
 - Sunday and State-wide public holidays 10:00 AM to 6:00 PM
66. All works associated with the development of the land must be carried out in such a manner so as not to 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 -
 - (a) emission from activities or equipment related to the use or development, including noise and vibration, which can be detected by a person at the boundary with another property; and/or
 - (b) transport of materials, goods or commodities to or from the land; and/or
 - (c) appearance of any building, works or materials.
67. Any accumulation of vegetation, building debris or other unwanted material must be disposed of by removal from the land in an approved manner. No burning of such materials on-site will be permitted unless approved in writing by the Council's General Manager.
68. Public roadways or footpaths must not be used for the storage of any construction materials or wastes, for the loading/unloading of any vehicle or equipment; or for the carrying out of any work, process or tasks associated with the subdivision during the construction period.

THE FOLLOWING ADVICE APPLIES TO THIS PERMIT: -

- A. This permit does not imply that any other approval required under any other legislation has been granted.
- B. This permit does not take effect until all other approvals required for the use or development to which the permit relates have been granted.
- C. This planning approval shall lapse at the expiration of two (2) years from the date of the commencement of planning approval unless the development for which the approval was given has been substantially commenced or extension of time has been granted. Where a planning approval for a development has lapsed, an application for renewal of a planning approval for that development may be treated as a new application.
- D. The owner is advised that an engineering plan assessment and inspection fee of 1% of the value of the approved engineering works, or a minimum of \$335.00, must be paid to Council in accordance with Council's fee schedule.
- E. All approved engineering design drawings will form part of this permit on and from the date of approval.

DECISION

Moved by Clr A E Bisdee OAM, seconded by Clr A Bantick

THAT, in accordance with the provisions of the *Southern Midlands Interim Planning Scheme 2015* and section 57 of the *Land Use Planning & Approvals Act 1993*, Council APPROVE the Development Application (SA 2021/13) for Subdivision (56 Lots) at 10 East Bagdad Road, Bagdad owned by DFY Investment Pty Ltd subject to conditions detailed below.

CONDITIONS

General

- 1. The subdivision layout or development must be carried out substantially in accordance with the application for planning approval, the endorsed drawings and with the conditions of this permit and must not be altered or extended without the further written approval of Council.
- 2. Lot 100 on the proposal plan being the strip of land between lots 17 and 18 and extending to the Bagdad Rivulet is not accepted as Public Open Space or other public land designation.

Prior to the development commencing an amended proposal plan is to be submitted including:

- a) Alteration of the designation and/or layout of this lot; and
- b) Stormwater drainage easement to be included over the proposed stormwater infrastructure.

Advice: Consideration may be given to transferring this land to an adjoining property owner, incorporating into a subdivision lot or retaining in the developers name.

3. The development and works must be carried out in accordance with:
 - a) Bushfire Hazard Report for DFY Investments Pty Ltd, 10 East Bagdad Road, Bagdad – Subdivision dated September 2021, prepared by JMG Engineers & Planners.
4. Prior to Council sealing the final plan of survey for any stage the developer must provide certification from a suitably qualified person that all works required by the approved Bushfire Hazard Management Plan has been complied with.

Agreements

5. Agreements made pursuant to Part 5 of the *Land Use Planning and Approvals Act 1993* must be prepared by the applicant on a blank instrument form to the satisfaction of the Council and registered with the Recorder of Titles. The subdivider must meet all costs associated with the preparation and registration of the Part 5 Agreement.
6. Prior to the sealing of the Final Plan of Survey an agreement pursuant to Part 5 of the *Land Use Planning and Approvals Act 1993* must be entered into for the proposed lots, to the effect that the owner covenants and agrees with the Southern Midlands Council that –
 - a) Any lots within 50 metres of the Midland Highway are developed in accordance with the recommendations of 10 EAST BAGDAD RD — TRAFFIC NOISE ASSESSMENT dated 6 September 2021, prepared by Noise Vibration Consulting (Ref: 1504-1 Traffic Noise)

Staged development

7. The subdivision must be carried out in the approved stages or in accordance with a staged development plan submitted to and approved by Council's General Manager. The staging plan is to include detail and timing of:
 - a) Staging of lot construction;
 - b) Infrastructure and road works; and
 - c) Stormwater detention and treatment system.

Easements

8. Easements must be created over all drains, pipelines, wayleaves and services in accordance with the requirements of the Council's General Manager. The cost of locating and creating the easements shall be at the subdivider's full cost.

Transfer of reserves

9. All roads or footways must be shown as "Road" or "Footway" on the Final Plan of Survey and transferred to the Council by Memorandum of Transfer submitted with the Final Plan of Survey.

Public Open Space

10. Lot 102 on the proposal plan containing the stormwater detention and treatment system is to be notated on the Final Plan of Survey as being Set Apart for Drainage Purposes and transferred to the Southern Midlands Council.
11. In accordance with the provisions of Section 117 of the *Local Government (Building and Miscellaneous Provisions) Act 1993*, payment of a cash contribution for Public Open Space must be made to the Council prior to sealing the Final Plan of Survey.

The cash contribution amount is to be equal to 5% of the value of the land being subdivided in the plan of subdivision at the date of lodgement of the Final Plan of Survey.

The value is to be determined by a Land Valuer within the meaning of the Land Valuers Act 2001 at the developers' expense.

12. The cash-in-lieu of public open space must be in the form of a direct payment made before the sealing of the final plan of survey or, alternatively, in the form of a Bond or Bank guarantee to cover payment within ninety (90) days after demand, made after the final plan of survey has taken effect.

Covenants

13. Covenants or other similar restrictive controls that conflict with any provisions or seek to prohibit any use provided within the planning scheme must not be included or otherwise imposed on the titles to the lots created by this permit, either by transfer, inclusion of such covenants in a Schedule of Easements or registration of any instrument creating such covenants with the Recorder of Titles, unless such covenants or controls are expressly authorised by the terms of this permit or the consent in writing of the Council's Manager Environment and Development Services.

Final plan

14. A final approved plan of survey and schedule of easements as necessary, together with two (2) copies, must be submitted to Council for sealing for each stage. The final approved plan of survey must be substantially the same as the endorsed plan of subdivision and must be prepared in accordance with the requirements of the Recorder of Titles.
15. A fee of \$250.00, or as otherwise determined in accordance with Council's adopted fee schedule, must be paid to Council for the sealing of the final approved plan of survey for each stage.
16. Prior to Council sealing the final plan of survey for each stage, security for an amount clearly in excess of the value of all outstanding works and maintenance required by this permit must be lodged with the Southern Midlands Council. The security must be in accordance with section 86(3) of the *Local Government (Building & Miscellaneous Provisions) Council 1993*. The amount of the security shall be determined by the Council's Municipal Engineer in accordance with Council Policy following approval of any engineering design drawings.
17. All conditions of this permit, including either the completion of all works and maintenance or payment of security in accordance with this permit, must be satisfied before the Council seals the final plan of survey for each stage. It is the subdivider's responsibility to notify Council in writing that the conditions of the permit have been satisfied and to arrange any required inspections.
18. The subdivider must pay any Titles Office lodgment fees direct to the Recorder of Titles.

Landscaping

19. The road reserves and public open space must be landscaped by trees or plants in accordance with a detailed landscape plan prepared by a landscape architect, or other person approved by Council, and submitted for endorsement with the engineering design drawings. The landscape plan must include at least the following:
 - a) the areas to be landscaped;

- b) the form of landscaping;
 - c) A minimum of one (1) tree for each allotment with a frontage to the roadway is to be planted in an approved location in accordance with Standard Drawing TSD-R36;
 - d) Details of fencing design for the footways;
 - e) the species of plants and details of the growth speed and expected height at maturity; and
 - f) estimates of the cost of the works.
20. Unless approved otherwise by Council's General Manager, street trees must be a minimum of 2 metres in height at the time of planting.
21. Landscaping works for each stage are to be completed by the developer prior to sealing of the final plan for that stage, or as otherwise approved by Council's Manager Environment and Development Services.
22. Street tree planting must be installed by the end of the initial defects liability period of each stage. A further 2 year defects liability period applies.

Weed management

23. Prior to the carrying out of any works approved or required by this approval, the subdivider must provide a weed management plan detailing measures to be adopted to control any weeds on the site and limit the spread of weeds listed in the *Weed Management Act 1999* through imported soil or land disturbance by appropriate water management and machinery and vehicular hygiene to the satisfaction of Council's Municipal Engineer and of the Regional Weed Management Officer, Department of Primary Industries Water and Environment.

Engineering

24. The subdivision must be carried out in accordance with the Tasmanian Subdivision Guidelines October 2013 (attached), or as otherwise agreed by Council's General Manager.
25. The subdivision must be carried out, designed and constructed in accordance with the:
- a. *Tasmanian Subdivision Guidelines*
 - b. *Tasmanian Municipal Standard – Specifications*
 - c. *Tasmanian Municipal Standard – Drawings*
- as published by the Local Government Association of Tasmania and to the satisfaction of Council's General Manager, or as otherwise required by this permit.
26. Engineering design drawings, to the satisfaction of the Council's General Manager, must be submitted to and approved by Council before any works associated with development of the land commence.

Advice: Engineering drawings submitted with the application are considered to be concept plans and may require alterations prior to consideration for approval.

27. Engineering design drawings are to be prepared by a qualified and experienced civil engineer, or other person approved by Council's General Manager, and must show –
- a) all existing and proposed services required by this permit;
 - b) all existing and proposed roadwork required by this permit;
 - c) measures to be taken to provide sight distance in accordance with the relevant standards of the planning scheme;

- d) measures to be taken to limit or control erosion and sedimentation;
 - e) any other work required by this permit.
28. Approved engineering design drawings will remain valid for a period of 2 years from the date of approval of the engineering drawings.
29. The developer shall appoint a qualified and experienced Supervising Engineer (or company registered to provide civil engineering consultancy services) who will be required to certify completion of subdivision construction works. The appointed Supervising Engineer shall be the primary contact person on matters concerning the subdivision.

Services

30. Property services must be contained wholly within each lots served or an easement to the satisfaction of the Council's General Manager or responsible authority.
31. The Subdivider must pay the cost of any alterations and/or reinstatement to existing services, Council infrastructure or private property incurred as a result of the proposed subdivision works. Any work required is to be specified or undertaken by the authority concerned.

Advice: Any redundant services under the subject land are to be removed.

32. Property services to internal lots must be extended to the lot proper to the satisfaction of Council's General Manager.

Roadworks

33. Roadworks must, unless approved otherwise by Council's General Manager, include –
- a) New Roads
 - i. Minimum road reserve of 18.00 metres
 - ii. Fully sealed, paved and drained carriageway with a minimum carriageway width of 8.9m;
 - iii. Concrete kerb and channel;
 - iv. 1.5m min. width concrete footpath on at least one side; and
 - v. Underground stormwater drainage.
34. Midland Highway (across the entire frontage of the subdivision)
- a) 1.5 metre minimum width concrete footpath providing connection to existing paths to the north and pedestrian refuges on the Midland Highway.

Advice: Road widening may be required to accommodate the path within the road corridor and provide sufficient clearance to open drains.

35. A 1.5 metre minimum width concrete footpath must be provided in the walkway between Lots 33 and 34.
36. All carriageway surface courses must be constructed with a hotmix asphalt with a minimum compacted depth of 35 mm, or 40mm where bus traffic is expected, in accordance with standard drawings and specifications prepared by the IPWE Aust. (Tasmania Division) and the requirements of Council's General Manager.

37. A reinforced concrete vehicle access must be provided from the road carriageway to each Lot.
38. Kerb ramps must be provided to accommodate the needs of people with disabilities.
39. Temporary turning heads are to be provided at the termination of roads for each stage. Unless approved otherwise by Council's General Manger, turning heads are to be surfaced with hotmix asphalt within 12 months of the plan of survey being sealed for the relevant stage.

Stormwater

40. The stormwater system must be substantially in accordance with:
 - a) 10 East Bagdad Road, Proposed Subdivision, Stormwater Report, version 4 dated 30.11.2021, prepared by JMG Engineers & Planners.or as required by conditions of this permit.

41. The developer is to provide a minor (piped) stormwater drainage system within the subdivision able to accommodate a storm with an ARI of 20 years when the land serviced by the system is fully developed.
42. The developer is to provide a major stormwater drainage system (overland flow path) through the site designed to accommodate a storm with an ARI of 100 years.
43. The developer is to provide on site stormwater detention such that any discharge from the site to the existing stormwater system in the Midland Highway is limited to the site's pre development 1% Annual Exceedance Probability (AEP) flows.
44. The developer is to provide a piped stormwater property connection to each lot capable of servicing the entirety of each lot by gravity in accordance with Council standards and to the satisfaction of Council's General Manager. Unless approved otherwise by Council's General Manager the stormwater property connections must be DN150 minimum.
45. Stormwater from the proposed subdivision and development must be treated to achieve the quality targets in accordance with the State Stormwater Strategy 2010, as detailed in Table E7.1 of the Southern Midlands Interim Planning Scheme 2015. Water Sensitive Urban Design Principles will be in accordance with the *Water Sensitive Urban Design Procedures for Stormwater Management in Southern Tasmania*, and to the satisfaction of the Council's General Manager.

Sewer & Water

46. Each lot must be connected to a reticulated potable water supply.
47. Each lot must be connected to a reticulated sewerage system.

Tas Water

48. The development must meet all required Conditions of approval specified by Tas Water Submission to Planning Authority Notice, TWDA 2021/01720-STM, dated 28/01/2022.

Telecommunications and electrical reticulation

49. Electrical and telecommunications services (including fibre ready pit and pipe) must be provided to each lot in accordance with the requirements of the responsible authority and to the satisfaction of Council's General Manager.
50. Prior to the work being carried out a drawing of the electrical reticulation and street lighting, and telecommunications reticulation in accordance with the appropriate authority's requirements and relevant Australian Standards must be submitted to and endorsed by the Council's General Manager.
51. Prior to sealing the final plan of survey the developer must submit to Council:
 - a) An Exemption from the installation of fibre ready pit and pipe, A "Provisioning of Telecommunications Infrastructure – Confirmation of final payment" or "Certificate of Practical Completion of Developer's Activities" from NBN Co.
 - b) Written advice from TasNetworks confirming that all conditions of the Agreement between the Owner and authority have been complied with.

Access to State Road

52. Prior to the approval of engineering drawings the applicant must obtain:
 - a) The consent of the Minister under Section 16 of the Roads and Jetties Act 1935 to undertake works within the State road reservation.

Advice: For further information please visit

<http://www.transport.tas.gov.au/road/permits> or contact permits@stategrowth.tas.gov.au

- b) The consent of the Minister under Section 17B of the Roads and Jetties Act 1935 to concentrate and discharge drainage to the State road reserve.

Advice: The proponent must submit a drainage plan, including catchment area, flows and drainage design for any area discharging to the State road reserve.

If any enlargement of the existing State road drainage infrastructure is required in order to carry any additional drainage, these works must be undertaken under the supervision and to the satisfaction of an officer designated by the Minister. If such works are required, the costs associated with the works will be payable by the proponent.

The proponent is responsible for the ongoing maintenance of their own infrastructure.

It is recommended that the proponent initiates early discussions with the Department concerning the overall stormwater design associated with the application to assist in streamlining the consent process.

For further information please contact Road Assets at roadassets.utilities@stategrowth.tas.gov.au.

No works on the State Road shall commence until the Minister's consent has been obtained and a permit issued in accordance with the Roads and Jetties Act 1935.

Soil and Water Management

53. A soil and water management plan (here referred to as a 'SWMP') prepared in accordance with the guidelines Soil and Water Management on Building and

Construction Sites, by the Derwent Estuary Programme and NRM South, must be approved by Council's General Manager before development of the land commences.

- 54. Temporary run-off, erosion and sediment controls must be installed in accordance with the approved SWMP and must be maintained at full operational capacity to the satisfaction of Council's General Manager until the land is effectively rehabilitated and stabilised after completion of the development.**
- 55. The topsoil on any areas required to be disturbed must be stripped and stockpiled in an approved location shown on the detailed soil and water management plan for reuse in the rehabilitation of the site. Topsoil must not be removed from the site until the completion of all works unless approved otherwise by the Council's General Manager.**
- 56. All disturbed surfaces on the land, except those set aside for roadways, footways and driveways, must be covered with top soil and, where appropriate, re-vegetated and stabilised to the satisfaction of the Council's General Manager.**

Construction

- 57. The subdivider must provide not less than forty eight (48) hours written notice to Council's General Manager before commencing construction works on-site or within a council roadway.**
- 58. The subdivider must provide not less than forty eight (48) hours written notice to Council's General Manager before reaching any stage of works requiring inspection by Council unless otherwise agreed by the Council's General Manager.**
- 59. Subdivision works must be carried out under the direct supervision of an approved practising professional civil engineer engaged by the subdivider and approved by the Council's General Manager.**

'As constructed' drawings

- 60. Prior to the works being placed on the maintenance and defects liability period an "as constructed" drawing of all engineering works provided as part of this approval must be provided to Council to the satisfaction of the Council's General Manager. These drawings and data sheets must be prepared by a qualified and experienced civil engineer or other person approved by the General Manager in accordance with Council's *Guidelines for As Constructed Data*.**

Maintenance and Defects Liability Period

- 61. The subdivision must be placed onto a twelve (12) month maintenance and defects liability period in accordance with Council Policy following the completion of the works in accordance with the approved engineering plans and permit conditions.**
- 62. Prior to placing the subdivision onto the twelve (12) month maintenance and defects liability period the Supervising Engineer must provide certification that the works comply with the Council's Standard Drawings, specification and the approved plans.**
- 63. Water Sensitive Urban Design elements provided as part of the subdivision (including the bio retention basin) are to be placed and an extended**

maintenance and defects liability period to be determined at the detailed design stage, but not less than twenty four (24) months.

Construction amenity

64. The road frontage of the development site (including the section of East Bagdad Road from the Midland Highway to the subdivision site) including road, kerb and channel, footpath and nature strip, must be:

- a) Surveyed prior to construction, photographed, documented and any damage or defects be noted in a dilapidation report to be provided to Council's Asset Services Department prior to construction.**
- b) Be protected from damage, heavy equipment impact, surface scratching or scraping and be cleaned on completion.**

In the event a dilapidation report is not provided to Council prior to commencement, any damage on completion will be deemed a result of construction activity requiring replacement prior to approval.

65. The development must only be carried out between the following hours unless otherwise approved by the Council's General Manager

- Monday to Friday 7:00 AM to 6:00 PM**
- Saturday 8:00 AM to 6:00 PM**
- Sunday and State-wide public holidays 10:00 AM to 6:00 PM**

66. All works associated with the development of the land must be carried out in such a manner so as not to 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 -

- (a) emission from activities or equipment related to the use or development, including noise and vibration, which can be detected by a person at the boundary with another property; and/or**
- (b) transport of materials, goods or commodities to or from the land; and/or**
- (c) appearance of any building, works or materials.**

67. Any accumulation of vegetation, building debris or other unwanted material must be disposed of by removal from the land in an approved manner. No burning of such materials on-site will be permitted unless approved in writing by the Council's General Manager.

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

THE FOLLOWING ADVICE APPLIES TO THIS PERMIT: -

- A. This permit does not imply that any other approval required under any other legislation has been granted.**
- B. This permit does not take effect until all other approvals required for the use or development to which the permit relates have been granted.**
- C. This planning approval shall lapse at the expiration of two (2) years from the date of the commencement of planning approval unless the development for which the approval was given has been substantially commenced or extension of time has been granted. Where a planning approval for a development has lapsed, an application for renewal of a planning approval for that development may be treated as a new application.**

- D. The owner is advised that an engineering plan assessment and inspection fee of 1% of the value of the approved engineering works, or a minimum of \$335.00, must be paid to Council in accordance with Council’s fee schedule.**
- E. All approved engineering design drawings will form part of this permit on and from the date of approval.**

CARRIED

DECISION		
Councillor	Vote FOR	Vote AGAINST
Mayor A O Green	✓	
Deputy Mayor E Batt	✓	
Clr A Bantick	✓	
Clr A E Bisdee OAM	✓	
Clr K Dudgeon	✓	
Clr D F Fish	✓	
Clr R McDougall	✓	

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

5. CLOSURE

The Meeting closed at 10.22 a.m.

MINUTES

Arts Advisory Committee

Supported by *Community & Corporate Development*
a business unit of the Southern Midlands Council

Thursday, 20th January 2022 & Thursday 27th January 2022

Webex online meetings - 4.00pm & 2.30pm

COMMITTEE MEMBERS ATTENDEES	Edwin Batt Catherine Johnson Dale Campisi Martine Batt Kerri Cooper	SMC Deputy Mayor/Councillor Community Representative (LMAG) Community Representative Community Representative Community Representative
COMMITTEE OFFICERS	Alan Townsend Michelle Webster	Heritage Projects Officer Community Development Officer
INVITED GUESTS		
APOLOGIES	Rowena McDougall Wendy Young Brad Williams	SMC Councillor Manager Community & Corporate Development Manager Heritage Projects

Welcome

ITEM	WELCOME & PREVIOUS MINUTES	Attached File	
DISCUSSION	Minutes of the previous meeting dated 16 th September 2021 already endorsed by Council, were distributed		

ITEM	DECLARATION OF PECUNIARY INTEREST	Attached File	
DISCUSSION	<p>In accordance with the requirements of Part 2 Regulation 8 of the <i>Local Government (Meeting Procedures) Regulations 2005</i>, the Chairman of a meeting is to request Committee Members to indicate whether they have, or are likely to have, a pecuniary interest in any item on the Agenda.</p> <p>Accordingly, Committee Members 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 the Committee has resolved to deal with, in accordance with Part 2 Regulation 8 (6) of the <i>Local Government (Meeting Procedures) Regulations 2005</i>.</p>		
ACTION ITEMS	RESPONSIBILITY	TIME LINE	
Nil			

ITEM	BUSINESS ARISING		
DISCUSSION	Business arising from the Minutes that is not covered within the agenda		
ACTION ITEMS	RESPONSIBILITY	TIME LINE	

Attachment
AGENDA ITEM 5.3.1

ITEM	CORRESPONDENCE	Attached File	
DISCUSSION	<p>In: Resignation from the Committee by Catherine Johnson</p> <p>Out: Email to all members – Agenda, Previous Minutes & Arts Strategy Draft Email from Edwin Batt to Catherine Johnson thanking her for her contribution to the Committee over the years</p>		
ACTION ITEMS		RESPONSIBILITY	TIME LINE

ITEM	MEMBERSHIP REVIEW	Attached File	
DISCUSSION	No update		
ACTION ITEMS		RESPONSIBILITY	TIME LINE

ITEM	VISUAL ARTS	Attached File	
DISCUSSION	<p>Lower Midlands Art Group – Catherine Johnson Currently planning time. Artlands & the LMAG Art Exchange scheduled to continue later in the year as usual. Kempton Festival still going ahead at this stage (20th February 2022). Catherine mentioned the Kempton Festival Raffle & encouraged everyone to buy a ticket or promote them wide & far. 1st prize is \$1000 fuel. All funds raised from the raffle go towards a Wheels complex & Community Bus (RAM) at Kempton.</p>		
ACTION ITEMS		RESPONSIBILITY	TIME LINE

ITEM	PERFORMING ARTS	Attached File	
DISCUSSION	No update		
DECISION			
ACTION ITEMS		RESPONSIBILITY	TIME LINE

ITEM	ARTIST IN RESIDENCE (AiR) PROGRAM – Alan Townsend	Attached File	
DISCUSSION	<p>The SMC AiR Retrospective Exhibition went ahead for a two week period prior to Christmas as planned. Despite the disruptions caused with borders opening & Covid-19, there were a steady trickle of visitors each day (averaged 6-8 each day).</p> <p>The membership to ARTS Hub was a great success. The Heritage team have been receiving an average of ten emails per week since the AiR Program went live on the ARTS Hub web site. AiRSpace has four Artists booked in & confirmed already for this year with 8 tentatively booked for the year so far. Artists are already making enquiries for 2023. There is a need to consider an alternative work space that allows for a wet area for the sculptors & painters particularly as the heritage floors & walls of 79 High St are not ideal backdrop. A great exhibition space but not so great for creating due to the mess, particularly as there will be a new Artist move in every 6 weeks. Needs further discussion regarding use of possible spaces nearby or grant funds to create an area on site.</p>		

Attachment
AGENDA ITEM 5.3.1

NEXT MEETING: 27th January 2022 2.30pm - Webex online meeting

COMMITTEE MEMBERS ATTENDEES	Edwin Batt Martine Batt	SMC Deputy Mayor/Councillor Community Representative
COMMITTEE OFFICERS	Alan Townsend Michelle Webster	Heritage Projects Officer Community Development Officer
INVITED GUESTS		
APOLOGIES	Dale Campisi Kerri Cooper Rowena McDougall Wendy Young Brad Williams	Community Representative Community Representative SMC Councillor Manager Community & Corporate Development Manager Heritage Projects

ITEM	OTHER BUSINESS	Attached File
DISCUSSION	<p>Arts Strategy continued The Committee reconvened to complete the Strategy review. <i>Motion moved by Edwin Batt proposing Council accept & endorse the Arts Strategy Review conducted by the Arts Advisory Committee of SMC. All in favour.</i></p>	
DECISION	To send through the draft review to all committee members to ensure all views were captured before sending it through to Council for endorsement.	
ACTION ITEMS	RESPONSIBILITY	TIME LINE

MEETING CLOSE: 3.40pm

SOUTHERN
MIDLANDS
COUNCIL



Arts Strategy



Arts and cultural development empowers people and engenders a sense of pride in their identity as well as their Community and plays an important role in creating social, educational & economic opportunities

Foreword

Southern Midlands Council Arts Strategy

"The Southern Midlands Councils Arts Strategy was devised by the Southern Midlands Council Arts Advisory Committee and the Southern Midlands Community.

The Strategy aims to facilitate an ongoing process to fulfil its objectives.

Our Committee trusts that with community participation, vision and energy the Arts will flourish here to enrich our lives. The Committee members individually seek at all times to be a friendly contact point for anyone wishing to pursue any aspect of the Arts in the Southern Midlands and we look forward to hearing from you."

*Deputy Mayor Edwin Batt
Chair Southern Midlands Arts Advisory Committee.*

Aim

Southern Midlands Council Arts Strategy

The aim of the Southern Midlands Arts Strategy is to enable groups, organisations and individuals involved in the arts to work effectively and creatively with each other in developing diverse opportunities for involving the Community in quality arts activities and creative expression.

This strategy recognises the important role the arts plays in enabling people to share and celebrate their creativity as well as their cultures with the wider community & contributes to a healthy community.

Objectives

Southern Midlands Council Arts Strategy

1. *Build appreciation and understanding of the arts and widen participation in all the artistic forms;*
2. *Identify and build the capacity of the arts;*
3. *Improve advocacy, influence policy and identify strategic priorities for the arts; and*
4. *Recognise, celebrate and promote the uniqueness of our region through the arts.*



Operational Parameters

Southern Midlands Council Arts Strategy

Definitions: Arts

The term “the arts” includes but is not limited to music (instrumental and vocal), dance, drama, folk art, creative writing, architecture and allied fields, painting, sculpture, photography, graphic and craft arts, industrial design, blacksmithing, costume and fashion design, motion pictures, television, radio, tape and sound recording, the arts related to the presentation, performance, execution and exhibition of such major art forms, and the study and application of the arts to the human environment. – In short all forms of creative endeavor.

In discussing an arts strategy it is unavoidable that the term ‘culture’ is discussed as well, as the two are inextricably linked. While the Working Group acknowledged this connection the term that is predominantly used in this document is art and creativity.

Timelines:

- Immediate up to 3 mths
- Medium Term 3 mths to 18 mths
- Long Term 18 mths to 5 years

Reviews:

- Annual review by SMC Arts Advisory Committee against action targets for reporting to annual arts meeting
- Medium term review of whole document to realign existing targets, if required, every two years
- Strategic review of the whole document, every five years

Objective 1

Southern Midlands Council Arts Strategy

STRATEGIC		OPERATIONAL	
OBJECTIVE	What we are aiming to achieve	Key actions to achieve our aims	Timeline <i>Immediate Medium Term Long Term</i>
<i>Build appreciation and understanding of the arts</i>	1.1 Increase public access, participation and understanding of the arts	1.1.1 Support the recognition of the history of the Aboriginal Community through Community based projects which recognise the history of Aboriginal connections across the Southern Midlands, along with public art with Aboriginal themes 1.1.2 Promote and create innovative projects in non-traditional spaces 1.1.3 Promote opportunities for community participation in arts events 1.1.4 Support & promote local arts organisations in their development of child & youth art programs	
	1.2 Provide and maintain facilities that are capable of use for artistic expression	1.2.1 Conduct a review of existing Council facilities & Community halls to make them more flexible for the use of Arts activities 1.2.3 Development of a "Community Arts Hub" in the Southern Midlands 1.2.4 Conduct an Arts forum to consolidate /prioritise needs to attract creative initiatives	
	1.3 Become an advocate for local arts across all levels of Government and with businesses	1.3.1 Display local artworks at Council venues 1.3.2 Support Community groups and artists that provide activities which contribute to the region 1.3.3 Explore partnership opportunities with arts, education, Community & business 1.3.4 Continue to raise awareness of the value of arts to the health & wellbeing of the Community	

Objective 2

Southern Midlands Council Arts Strategy

STRATEGIC		OPERATIONAL	
OBJECTIVE	What we are aiming to achieve	Key actions to achieve our aims	Timeline Immediate Medium Term Long Term
<i>Identify and build the capacity of the arts</i>	2.1 Foster an environment that supports existing and new artists as well as existing and new arts organisations	2.1.1 In partnership with the Community, support and facilitate Community festivals and events 2.1.2 Encourage the development of networks amongst artists and organisations in the arts, cultural and heritage fields to share information and resources and to undertake joint planning and joint projects 2.1.3 Council to provide advice & support in the establishing of new groups / enterprises	
	2.2 Support new and existing opportunities for skills development for artists along with Community groups	2.2.1 Support an arts skills development program 2.2.2 Support the Artist in Residence program (AiRSpace) 2.2.3 Provide skills and training workshops for Community groups in areas such as event management, administration, grant sourcing and grant writing etc. 2.2.4 Connect and partner with relevant organisations that deliver programs that support skill and knowledge development	
	2.3 Support initiatives that develop capacity and sustainability	2.3.1 Optimise opportunities provided for promotion and Community information through Council's website by developing a comprehensive and up to date Calendar of Events (including the arts) 2.3.2 Contribute arts and cultural activities to the Council newsletter & social media 2.3.3 Encourage applications from arts initiatives to apply through Council Community Small Grants Program or other appropriate sources for funding 2.3.4 Provide a conduit for other related resources	

Attachment
AGENDA ITEM 5.3.1

	<p>2.4 Investigate, collate and then disseminate information on the region's arts practitioners, activities and resources</p>	<p>2.4.1 Conduct and disseminate an arts resources audit across the region</p>	
	<p>2.5 Assist in the continuation of a Community based / driven Arts Network</p>	<p>2.5.1 .Council to support and interact with the Community Arts Network in the region (Lower Midlands Art Group)</p>	

Objective 3

Southern Midlands Council Arts Strategy

STRATEGIC		OPERATIONAL	
OBJECTIVE	What we are aiming to achieve	Key actions to achieve our aims	Timeline <i>Immediate Medium Term Long Term</i>
<i>Improve advocacy, inform policy and identify strategic priorities for the arts</i>	3.1 Support & fund the Arts Advisory Committee as a Committee of Council	3.1.1 Continue with the appointment of an officer for the arts within the Southern Midlands corporate structure	
	3.2 Ensure that Council is informed of the needs, issues and trends of the local arts sector	3.2.1 Council to seek informed views from the Arts Advisory Committee and its networks in relation to key issues 3.2.2 Council to keep itself abreast of arts related matters	
	3.3 Profile the arts in Council's strategies and policies, civic events and promotional material	3.3.1 Arts theme and support materials to be considered to be integral at all Council public events 3.3.2 Encourage developers to make a contribution to the region by the provision of public art into major developments 3.3.3 Provide a space on the Council website to support, encourage and promote the arts 3.3.4 Provide an arts segment in each of Council's quarterly newsletters	
	3.4 Provide opportunities for artist involvement in the development and management of public spaces	3.4.1 Refer all development of public spaces to the Arts Advisory Committee for comment and input	

Attachment
AGENDA ITEM 5.3.1

	<p>3.5 Require public art to be a consideration in any proposed development</p>	<p>3.5.1 Explore the opportunities for art works to be included in all future developments as well as existing spaces within the region 3.5.2 Continue the development of a public arts/Collections management policy</p>	
	<p>3.6 Acknowledge and encourage local activities and events that promote engagement in the arts</p>	<p>3.6.1 Provide a space on the Council website to support, encourage and promote the arts 3.6.2 Continue to provide Arts updates to Council's newsletters, web site & social media</p>	
	<p>3.7 Council contributes an informed view to arts and related issues</p>	<p>3.7.1 Council to seek an informed view and develop a dialogue of engagement across the arts sector in the region, then become an conduit / advocate for the arts sector in the region</p>	
	<p>3.8 Encourage partnerships to focus on inclusion, engagement, vitality, viability, sustainability and best practice</p>	<p>3.8.1 Support partnerships between the Community, government agencies and the private sector to ensure the provision of arts services for all sectors of the Community</p>	

Objective 4

Southern Midlands Council Arts Strategy

STRATEGIC		OPERATIONAL	
OBJECTIVE	What we are aiming to achieve	Key actions to achieve our aims	Timeline <i>Immediate Medium Term Long Term</i>
<i>Recognise, celebrate and promote the uniqueness of our region through the arts</i>	4.1 Increase community awareness and understanding of the history, culture and built heritage of the Southern Midlands	4.1.1 Identify anniversaries and opportunities for celebrations 4.1.2 Support and encourage the production and publication of works that showcase the region	
	4.2 Encourage, support and celebrate our diverse Communities' participation in the arts	4.2.1 Support and promote creative endeavour through Council's internal and external marketing mechanisms 4.2.2 Explore opportunities for community led events & groups involving Theatre, Literature & the Arts in the Southern Midlands 4.2.3 Support exhibitions that are inclusive of local artists	
	4.3 Locate, document, preserve and maintain collections, sites and materials that celebrate local traditions and cultural history thereby offering insights into local identity and local distinctiveness	4.3.1 Continue to work with Council's Manager Heritage Projects to utilize & showcase collections and materials 4.3.2 Cataloging of existing and future art, including public art and collections	

SOUTHERN
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Address all correspondence to: The General Manager, PO Box 21, Oatlands, Tasmania 7120
Oatlands Office: 71 High Street, Oatlands Phone (03) 6254 5000 Fax (03) 6254 5014
Kempton Office: 85 Main Street, Kempton Phone (03) 6259 3011 Fax (03) 6259 1327
Email Address: mail@southernmidlands.tas.gov.au Web: www.southernmidlands.tas.gov.au
ABN 68 653 459 589

Woodsdale Community Memorial Hall

Est. 1905

Minutes

FOR

General Committee Meeting

On

Sunday 5th December 2021

At

Woodsdale Recreation Ground – Commencing at 1.50pm

1. Welcome/opening

1.1 The President welcomes members to the meeting.

Also welcomed Mrs Sally Stubs as a new member.

Moved by Mrs Karen Dudgeon that Mrs Sally Stubs be accepted as a new member of the committee

Seconded: Mr Leon Scott

Motion Carried

1.2 The President declares the meeting open at 1.50pm

2. **Attendance:** President Mrs Kaye Rowlands, Vice President Mrs Ann Scott, Secretary/Treasurer Ms Kate Bourne, Mr Leon Scott, Ms Alyson Scott, Mrs Marion Wiggins, Mrs Sally Stubs and Council Representative Councillor Mrs Karen Dudgeon.

3. **Apologies** NIL

4. **Confirmation of Minutes of last Meeting 3rd November 2021**

Moved by Mrs Karen Dudgeon that the minutes be accepted

Seconded: Ms Alyson Scott

Motion Carried

5. **Business Arising from Previous Minutes of 3rd November 2021**

NIL

6. **Financial Report:**

Total Funds as at 31st December 2021

\$10,424.92

Y.T.D. Financials

Opening Balance			\$10,545.00
Incoming	YTD	\$ 195.50	
Recreation Ground	\$ 50.00		
Recreation Ground	\$ 75.00		
Hairdresser	\$ 30.00		
Hairdresser	4 30.00		
Bargin Centre	\$ 10.50		

Outgoing YTD		\$ 495.58
Catering	\$ 86.00	(03/05/2021) Not Banked till 19/07/2021)
		Not to be included in YTD Figures at year end
Aurora	\$140.11	
Flowers	\$ 50.00	
Aurora	\$125.47	
Cash/Floats	\$180.00	
Closing Balance		\$10,424.92

This Financial Report was not tabled at the meeting, and will have to be accepted at the next General Committee Meeting in February 2022

7. Consideration of Correspondence

7.1 In – Nil

7.2 Out – Letter to Mr John Treasurer re request for donation of \$2,500.00 from the Hall Committee stating that the committee voted unanimously in favour of the giving the Football club the requested monies.

8. General Business:

8.1 At the time of the meeting Ms Alyson Scott had received RSVP's for approximately 48 Adults and 23 Children.

8.2 Mr Bill Free has confirmed that he will play Santa and Mrs Sally Stubs stated that she would have her husband Michael drive Santa to the grounds.

8.3 Mrs Sally Stubs at this meeting donated a further raffle prize of a reflexology massage as well as a monitory dotation towards expenses of \$100.00

Moved by Mrs Ann Scott that the \$100.00 donation be given to Alyson Scott to purchase supplies

Seconded by Mrs Karen Dudgeon
Motion Carried.

8.4 It was also agreed that Ms Alyson Scott would do the shopping for supplies as it's easier for 1 person to have the responsibility.

9. Bookings - Booking from the Woodsdale Museum for Luncheon to be held on the 25th of January 2022

Next General Committee Meeting to be held at the Hall on 7th February 2022 at 7pm

Meeting Closed at 3.00 pm.

1. PURPOSE

The purpose of the policy is to address the circumstances and conditions under which the Southern Midlands Council will permit mobile food vendors to trade from land owned or managed by the Council or community.

2. OBJECTIVE

The objectives of this Policy are to:

- 2.1 Provide a clear permit process and permit conditions for mobile food vendor trading on Council or community land.
- 2.2 Acknowledge that mobile food vendors can make positive contributions to the attraction and vitality of the Southern Midlands municipality and provide economic, social and cultural benefit to the community.
- 2.3 Accommodate mobile food vendor trading on Council or community land in a reasonable manner which will:
 - a) complement and not unreasonably compete with existing fixed address food businesses;
 - b) provide the community and visitors with additional diversity and choice;
 - c) provide for locations that are safe and convenient in terms of access, facilities, and attraction, and which do not unreasonably interfere with the purpose and security of other public assets or inconvenience the function or amenity of other users and the environment; and
 - d) Provide all mobile food vendors with an equal opportunity to trade from Council or community land.

3. SCOPE

- 3.1 This Policy applies to Council land within the Southern Midlands municipal area and some specific sites managed by community groups.
- 3.2 This policy does not apply to Crown land or private land. Mobile food vendors may operate on private land under a permit granted under the *Land Use Planning and Approvals Act 1993*.
- 3.3 This policy does not apply to mobile food vendors involved in events such as markets, fairs or festivals.

4. DEFINITION OF TERMS

In this policy:

Council - means the Southern Midlands Council.

Approved by: Council
Approved date: 24th June 2020
Review date: June 2021

Council land - means any land owned, managed by, or under the control of the Council, but does not generally include a road or local highway under the control and management of the Council.

Community land - means any land owned, managed by, or under the control of a community group.

Mobile food vendor - means a commercial operator trading from a mobile structure that is registered as a mobile food and beverage business within Tasmania under the *Food Act 2003*. This includes both registered vehicles such as vans, caravans and trailers; and non-registered vehicles such as coffee carts or hotdog carts.

Mobile food vendor permit - means a permit issued in accordance with this policy.

5. POLICY

5.1 General

Mobile food vendors must obtain and display a Mobile food vendor permit to operate on Council or community land in the Southern Midlands municipality.

Council will apply for and hold a permit under the *Land Use Planning and Approvals Act 1993* for each of the approved Trading Locations (identified below).

5.2 Mobile Food Vendor Permit Applications

Applications for a Mobile Food Vendor Permit are to be made by completing the approved Council form and paying the applicable fee as set by Council.

Applicants must indemnify Council against any liability that may arise as a direct result of the mobile food vendor trading within an approved location.

Mobile Food Vendor Applications must include the following information:

- a) Specify the intended trading locations, frequency and times;
- b) Current mobile food business registration under the *Food Act 2003*;
- c) If the business is to operate from a vehicle, the current registration under the *Vehicle and Traffic Act 1999*;
- d) Current ABN or ACN; and
- e) Public liability insurance policy with cover of not less than \$20 million.

5.3 Trading Locations

Mobile food vendors holding a valid Mobile Food Vendor Permit may trade from the following approved locations only:

Approved by: Council
Approved date: 24th June 2020
Review date: June 2021

- **Bagdad** – Quarrytown Road
- **Broadmarsh** – Broadmarsh Hall
- **Campania** – Campania Recreation Ground or car park at the corner of Climie Street and Reeve Street
- **Colebrook** – Colebrook Hall or Colebrook History Room/Park
- **Kempton** – Kempton Recreation Ground or Station Park
- **Mangalore** – Mangalore Oval or Council reserve at the corner of Blackbrush Road/Midland Highway
- **Oatlands** – Callington Park or Esplanade car park
- **Parattah** – Recreation Ground
- **Tunnack** – Tunnack Recreation Ground
- **Tunbridge** – Tunbridge Hall

Approved locations are identified by maps in Appendix 1 below.

Council may consider adding additional trading locations if suitable sites are identified by applicants or the public.

5.4 Prohibited Locations

Mobile food vendors are prohibited from operating in the following locations:

- a) State roads or highways, including rest stops such as St Peters Pass, and roadside truck stops.

This Policy does not apply to occasional initiatives run by a suitable organisation, such as ‘Driver Reviver’ stops.

- b) Council will not permit a mobile food vendor to trade from any road area under the management of the Council, unless specifically identified in the approved trading locations.

Vendors may operate from a Council road as part of an organised event exempt from this Policy under clause 3.3.

5.5 Trading Restrictions

The following trading restrictions apply to mobile food vendors operating under this Policy:

- a) Trade within any one approved trading location no more than three days per calendar week;
- b) Trade for no more than 4 hours within one day at a single location;
- c) Trade within the following approved times:

Monday to Friday	7am – 10p
Saturday	9am – 10pm
Sunday and Public Holidays	10am – 8pm

- d) A maximum of three (3) mobile food vendors may operate in an approved trading location at the same time.

5.6 Fees

A fee will apply for a Mobile food vendor permit application. An application may be for an annual permit or a three month permit.

The fees will be set by Council annually in accordance with Section 205 of the *Local Government Act 1993* and published as part of the annual fee schedule.

Permits will not automatically be renewed. Operators will be required to apply for a new permit when their existing permit expires.

5.7 Conditions of Operation

The following conditions will apply to all mobile food vendors operating under this Policy:

- a) Mobile Food Vendor Permits are issued for one vehicle only and are not able to be shared or transferred.
- b) Mobile Food Vendor Permits will be issued subject to conditions.
- c) Mobile food vendors must display their valid Mobile Food Vendor Permit when operating.
- d) Mobile food vendors must ensure they are legally parked at all times.
- e) Mobile food vendors must not obstruct or restrict the use of roads, driveways, footpaths, walkways or parking areas by other users in any way.
- f) Mobile food vendors are expected to provide their own power, water and rubbish disposal.
- g) Mobile food vendors are responsible for ensuring that rubbish is removed from the site and surrounds at the conclusion of trading and ensuring that no waste water or other contaminants discharge from the vehicle.
- h) Council strongly encourages Mobile Food Vendors to provide containers and utensils that are made from compostable and recyclable materials.
- i) Mobile food vendors must trade wholly from within their vehicle.
- j) Mobile food vendors must not leave vehicles unattended in an approved trading location.
- k) Noise from generators and other sources is kept to a minimum.
- l) Mobile food vendors must follow any and all instructions issued by a duly authorised officer of the Council.
- m) Council reserves the right to suspend or cancel a Mobile Food Vendor Permit at any time if the trading restrictions or conditions of operation are not followed or trade contravenes any regulatory requirement or condition of the Permit.
- n) Mobile food vendors operating without a Mobile Food Vendor Permit in accordance with this Policy, or other permission from Council, may be subject to enforcement action including fines under the *Land Use Planning and Approvals Act 1993*.

6. LEGISLATION

The relevant legislation is:

- *Local Government Act 1993;*
- *Food Act 2003;* and
- *Land Use Planning and Approvals Act 1993*

7. DOCUMENT ADMINISTRATION

This Instruction is a managed document and is to be reviewed after one year of adoption and every two years after that, or as directed by the General Manager.

This document is Version 1.0 effective 24th June 2020. The document is maintained by Development and Environmental Services, for the Southern Midlands Council.

APPENDIX 1 – APPROVED LOCATION MAPS

Approved locations are marked in yellow on the maps below:

BAGDAD



Area 1: Quarrytown Road – road reserve; Quarrytown Road, Bagdad

BROADMARSH



Area 2: Broadmarsh Hall – Car park; 1218 Broadmarsh Road, Broadmarsh

CAMPANIA



Area 3: Campania Recreation Ground – Car park; 30-34 Reeve Street, Campania



Area 4: Car park; Corner of Climie Street and Reeve Street, Campania

Approved by: Council
Approved date: 24th June 2020
Review date: June 2021

COLEBROOK



Area 5: Colebrook Hall; 45 Richmond Street, Colebrook



Area 6: In front of Colebrook History Room and Park; 14 Richmond Street, Colebrook

KEMPTON



Area 7: Kempton Recreation Ground; 130 Main Street, Kempton



Area 8: Station Park – Car Park; Main Street, Kempton (opposite 87 Main Street, Kempton)

Approved by: Council
Approved date: 24th June 2020
Review date: June 2021

MANGALORE



Area 9: Mangalore Oval; 22 Blackbrush Road, Mangalore



Area 10: Council Reserve; Corner of Blackbrush Road and Midland Highway

Approved by: Council
Approved date: 24th June 2020
Review date: June 2021

OATLANDS



Area 11: Callington Park; 20-28 Esplanade, Oatlands



Area 12: Esplanade Car parks; 19 Esplanade, Oatlands

Approved by: Council
Approved date: 24th June 2020
Review date: June 2021

PARATTAH



Area 13: Parattah Recreation Ground; 645 Tunnack Road, Parattah

TUNNACK



Area 14: Tunnack Recreation Ground; 27 Scotts Road, Tunnack

Approved by: Council
Approved date: 24th June 2020
Review date: June 2021

TUNBRIDGE



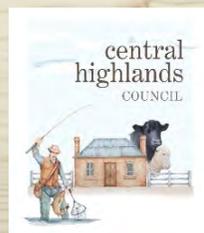
Area 15: Tunbridge Hall; 99 Main Road, Tunbridge

FINAL DRAFT

Attachment
AGENDA ITEM 17.2.4

SCS Infrastructure Planning

9 February 2022



Section	Summary observations
<p data-bbox="123 277 293 341">Introduction (Section 1)</p> 	<p data-bbox="329 277 443 304">Purpose</p> <p data-bbox="329 323 2078 387">The purpose of the Engagement is to prepare an Economic Infrastructure Development Study for the SCS to highlight the region’s growth profile, the emerging regional growing pains and the infrastructure investment priorities required to respond to the foreseeable issues.</p> <p data-bbox="329 405 488 432">Framework</p> <p data-bbox="329 451 2024 515">The SCS leadership agreed on the infrastructure enablers and key sectors that will be the focus for this study. Projects, initiatives and strategies have been developed in respect to each of these areas where appropriate.</p> <p data-bbox="329 533 2069 699">The enabling infrastructure projects are typically government led. The sector led projects are typically undertaken by private sector proponents who may rely on the enabling infrastructure and/ or develop their own infrastructure for commercial purposes. Pain points emerge where there is a mis-alignment between the activities of the private sector within the sectors, and the activities of the mainly government driven infrastructure enablers. This study aims to understand those pain point and point to solutions and priorities to address the current or emerging issues.</p>
<p data-bbox="123 732 271 828">The SCS Region (Section 3)</p> 	<p data-bbox="329 732 479 759">Population</p> <ul data-bbox="329 778 2114 991" style="list-style-type: none"> <li data-bbox="329 778 2114 842">• The SCS region has a total population of almost 37,000, of which around 18,000 is in Brighton, followed by Derwent Valley with 10,419, Southern Midlands with 6,087 and Central Highlands with 2,135. <li data-bbox="329 860 2114 991">• Population projections (mid-series) point to ongoing growth of 27.5% in Brighton and almost 1% in Derwent Valley. Ageing and declining populations in Central Highlands and Southern Midlands are also forecast, all else being equal. This would see the population grow to around 40,000 by 2042. The mid-series projections for Derwent Valley are conservative as the region attracts younger home buyers to more affordable land. The high series instead projects 14% growth in Derwent Valley, up to 11,571 by 2042. <p data-bbox="329 1008 573 1035">Economic activity</p> <ul data-bbox="329 1054 2114 1474" style="list-style-type: none"> <li data-bbox="329 1054 2114 1155">• Over the five years to FY20, the SCS region has seen growth in excess of 20% across many key sectors, most notably Agriculture, Transport, Construction and Power and Utilities. Health Care and Manufacturing are also comparatively larger sectors. Headline GRP has increased by \$437M at an average of 2.41% p.a. over the last 20 years. <li data-bbox="329 1173 2114 1236">• Industry growth has seen jobs in the region grow by around 1,400 over that period. However, job containment shows that in Brighton, Derwent Valley and Southern Midlands, more than 2/3 of residents work outside their LGA place of residence. <li data-bbox="329 1254 2114 1318">• These factors that have driven an increase of population and travel to work have contributed to an average 19% increase in traffic movements across a sample of roads in the SCS. Around 83% of SCS residents travel to work by car. <li data-bbox="329 1335 2114 1399">• Building approvals and housing prices have both been trending up, driven by the supply of comparatively more affordable land. Since 2015, the median house price in Brighton and Derwent Valley has almost doubled. <li data-bbox="329 1417 2114 1474">• The region is a popular destination for visitors, drawn by iconic natural assets, Lake St Clair and Mt Field and built heritage of New Norfolk, Oatlands and Bothwell. Lake St Clair attracted almost 100,000 interstate visitors in 2020-21 and new Norfolk almost 70,000.

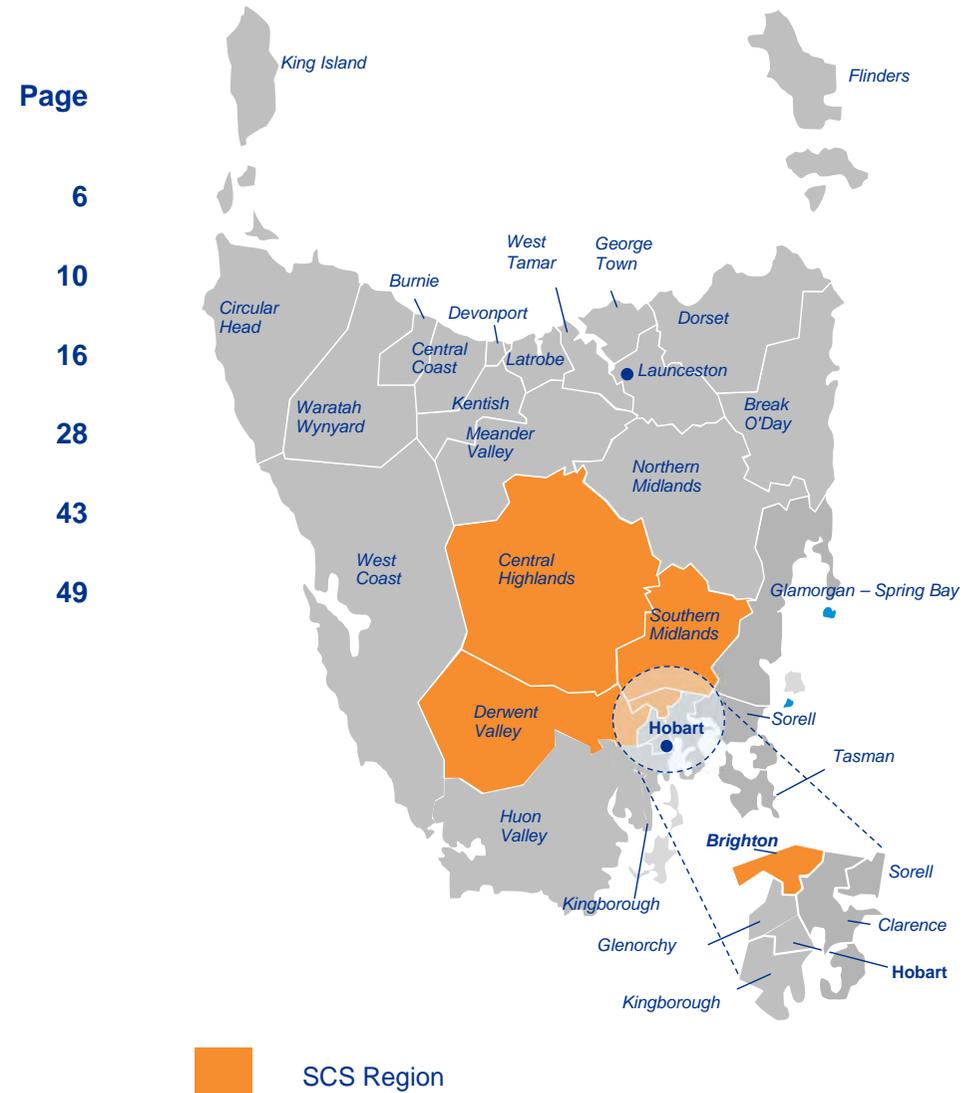
Section	Summary observations
<p>Key initiatives in the SCS (Section 4)</p> 	<p>The game changers</p> <ul style="list-style-type: none"> ▪ The SCS region is set to benefit from several 'game changer' investments, which sum to around \$2.3B, of which around 57% are new ventures and 67% are in design. The most high profile will be \$786M replacement of Bridgewater Bridge. ▪ The Tarraleah Hydro Scheme (\$650M) and the TasWater Bryn Estyn renewal (\$206M) will have impacts beyond the immediate region. ▪ The \$450M Bagdad-Mangalore bypass has been acknowledged by governments as an essential investment. Concept designs are well advanced and it now needs to have funding committed. This will improve safety and activate the entire surrounding region. ▪ A new \$50M Brighton High School promises to strengthen education outcomes and limit the leakage of students to elsewhere. ▪ Tas Irrigation's Tranche 3 expansion schemes at Southern Midlands (30,000 ML) and Greta (6,700 ML) promise to bring even greater opportunities for growth of the agricultural sector. Combined, the capital costs will be in the order of \$150M. <p>Other key developments</p> <ul style="list-style-type: none"> ▪ Outside of the 'game changers' the SCS region has a healthy pipeline of mid-sized projects, with around 48.24% being new ventures. The 'top 19', amount to a combined capital investment of almost \$430M. ▪ The infrastructure enabler class of projects is the primary driver of the mid-sized projects in the region accounting for \$2.45B of investment (58.43%). Approximately 14.63% of these projects have already commenced and include upgrades to Gordon Power Station and Edgar Dam. ▪ The sector led projects in the pipeline currently sum to around \$340M. This includes some significant tourism and hospitality related developments proposed at Lark Estate, Callington Distilleries and the Oatlands Boutique Hotel, Great Lake Hotel and various developments in New Norfolk.
<p>The emerging pain points (Section 5)</p> 	<p>The study has found several emerging pain points where the growth sectors and the infrastructure enablers are currently, or at risk of being out of alignment. Those that stand out include:</p> <ul style="list-style-type: none"> ▪ Several roads are not keeping pace with the current and future residential and commercial traffic flows. ▪ The absence of headworks charging for water and waste water is causing some development to delay as there is an inequitable 'first mover' cost to many developments. ▪ Communication blackspots are still common throughout the more remote areas of the Derwent Valley, Southern Midlands and Central Highlands council areas.
<p>The potential responses (Section 6)</p> 	<p>Key initiatives to be proposed in this study could sum to around \$1BM over the next 10 years, which would include:</p> <ul style="list-style-type: none"> ▪ The need for policy changes to the STRLUS and headworks charging to promote further residential and commercial development. ▪ Investment in the Bagdad-Mangalore Bypass and State Government takeover and investment in key link roads, especially the Brighton to Cambridge (for freight) and Granton to New Norfolk (for residents). ▪ Investment in social infrastructure to support the current and projected population growth - child care, medical services, parks, gardens, streetscapes across the region, noting the new Oatlands Aquatic Centre as leading example for the region.

Glossary of terms

ARENA	The Australian Renewable Energy Agency
CAPEX	Capital Expenditure
CDO	Capital Delivery Office
CHC	Central Highlands Council
DA	Development Application
DVC	Derwent Valley Council
GBE	Government Business Enterprises
GRP	Gross Regional Product
LGA	Local Government Area
LGAT	Local Government Association Tasmania
SCS	Southern Central Sub-Region
SMC	Southern Midlands Council
STRLUS	Southern Tasmanian Regional Land Use Strategy
WTP	Water Treatment Plant
WWTP	Waste Water Treatment Plant

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2. Executive summary	10
3. The SCS region profile	16
4. The key initiatives in the SCS region	28
5. The infrastructure issues and constraints	43
6. The infrastructure priorities	49



 SCS Region

21.7% of Tasmania's land mass and 6.6% of Tasmania's population

1. Introduction



Purpose and scope

Purpose

The purpose of the Engagement is to prepare an Economic Infrastructure Development Study for the SCS to highlight the region's growth profile, the emerging regional growing pains and the infrastructure investment priorities required to respond to the foreseeable issues.

Scope

1. Compile baseline demographic, visitor and industry data for the region covered by the four councils.
2. Compile the **foreseeable projects and initiatives being proposed by businesses, developers and investors over the next 5-10 years**, which will have impacts on infrastructure in the SCS region and in doing so, seek to understand several key metrics for these projects such as the status/ timeline, estimated capital expenditure, jobs created (construction and ongoing operations), increased visitor numbers (if applicable) etc.
3. Compile the **pipeline of projects and initiatives being proposed by government, council and GBEs over the next 5-10 years**, which will develop/ provide infrastructure to the region and in doing so, again seek to understand several key metrics for these projects such as the status/ timeline, estimated capital expenditure, jobs created (construction and ongoing operations) etc.
4. Seek to identify **pressure points or tensions** that may be at risk of emerging where there may be some misalignment between projects and initiatives and supporting infrastructure and highlight the severity or risk of those tensions.
5. Provide a **recommended pathway** to address any emerging pressure points, pointing to priorities, responsibilities and high-level estimates of the capital expenditure that may be required to respond to those pressure points where possible.

Analytical Frameworks

Sustainable Social & Economic Development

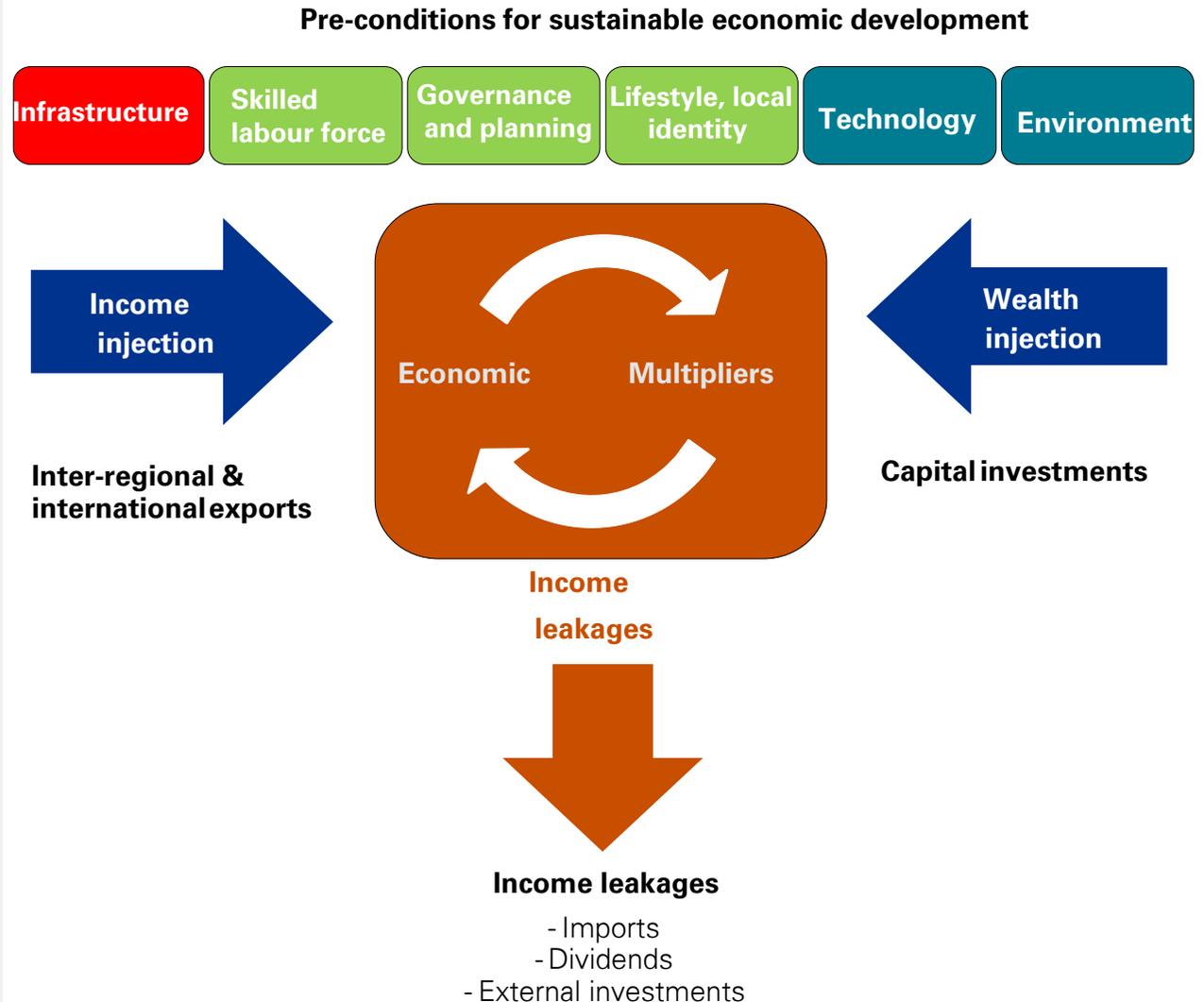
The approach to this study centres around a simplified model of a local economy.

The boxes along the top of the model represent pre-conditions or 'enablers' for social and economic development.

The key to maximising regional social and economic development opportunities include:

- ✓ strengthening and leveraging existing industries to maximise export opportunities;
- ✓ attracting new investments and export industries; and
- ✓ strengthening local industry supply chains to minimise income leakages through imports (i.e. Import replacement).

This project for SCS **is focussing on the infrastructure enabler**. The other enablers are not in scope but may give rise to observations, to the extent these impact on the region's development.



The key enablers and industries

The analytical framework and data collection tool used to undertake this study is based on the table below. The SCS Leadership has signed off on the enablers and key sectors that will be the focus for this study. Projects, initiatives and strategies have been developed in respect to each of these areas where appropriate. The enabling infrastructure projects are typically government led. The sector led projects are typically undertaken by private sector proponents who may rely on the enabling infrastructure and/ or develop their own infrastructure for commercial purposes.

The X's below illustrate where the Enablers and the Sectors will typically rely more heavily on each other and where pain points may emerge if there is some misalignment in strategy and timing.

		Sector Focus Areas						
		Tourism and hospitality	Agriculture	Transport and Warehousing	Building and Construction	Advanced manufacturing	Aged and disability care	Energy and utilities
Infrastructure Enablers	Water and waste water	X	X	X	X	X		X
	Irrigation		X					
	Energy	X	X	X	X	X	X	X
	Roads	X	X	X		X		
	Rail	X	X	X		X		X
	Housing	X	X	X	X	X		
	Communications	X	X	X		X		X
	Social infrastructure (schools, hospitals, recreation facilities)	X	X		X		X	

2. Executive summary

Attachment
AGENDA ITEM 17.2.4



The SCS region (Section 2)

The SCS region overall has seen, and will continue experience significant growth, driven by the supply of land for comparatively affordable housing, investment in irrigation to grow agriculture and the expansion of transport and logistics and light industry at the Brighton Industrial Hub. An abundance of natural and built assets attract many visitors...



11% ↑

Overall population increase projected for SCS by 2042, with large growth forecast for Brighton followed by Derwent Valley



Headline GRP has increased \$473M since 2001, a 2.41% increase P.A



83%

...of SCS residents travel to work by car, which is higher than the state average



34% ↑

Increase in local jobs over the last 20 years, mainly in Agriculture, Transport, Manufacturing and Energy



Traffic movements on a sample of selected roads in the SCS has been trending upwards



Despite job growth, the SCS Councils still have more than 2/3 of residents leaving the area for work.



44% ↑

...of jobs in the SCS are in the Agriculture, Forestry and Fishing sector. All the sectors that are the focus of this study have reported growth



Average home prices have seen sharp increases of almost 100% in Brighton and Derwent Valley, as well as increases in dwelling building approvals across the entire SCS region



Tourism in the region has seen a slightly lower decline than the rest of the state. The region has some iconic natural and built heritage assets

The game changers in the region (Section 4)

The SCS region is set to benefit from several 'game changer' investments, of which around 48% are new ventures and 66% are in design. Combined, these sum to around \$2.3B. Funding the Bagdad-Mangalore Bypass is now essential. The Tranche 3 irrigation schemes for Southern Midlands and Greta are also in the pipeline...



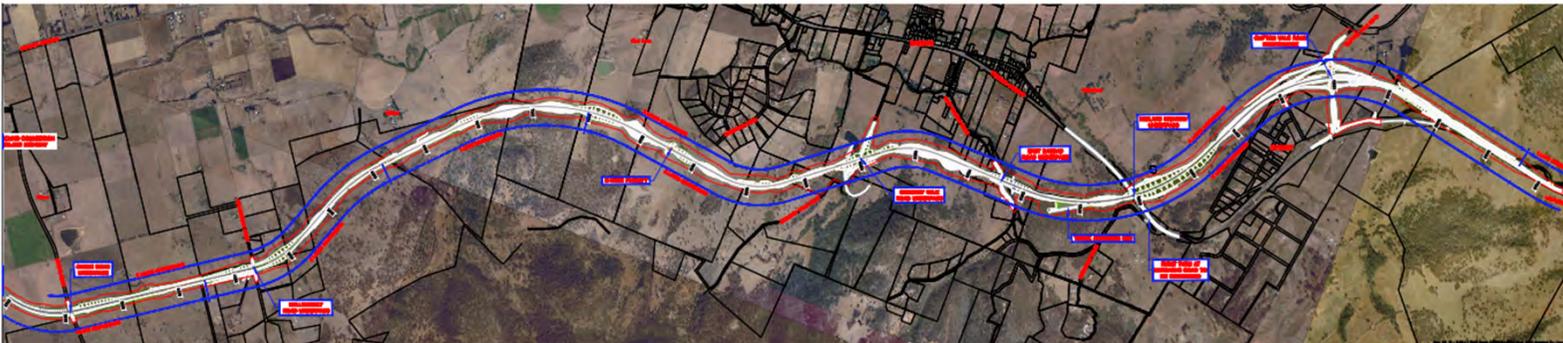
The Tarraleah Hvdro Scheme (\$650M)



Bridgewater Bridge replacement (\$786M)



Bryn Estyn upgrade (\$206M)



Bagdad - Mangalore By-Pass (\$450M estimate)



Brighton High School (\$50M)

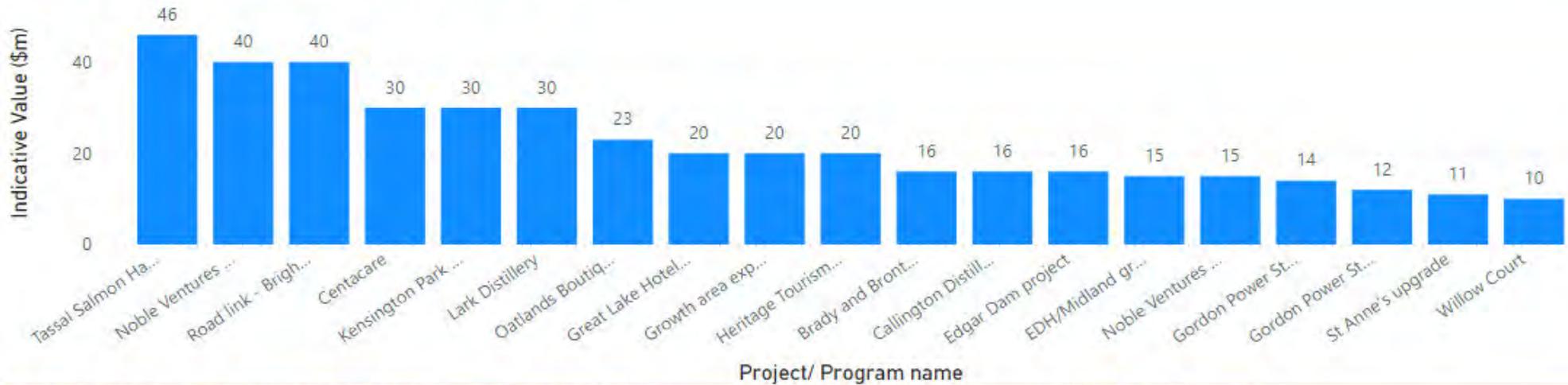


Southern Midlands & Greta Irrigation Schemes (\$150M estimate)

Key initiatives in the region (Section 4)

In addition to the 'Game Changers' the SCS region has a healthy pipeline of mid-sized infrastructure enabling and private sector led projects amounting to almost \$430M, with around 45.54% being new ventures, as shown below. Many have advanced beyond concept stage, pointing to the likelihood that the majority of these will come to fruition.

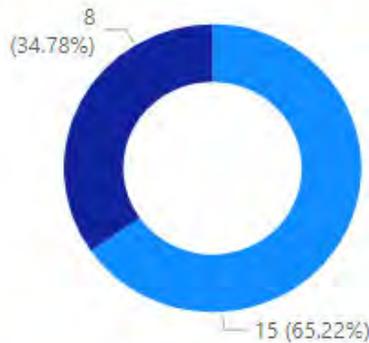
Indicative Value (\$m) by Project/ Program name



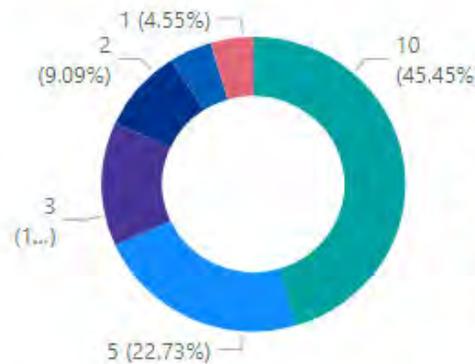
Sector Focus or Infrastructure enabler

Primary Driver

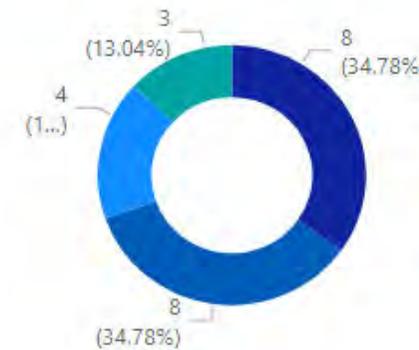
Stage of Project



● Infrastructure Enabler Class ● Sector Focus area



● New Venture
● Renewal
● Growth
● Maintenance
● Level of Servi...
● Regulatory C...



● Stage of Project
● Concept
● Design
● Business Ca...
● Commenced

The emerging issues (Section 5)

Several emerging pain points have been identified in this study. Those most prominent are associated with water and waste water, roads and communications, which have impacts across many sector focus areas.

- Points to the more significant infrastructure enabling pain points and the sectors most affected.
- Points to the moderate infrastructure enabling pain points and the sectors most affected.
- Points to the lower order infrastructure enabling pain points and the sectors most affected.

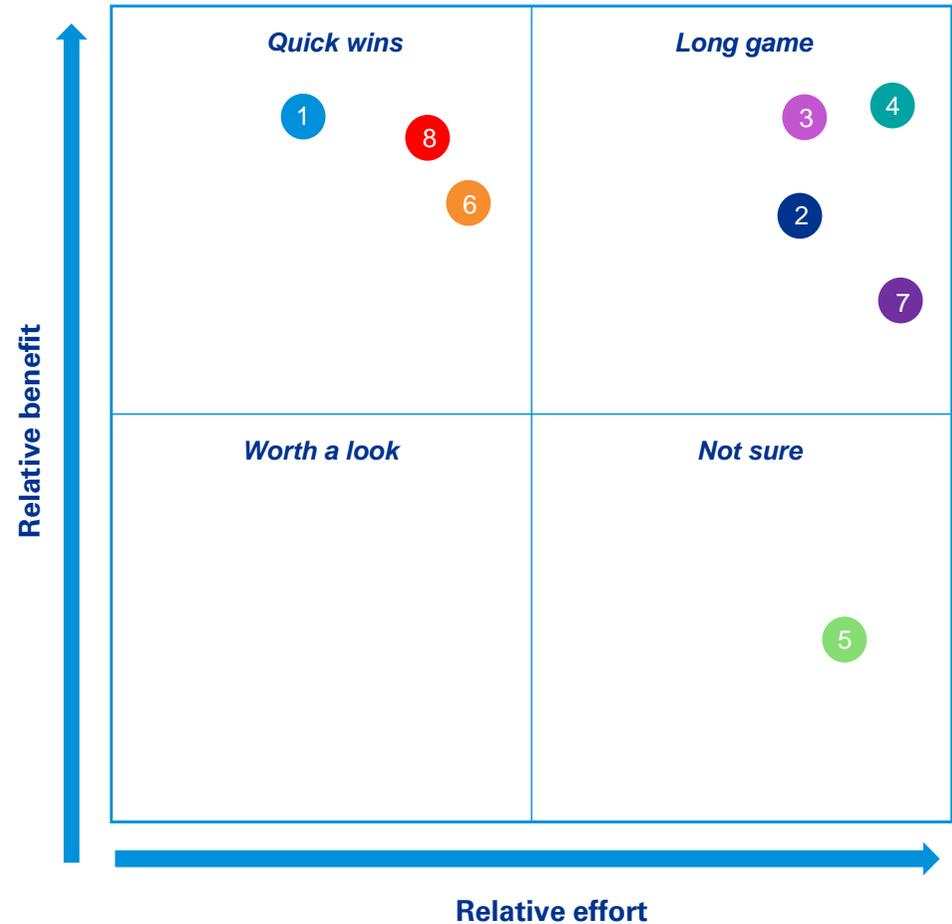
Further commentary in respect to this summary is presented in Section 5.

		Sector Focus Areas						
		Tourism and hospitality	Agriculture	Transport and Warehousing	Building and Construction	Advanced manufacturing	Aged and disability care	Energy and utilities
Infrastructure Enablers	 Water & waste water	Red	Green	Green	Red	Green	Green	Red
	 Irrigation	Green	Yellow	Green	Green	Green	Green	Green
	 Energy	Red	Green	Green	Green	Green	Green	Green
	 Roads	Red	Red	Red	Yellow	Yellow	Yellow	Yellow
	 Rail	Red	Green	Yellow	Green	Green	Green	Green
	 Housing	Yellow	Yellow	Green	Red	Green	Green	Yellow
	 Communications	Red	Red	Green	Green	Green	Green	Red
	 Social infrastructure	Yellow	Green	Green	Red	Green	Yellow	Green

Infrastructure priorities (Section 6)

In response to the emerging pain points, several infrastructure development initiatives have been identified, which have been rated according to relative effort and benefit. The key initiatives to emerge are presented below and could sum to approximately \$1B over the next 10 years. This includes the as yet, unfunded 'Game Changers'...

- 
Water & waste water
1
 - *Headworks charges reforms*
- 
Irrigation
2
 - *Tas Irrigation expansions scheme in Southern Midlands and Greta*
- 
Energy
3
 - *Leveraging 'Battery of the Nation' investments for broader regional development*
- 
Roads
4
 - *Commence the Bagdad-Mangalore Bypass*
 - *Road upgrade –Granton to New Norfolk*
 - *State Government to takeover Brighton to Airport link*
- 
Rail
5
 - *Light rail corridor extension to Bridgewater*
 - *Derwent Valley Railway concept*
 - *Exploration of ferry services*
- 
Housing
6
 - *Facilitation and investment in social and affordable housing*
 - *Review the Urban Growth Boundary to facilitate residential growth*
- 
Communications
7
 - *Ongoing investment to eliminate black spots*
- 
Social infrastructure
8
 - *Investment in child care, medical services, parks, gardens and streetscapes.*

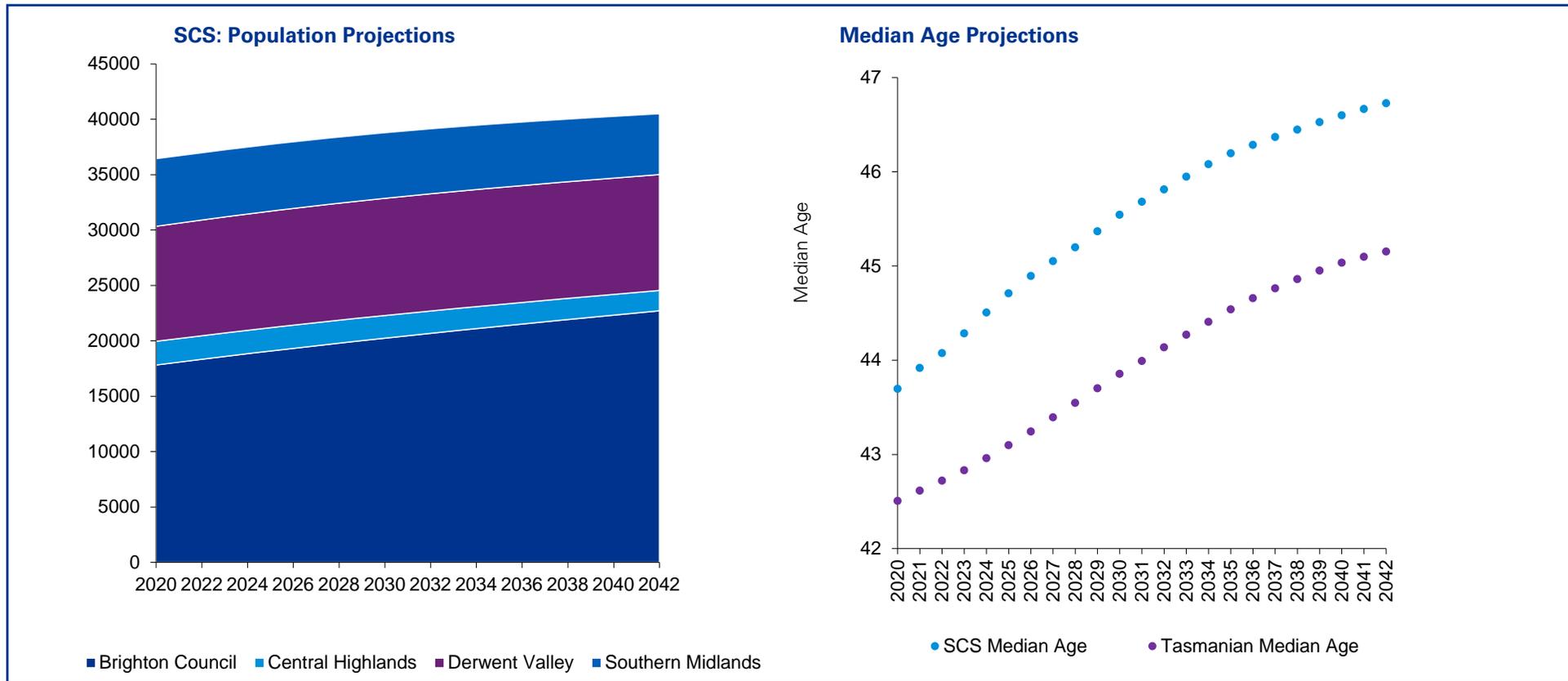


3. The SCS Region



Population Profile of SCS

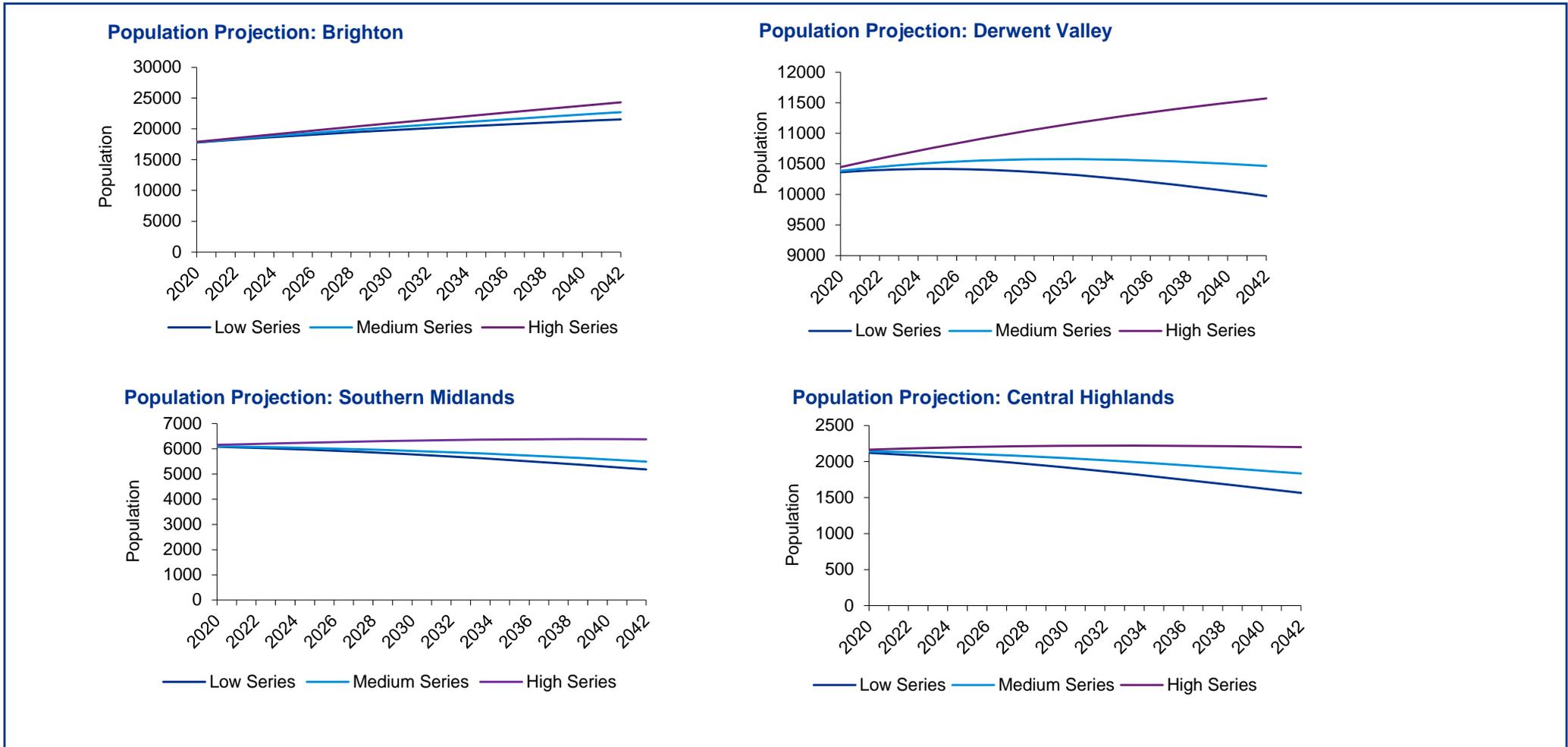
The SCS population at around 36,000 now is projected to grow to around 40,000 by 2042. Brighton and Derwent Valley will drive this growth, whereas Central Highlands and Southern Midlands have older populations with less growth.



- Brighton has the largest population in the SCS region with 18,073 followed by Derwent Valley with 10,419, Southern Midlands with 6,087 and Central Highlands with 2,135.
- Brighton has the youngest population with a median age of 35 followed by Derwent Valley with 43 and Southern Midlands with 46. Central Highlands has the oldest population with a median age of 52.
- Brighton will experience the highest growth of 27.5% with the median age moving from 35 to 37 years. Derwent Valley will experience a minor increase in population by 0.77% with the median age increasing from 43 to 44 years.
- Southern Midlands will experience decline of 10% and is aging at the fastest rate with the median age increasing from 46 – 50 years. Central Highlands will also experience a decline of 14.30% and a median age increase from 52 to 54 years.

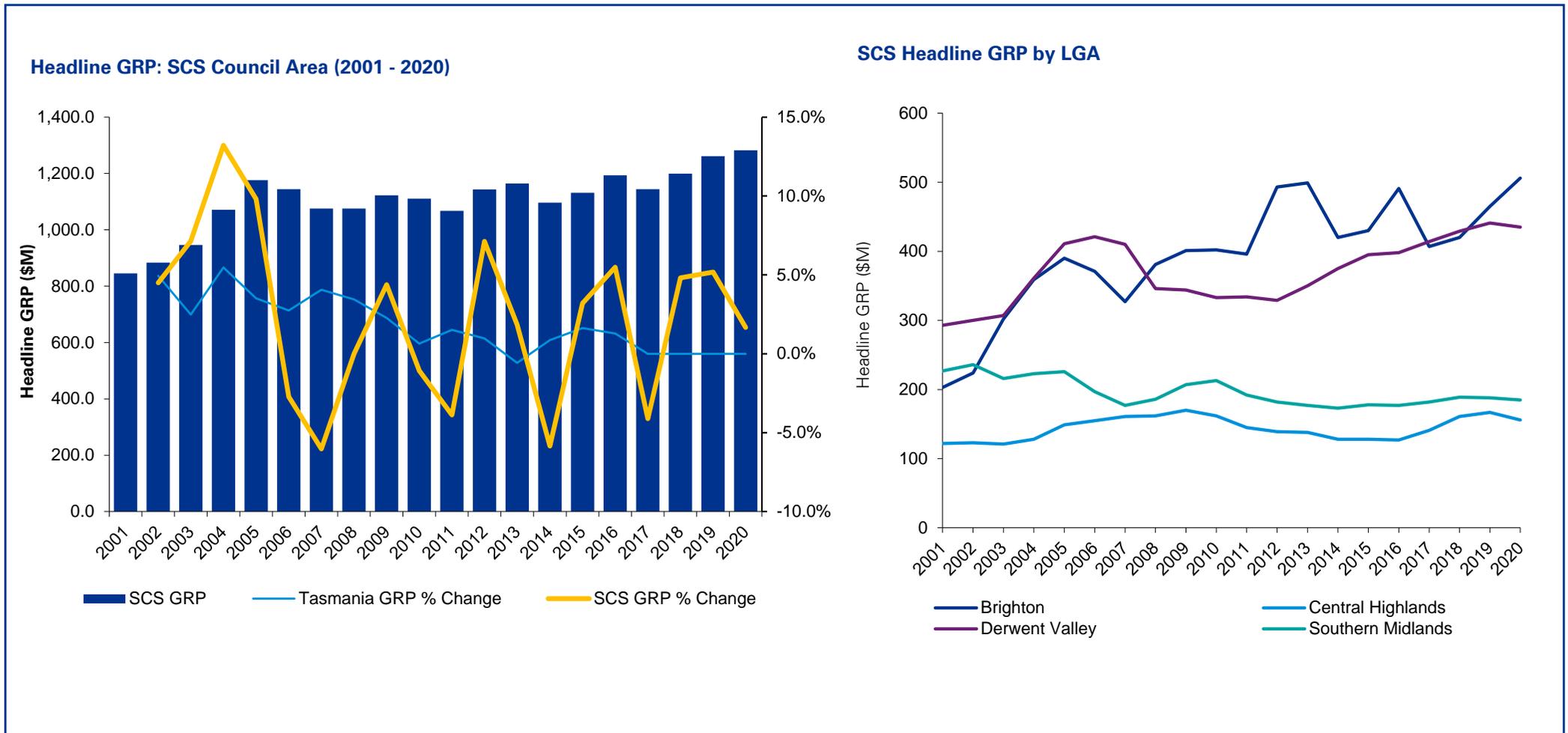
Population Projections

Treasury projections based on factors including median age, fertility rates and immigration suggest that all else being equal, Brighton is projected to be the fastest growing council in the SCS, followed by Derwent Valley. Central Highlands and Southern Midlands are projected to slightly decline, based on the medium series. The high series for Derwent Valley may be closer to the actual situation in that LGA.



Headline GRP

Despite fluctuations year to year, the headline GRP for the SCS councils has grown at an average of 2.41% PA representing an increase of \$437M over the period.

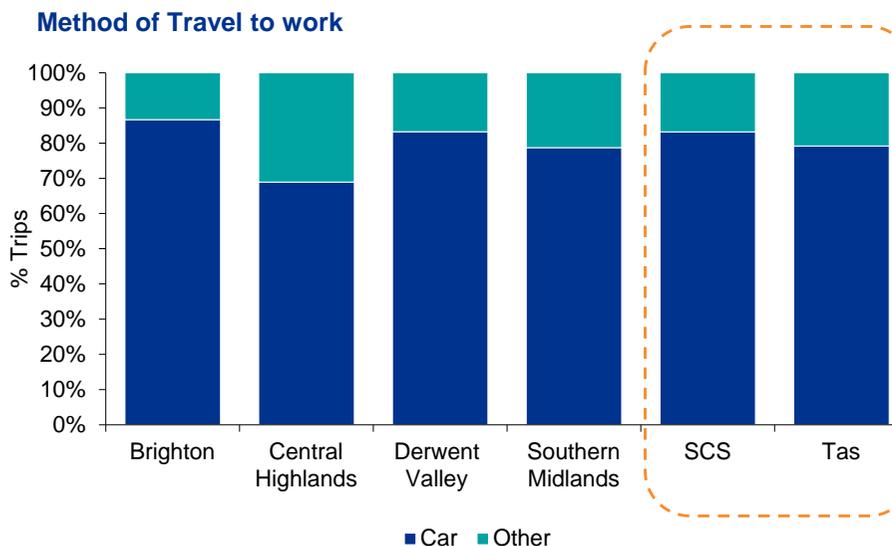


ID Community, Tasmania - Gross Regional Product, accessed 22/08/2021, <<https://economy.id.com.au/tasmania/gross-regional-product>>.

Journey to work

The primary method of transport to work for SCS is by car. A larger percentage of SCS residents travel by car compared to the rest of the state.

- 83% of SCS residents travel by car to work, compared to Tasmania's 79%.
- Of the SCS councils, Brighton travels by car to work the most (86%) followed by Derwent Valley (83%) and Southern Midlands (79%). Central Highlands travels the least by car to work (68%)
- Central Highlands (13%) and Southern Midlands (10%) had a higher percentage of people who worked at home than Tasmania (5%), however it likely in the post pandemic world, other councils may find a higher proportion of residents working at home more regularly.



Method of Travel to Work						
	Brighton	Central Highlands	Derwent Valley	Southern Midlands	SCS	Tas
Car, as driver	79%	62%	76%	73%	76%	73%
Car, as passenger	7%	6%	7%	6%	7%	6%
Walked only	1%	8%	3%	3%	2%	5%
Truck	2%	2%	2%	2%	2%	1%
Bus	2%	1%	2%	1%	2%	3%
Motorbike/scooter	1%	1%	0%	0%	1%	1%
Bicycle	0%	0%	0%	0%	0%	1%
Worked at home	3%	13%	4%	10%	5%	5%
Combination	3%	2%	3%	2%	3%	3%
Other	2%	4%	2%	3%	2%	2%

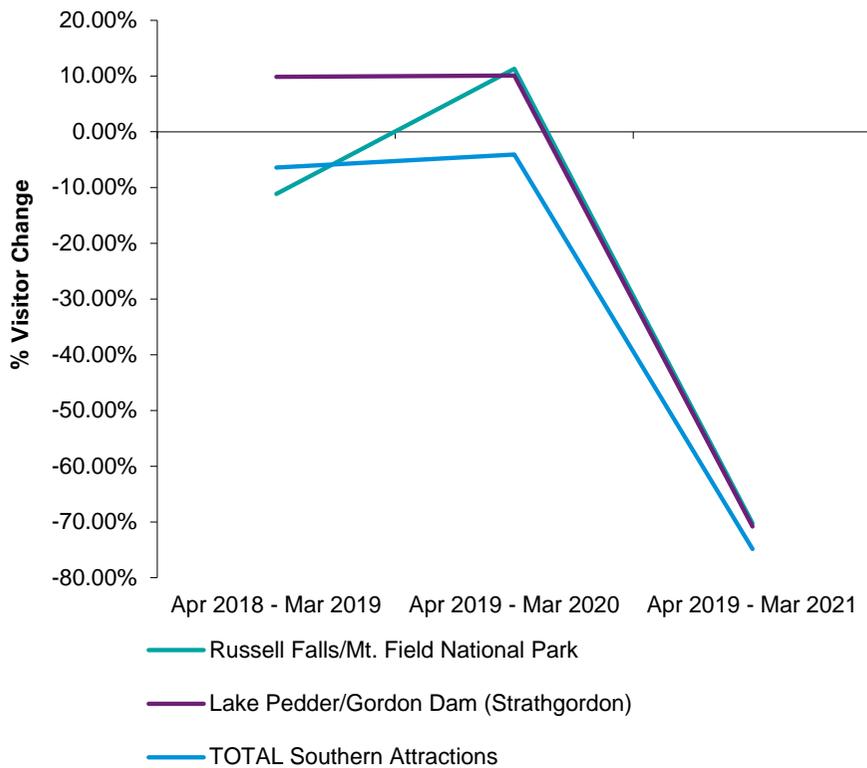
Visitors in the region

COVID-19 and subsequent border closures have had a dramatic effect on visitor numbers from outside of Tasmania, with visitor numbers down 44% in FY21.

The major drawcards to visitors in the SCS region were bushwalking (74%) outdoor activities (89%) and viewing historic sites (75%). The total number of visitors to southern attractions declined by -74.46% in FY21. Attractions in the SCS regions suffered slightly less at -70.46%.

The Tasmanian Government’s long term aspirations are to put “our regional towns and destinations at the heart of the Tasmanian visitor experience” (Visitor Economy Action Plan). The Tasmanian Government is also striving to restore the value of visitor spending in Tasmania to \$2.5B by the end of 2022.

Tourism Volume - Change in Visitors



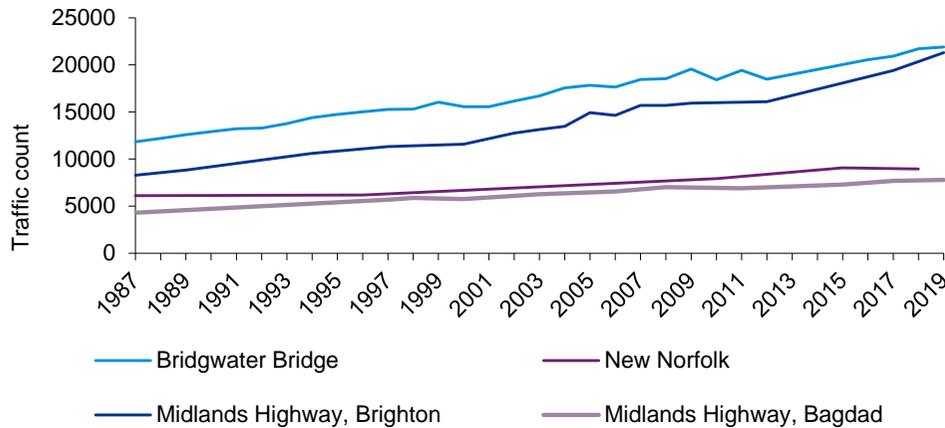
Of the 574,600 interstate visitors in FY21, the following visited attractions in the SCS

-  17%
Visited Lake St Clair
-  12%
Visited New Norfolk
-  9%
Visited Russell Falls
-  7%
Visited Oatlands
-  3%
Visited Bothwell



Traffic across the SCS councils based on sample size has generally trended upwards over the last 10-15 years. The average growth for roads sampled shows an increase of 19.13%.

Traffic Flow



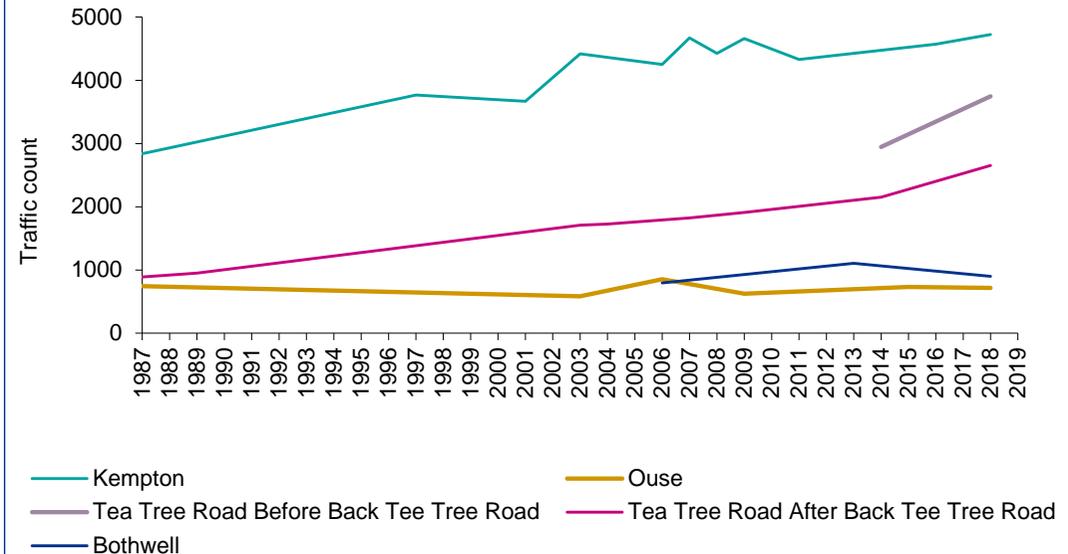
High traffic roads

- Traffic on the Bridgewater Bridge has increased by approximately 19% since 2010.
- Traffic to New Norfolk has increased by 12.96% since 2010.
- Traffic on the Midlands Highway at Brighton has increased by 33.70% since 2009.
- Traffic on the Midlands Highway at Bagdad has increased 11.01% since 2008.

Medium to low traffic roads

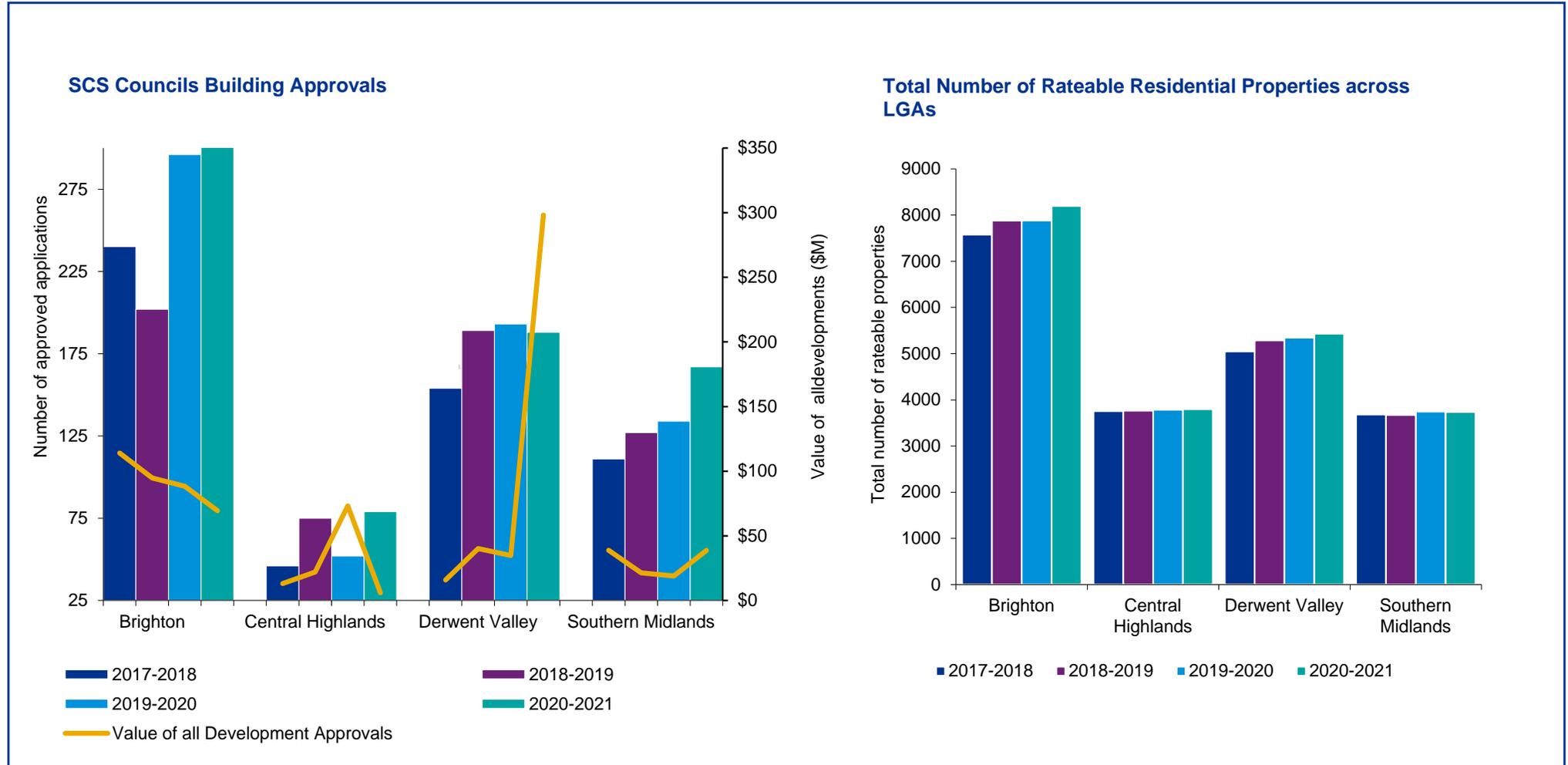
- Traffic at Ouse has increased by approximately 14.70% since 2009.
- Traffic at Kempton has increased by 1.36% since 2009.
- Traffic at Bothwell has increased by 13.48% since 2006.
- Traffic on Tea Tree Road before Back Tea Tree Road has increased by 27.20% since 2014.
- Traffic on Tea Tree Road after Back Tea Tree Road has increased by 38.72% since 2014.
- Between 2003 and 2021, light vehicle movements per day on Back Tea Tree Road have increased on average from 260 to 796.
- Between 2003 and 2021, heavy vehicle movements per day on Back Tea Tree Road have increased on average from 35 to 192. Since 2015 average of heavy vehicle movements has increased 256%.

Traffic Flow



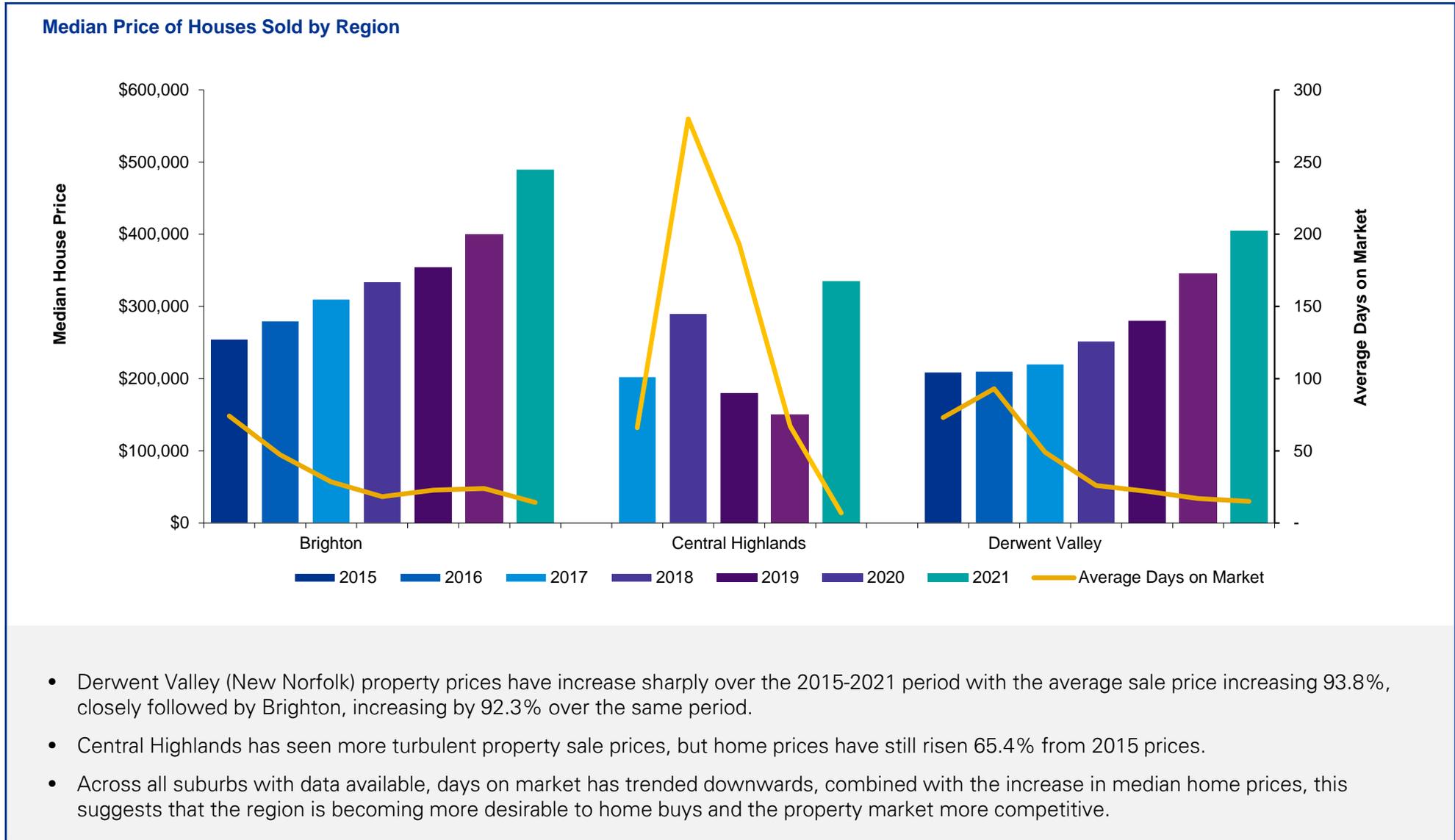
Building Approvals and Homes

Brighton has had the strongest growth of number building approvals and total rateable residential properties of the four councils, followed by Derwent Valley. Derwent Valley has seen a strong growth in the 2020-2021 value of development approvals. This has driven growth in rateable residential properties mainly in those two LGAs.



CDC Data provided by Councils, and , Collected by KPMG for the Department of Premier and Cabinet Local Government Division.

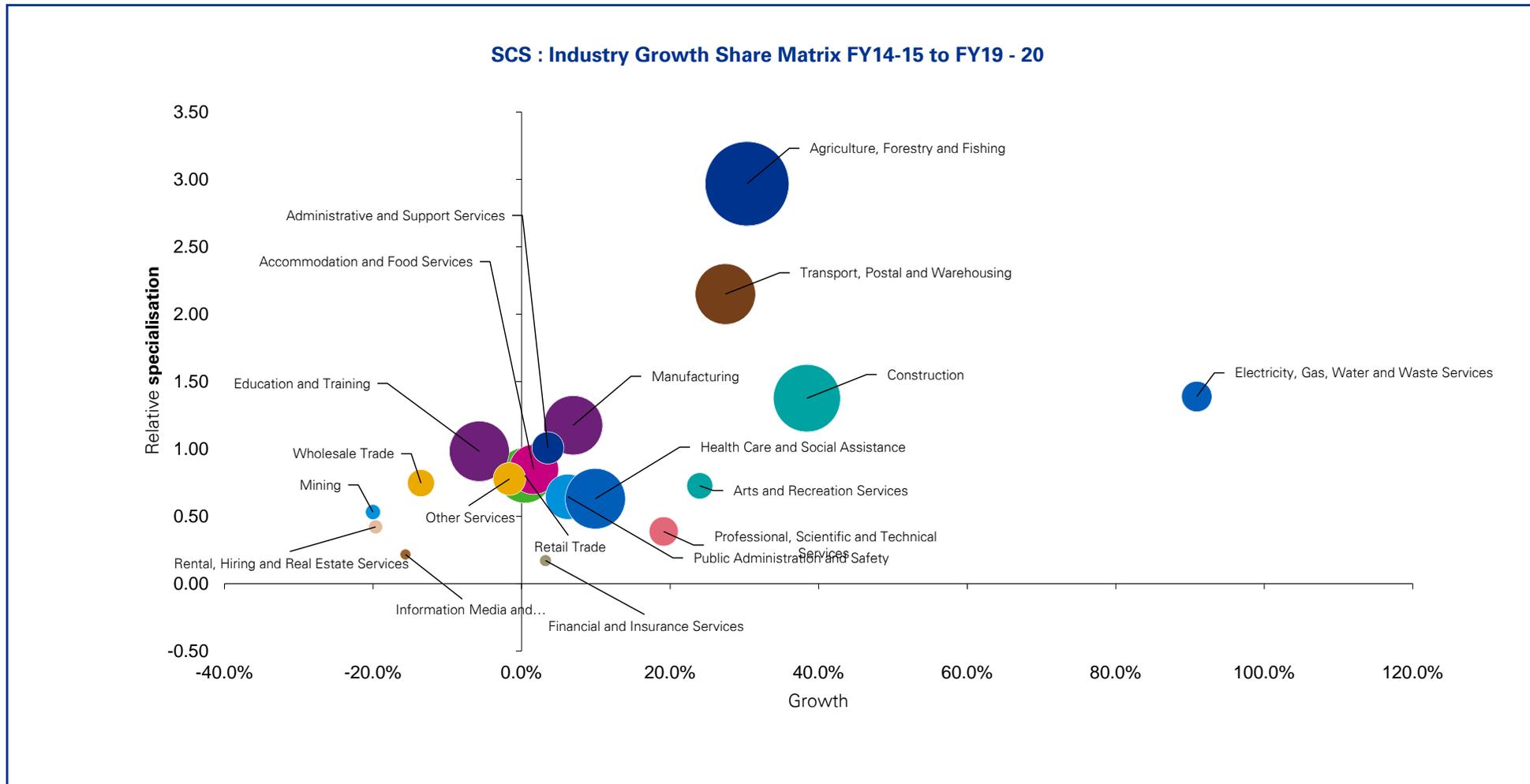
The Housing Market



REIT Suburb Reports, accessed 1/09/2021, <<https://reit.com.au/market-facts/suburb-reports>>

Industry growth

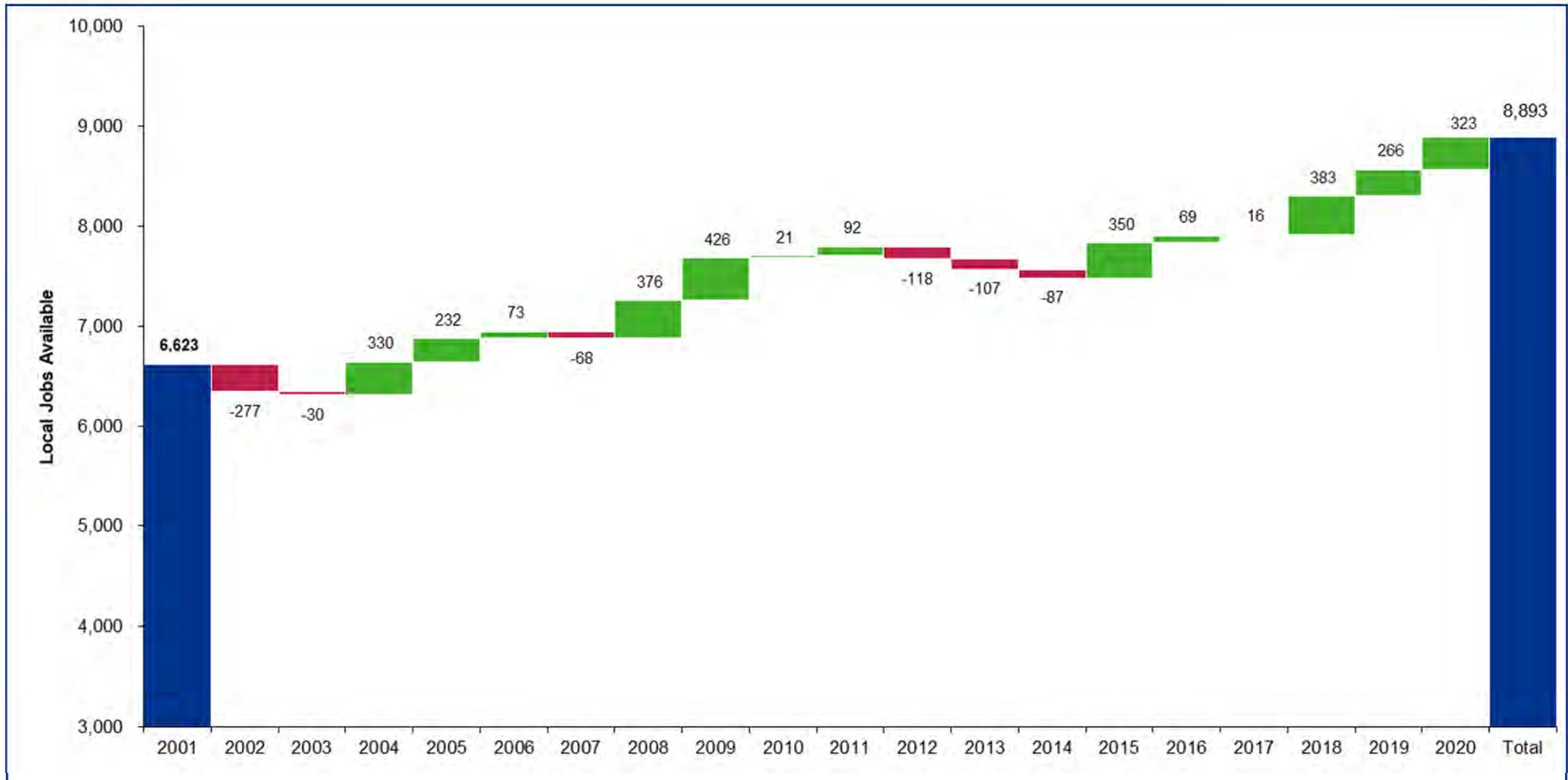
Agriculture, Forestry and Fishing, Transport, Postal and Warehousing and Construction have seen positive growth as large industries over the last 5 years. These sectors stand out and relatively more important to the region.



Size of each bubble represents the scale of the industry by employment in the SCS

Local Jobs

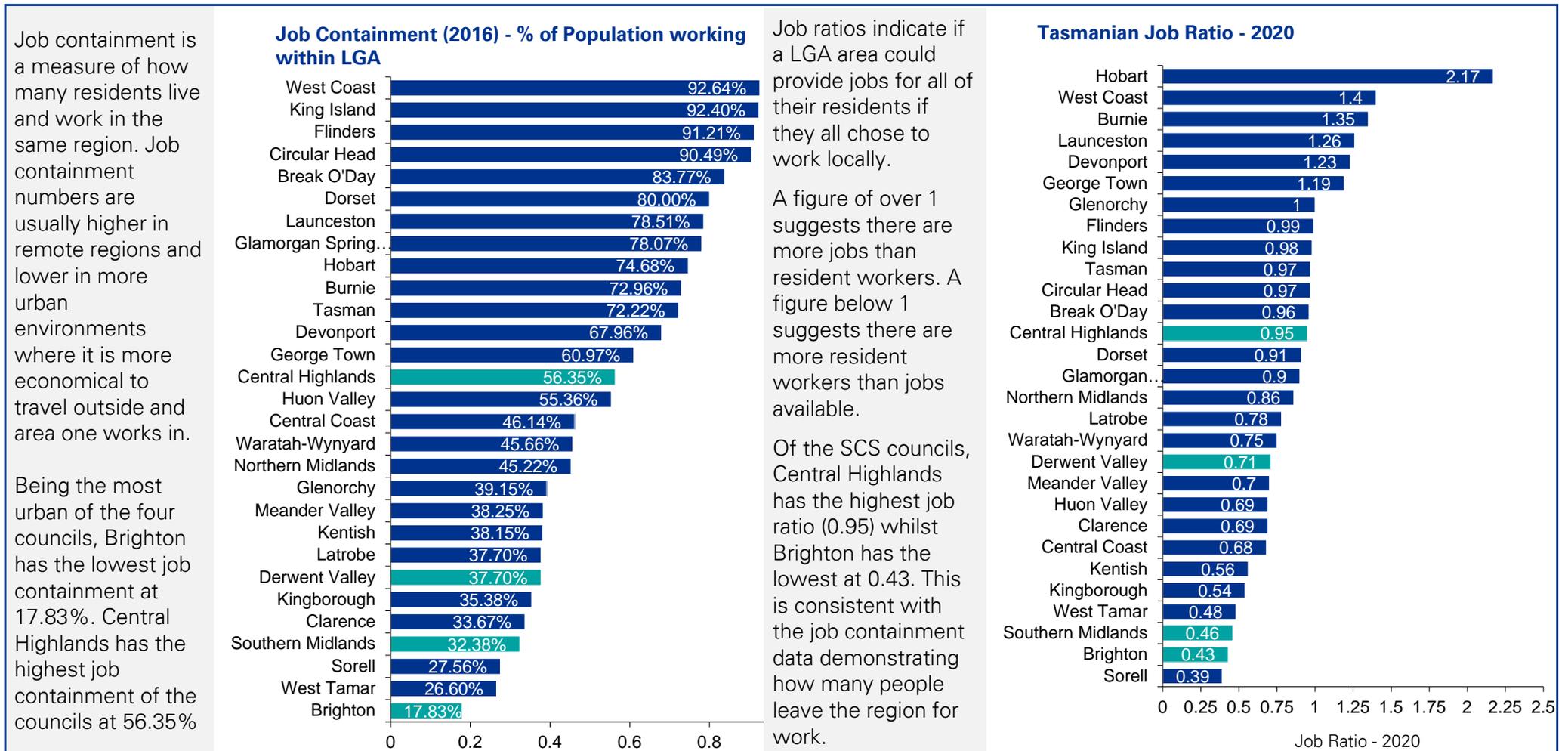
Local jobs across the SCS councils have seen steady growth over the last 20 years of around 34%, with local jobs increasing most years. Particularly strong growth occurred between 2015-2020.



ID Community, Local employment, accessed 21/08/2021 <<https://economy.id.com.au/tasmania/local-jobs>>

Job Containment and Jobs Ratio

Job containment numbers across the four councils are consistent with the broad trends in job containment based off the geographic location of a council area and their proximity to urban environments



4. Key initiatives in the region

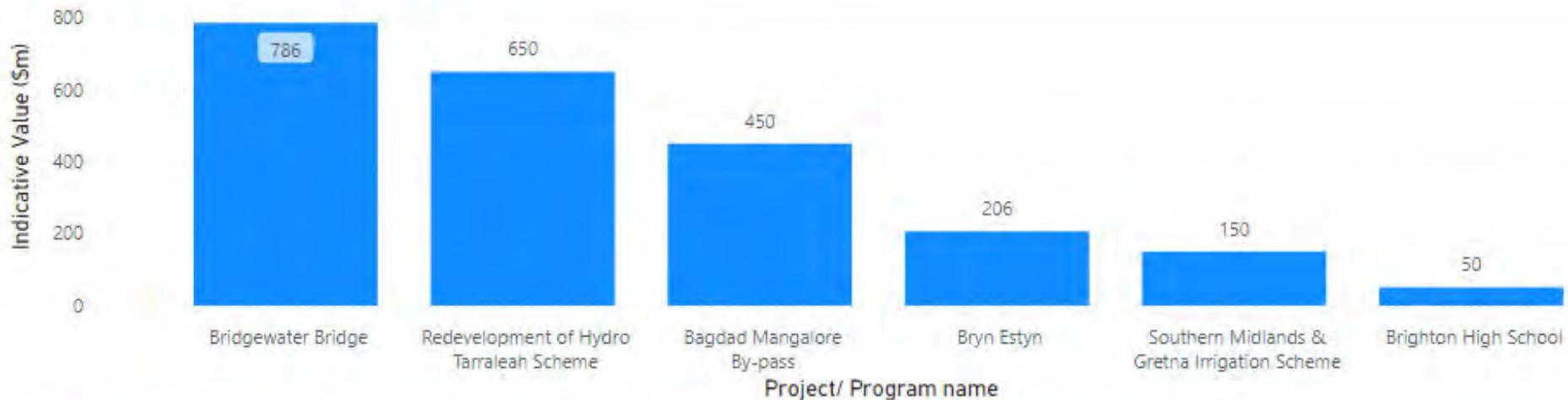
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AGENDA ITEM 17.2.4



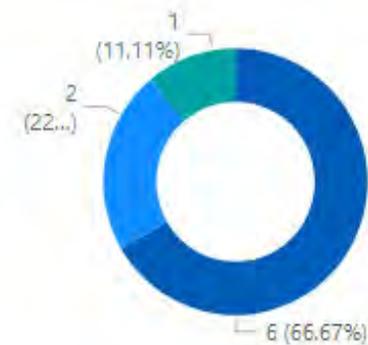
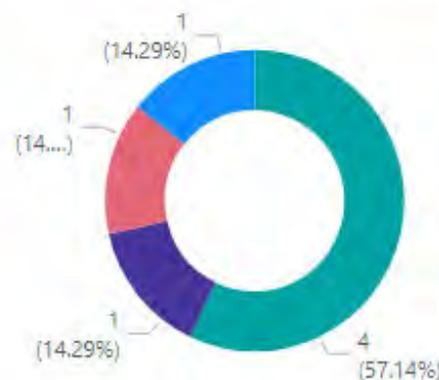
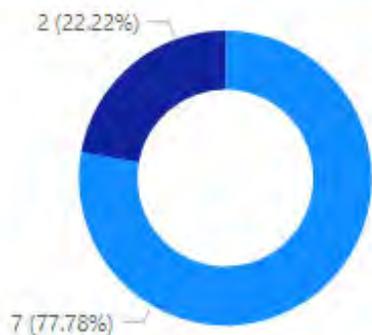
Game Changers

- The SCS region is set to benefit from several 'game changer' investments, of which around 57% are new ventures and 67% are in design. Combined, **these sum to around \$2.3B.**
- The Tarraleah Hydro Scheme (\$650M), the Bridgewater Bridge (\$786M) and the Bryn Estyn upgrade (\$206M) are major developments occurring (or planned) in the SCS that have impacts far beyond the immediate region.
- The Bagdad-Mangalore Bypass (\$450M estimate) and expanded irrigation schemes (\$150M estimate) will also transform the region, as will the proposed new Brighton High School (\$50M) region.

Indicative Value (\$m) by Project/ Program name



Sector Focus or Infrastructure enabler Primary Driver Stage of Project



Redevelopment of Hydro Tarraleah Tasmania

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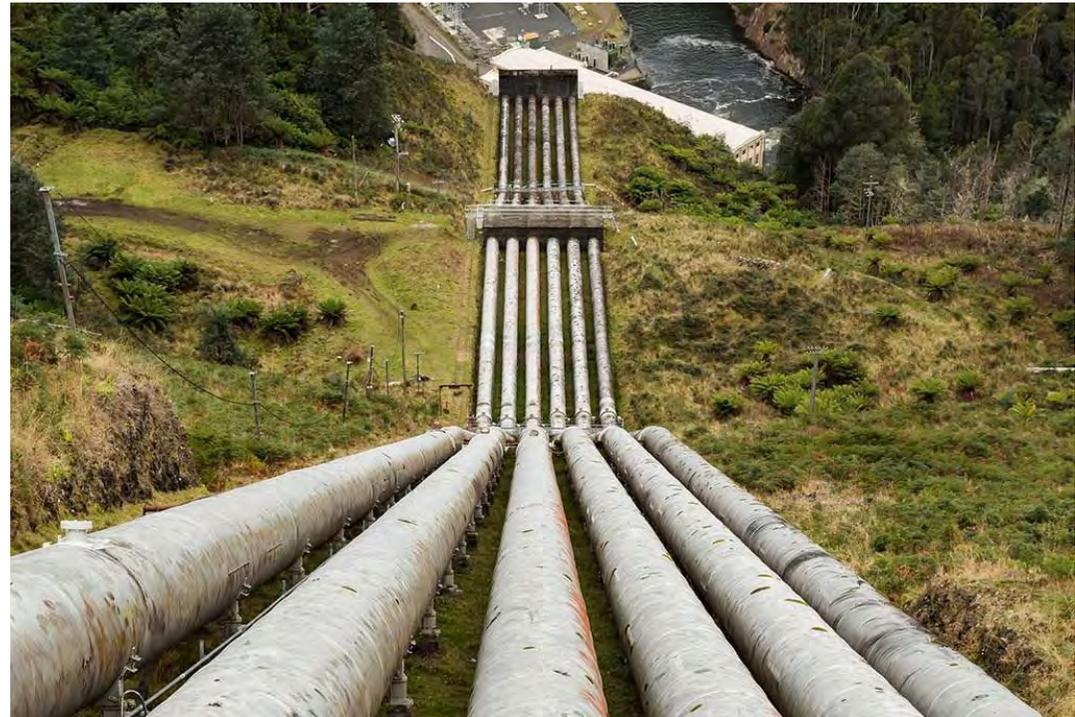
In December, the Tasmanian and Australian Governments announced a commitment to identify and refine support mechanisms for the project. A \$650 million redevelopment of Tarraleah could increase the scheme's responsiveness, flexibility and double its generation capacity. ”



Getting the most out of our existing hydropower generation is a key part of the *Battery of the Nation* initiative. The flagship project we've assessed is one of Tasmania's oldest hydropower schemes. The Tarraleah scheme in the Central Highlands was commissioned in the 1930s and produces around 630 gigawatt hours of energy each year (or 6.5%) of Hydro Tasmania's total production.

The Australian Renewable Energy Agency (ARENA) has provided \$2.5 million, matched by Hydro Tasmania, for a feasibility study to assess options for reimagining the scheme to deliver more renewable energy, more flexibly in the future. The technical part of our feasibility study is complete and we are now finalising the preferred asset management strategy to set Tarraleah up for long term success in a future energy market.

The Memorandum Of Understanding outlines a shared path forward for further progressing the new 1500MW interconnector Marinus Link and the pumped hydro and hydropower upgrade opportunities that form the Battery of the Nation.



[Hydro system improvement](#)

Bridgewater Bridge

“ The new Bridgewater Bridge is the largest transport infrastructure project in Tasmania’s history. It will strengthen Tasmania’s National Highway, connect local communities and will change the way people travel between the north and south of the state. ”



The new Bridgewater Bridge will have two lanes in each direction and interchanges at Bridgewater and Granton.

Other features include:

- a speed limit of at least 80km/h
- a shared path for cyclists and pedestrians
- safety screens and barriers
- a navigation clearance consistent with the Bowen Bridge

A grade separated interchange will connect the Brooker and Lyell highways. There will also be connections to local roads in Bridgewater and Granton.

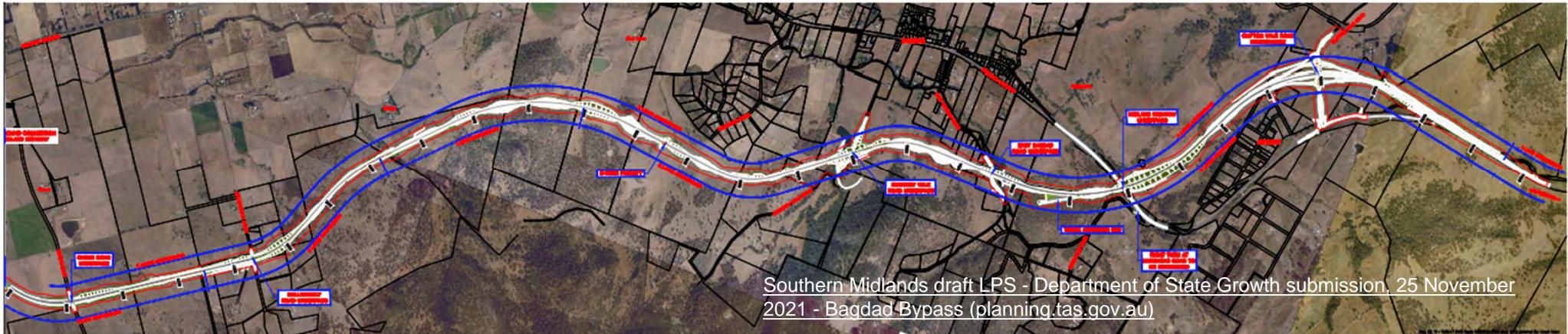
Rail isn’t part of the project, however the future use of the rail corridor won’t be prevented.

Many people have a strong connection to the bridge so work will be done with the community and the Tasmanian Heritage Council to look at how the heritage values of the river crossing can be recognised and promoted.



Bagdad - Mangalore Bypass

The Bagdad – Mangalore Bypass is identified as a key project in both the Tasmanian Infrastructure Strategy and the Southern Tasmania National Transport Network Investment Program. The project has been tested and deemed to have strategic merit, as it reflects jurisdictional objectives, policies and strategies. Recent cost estimates are in the order of \$450M.



The Bypass will see construction of approximately 17km of high-standard road, bypassing the Mangalore, Bagdad and Dysart areas. It will comprise two northbound lanes and a single northbound lane, with overtaking lanes provided where necessary in the southbound direction. The design ensures that the single southbound lane sections can be upgraded to dual carriageway in the future. Key benefits of the Bypass include:

- Improving efficiency by reducing travel times for both freight and passenger vehicles between the Southern and Northern regions of the State;
- Support the other projects in the Southern Tasmania National Transport Investment Program 2007-15, including the Brighton Bypass and Transport Hub, to deliver their full potential in terms of efficiency and capacity improvements;
- Reduce road trauma and maintenance costs, with an expected reduction of 90% in fatal crashes and 75% in injury crashes;
- Improve amenity in the townships to be bypassed, and provide opportunities for commercial and residential development.

[Burnie to Hobart Freight Corridor Midland - Mangalore to Bagdad Upgrades and future Bagdad Bypass.pdf \(stategrowth.tas.gov.au\)](#)

“The federal government has been saying they want shovel ready projects to keep the economy stimulated,” he said. “It’ll entirely free up to this road...it will once again be a residential road. You got some terrific communities along here. Mangalore, Dysart, Baghdad, people wanting to tree change along here, but they have to mingle with trucks doing 80 kilometres an hour. As you can hear, it’s very noisy, and it just is not a great mix.”

He argued that the bypass will keep trucks on the highway proper, speeding up north-south traffic on the Midland Highway and improve amenity for local residents.

“It’ll free up reserves,” he said. “Actual opportunities for more subdivisions, and possibly commercial subdivisions as well. So it’ll really enliven this part of the Southern Midlands (Municipality) and generate lots of jobs and economic activity. It’s a win win.”

[Mangalore Bypass is Shovel-Ready, says SM Mayor - Tasmanian Times](#)

“ The redevelopment of Bryn Estyn is a crucial project that will ensure TasWater can continue to provide its customers with safe and reliable drinking water for decades to come ”



The Bryn Estyn Water Treatment Plant (WTP) is greater Hobart’s primary source of drinking water, providing an average 60 per cent of the water supply needs annually. It was originally constructed in 1962, with capacity augmentations completed in 1972 and 1992.

The TasWater CDO is upgrading and expanding the plant to ensure it can continue to provide high quality drinking water and meet projected demand for years to come.

The projected is estimated to cost over \$200m.

The Bryn Estyn WTP Upgrade Project aims to:

- Lower the risk of water restrictions in the greater Hobart region
- Improve operational efficiency by increasing capacity and modernising infrastructure
- Enable the reliable supply of 160 million litres of water per day
- In-build the capacity to expand the water supply demand in the future
- Provide the highest quality drinking water for Tasmanians



[Water Treatment Plant Upgrade | TasWater](#)

Irrigation schemes



Midlands Irrigation Scheme

The Midlands Irrigation Scheme commenced operations in September 2014 and services the Campbell Town, Ross, Tunbridge, Woodbury, York Plains, Oatlands, Mt Seymour, Jericho and Kempton areas in central Tasmania. Irrigation water is sourced from Arthurs Lake – a water storage owned and operated by Hydro Tasmania. Water flows under gravity into storage at Floods Creek Dam.



Southern Highlands Irrigation Scheme

The Southern Highlands Irrigation Scheme commenced operations in November 2017 and services the Bothwell area in the Southern Midlands of Tasmania. Water is harvested into the Southernfield Dam from the Shannon River and delivered via 58.4km of pipe from the dam at Waddamana Road in the north to Bothwell, and south to Hollow Tree. A pipeline also runs east from Bothwell to Pitcairns Marsh.

Construction started	September 2012
Capacity	38,500 ML
Daily Flow rate	105 ML/Day
CAPEX	\$110.8M

Construction started	October 2015
Capacity	7,215 ML
Daily Flow rate	60.13 ML/Day
CAPEX	\$31.26M



Tranche 3 Projects under development (\$150M estimate)

Southern Midlands Irrigation Scheme (Southern Midlands - \$120M)

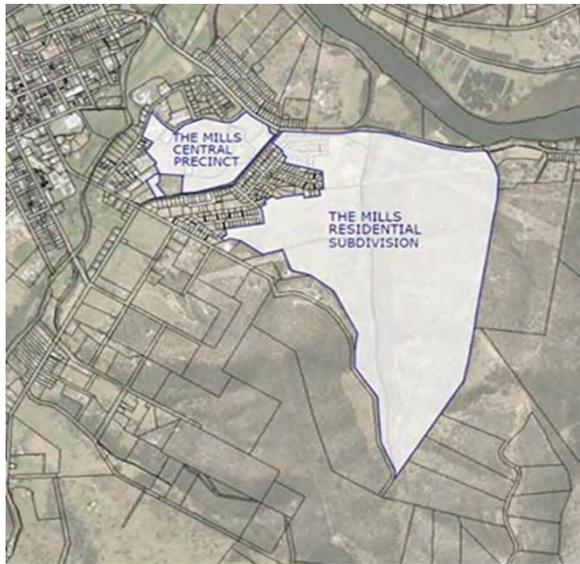
The Southern Midlands Irrigation Scheme will be located across the Central Highlands and Southern Midlands Council regions, with the potential to support irrigation activities in the Brighton Council region. The concept design is based on a 30,000 megalitre, 180-day summer irrigation season. Winter season water is also being explored. The proposed scheme consists of a low-lift pump station sourcing water from Hydro’s upper Derwent catchment, delivering through the Bothwell region with a lift pump station near Shiners Hill providing water through to Jericho and Kempton. The majority of Gretna is likely to be serviced via its own scheme. Principal production activities in the region include livestock, broadacre cropping, wool and a small amount of dairy, fruit & wine grapes.

Gretna Irrigation Scheme (Derwent Valley/ Central Highlands - \$30M)

The Gretna Irrigation Scheme will deliver high-surety irrigation water to landowners around Gretna in the Central Highlands and the Derwent Valley. Under the current concept design, water will be sourced from the River Derwent at Meadowbank and pumped to irrigators via two pump stations. Agricultural enterprises in the area include wool and lamb finishing, which is expected to expand to dairy, poppies, cereals, lucerne and fodder crops.

Residential and commercial development

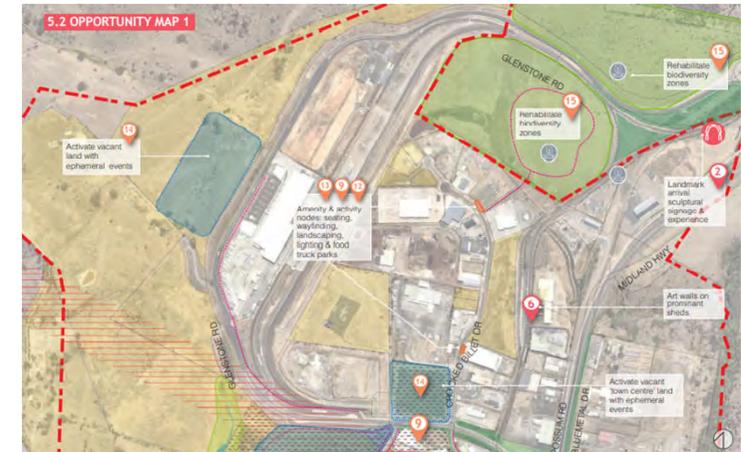
The Brighton and Derwent Valley LGAs are booming with residential and commercial development. Headlines include the Mills development in New Norfolk and the ongoing activation of the Brighton Transport Hub. Activation of the Norske Skog site into an industrial hub is also under active consideration, with the support of the Office of the Coordinator General.



The Mills, New Norfolk is a residential, retirement and commercial master planned community within the Derwent Valley of Tasmania. This new development comprises 700 residential lots, 200 house Independent Living retirement estate, Producers Market Co-Op, 100 bed hospital, 100 room 4-star hotel and a 120 person childcare / early learning centre. This will attract the growing cohorts of young families and retirees. **Other developments** include a 73 lot sub-division at Tynwald, 545 lots yet to be developed at Mills, 51 lots at Back River Road, Centacare is 52 lots and a proposed 120 lot infill in Oakdale Road.

Strategically located on the Derwent River and with over 570 ha of industrial and rurally zoned land, the **Boyer Industrial Hub** is ideally positioned to accommodate multiple business operations across a range of sectors. The site is well serviced, with ample supply of power, water and NBN, and has access to a range of resources, including valuable by-products and heat and waste residues, suitable for economic re-use across a variety of industries.

The site is complete with well-established infrastructure and workshops and provides direct access to inter-modal transport and freight options (including road and rail). Located 8 minutes (6.6km) from the heart of New Norfolk, the Boyer Mill is situated on the water side of Boyer Road, looking over the River Derwent. The site is only 36 minutes (35km) from the CBD of Hobart and 48 minutes (49km) from Hobart Airport.



The **Brighton Industrial Estate** has been an under utilised asset in Tasmania that presents valuable 'employment land' that will support local enterprise growth and job opportunities for a growing Brighton population.

Brighton Council engaged consultants to develop a new Brand and Placemaking strategy for the precinct.

The strategy sets a new vision and pathway, supported by practical actions, to reposition the Brighton Industrial Estate as an attractive prospect for future investors and support growth.

Opportunity maps, such as that illustrated above point to a future where the Hub is a desirable place to visit and work within.

Infrastructure enabler class

Over the next 2-5 years, the SCS region will see investment in enabling infrastructure and projects of approximately \$2.45B.



Social Infrastructure

	\$M
Brighton High School	50
Seymour Street upgrades	5
Bridgewater Gymnastics & Sports Centre	6
Cris Fitzpatrick Park & walkways	3
Bridgewater Parkland (Spine, car park, living stream, dog park, skate park, etc.)	3
Pontville Park upgrades - indoor sports, parking	6
GP clinics	3
Child care	4
Oatlands Aquatic Centre	10
School Farm	3.5
New Norfolk Town Centre and Urban precinct Design Strategy	3.5
Boyer Oval Redevelopment	7
Tynwald Park master plan upgrade	5
Kensington Park Sporting Precinct	30
High Street Revitalisation and inter-connectors Project	6.4

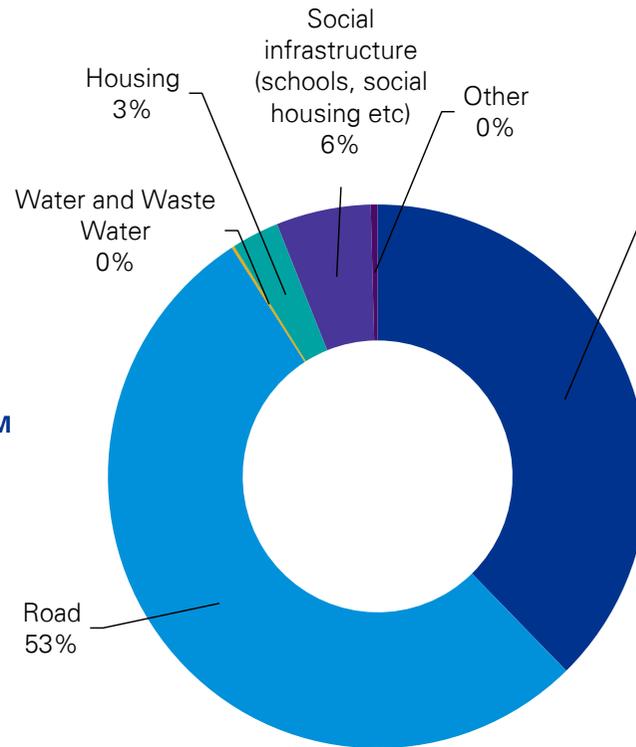
TOTAL \$145.4M



Road

	\$M
Road link - Brighton - Airport	40
Bridgewater Bridge	576
Andrew St	3
Baskerville Rd	4
EDH/Midland grade separated interchange	15
Mangalore/Bagdad bypass	450
key Road renewal projects	2
Back River Road Renewal project	3.6
Hobart Road/Glebe Road Intersection Project	6
Plenty Valley Road Renewal	1.7
Lachlan Road Renewal	1.6
Black Hills Road Upgrade	2.1

TOTAL \$1.105M



Energy

	\$M
Repulse Power Station - Refurbishments	27
Edgar Dam project	16
Brady and Bronte Dam upgrades - Campaign 1	8
Brady and Bronte Dam upgrades - Campaign 2	16
Gordon Power Station - Machine 1 - runner replacement	12
Gordon Power Station - Machine 3 - turbine replacement	14
Gordon Power Station access tunnel stabilisation	6
Boyer Substation - supply transformers - replacement	5
Bryn Estyn	206
Lake Fenton Pipeline (gateway) - water main renewal	6
Redevelopment of Hydro Tarraleah Scheme	650

TOTAL \$966M



Housing*

	\$M
New 400 lot housing sub-division	10
Alec Cambell infill sub (100 lots)	3
Jordan Downs infill sub (150 lots)	4
Old Beach infill sub (100 lots)	3
Centacare (52 lots)	30
Accommodation Facility (30 Plus Rooms)	18

TOTAL \$68M



Water and Waste Water

	\$M
Southern Midlands & Gretna Irrigation(tranche 3)	150
Honeywood WWTP upgrade (decom. Green Point)	?
Derwent Catchment River Health Plan	4

TOTAL \$154M

Other

	\$M
Waste transfer station	7
Waste and resource management	3.5

TOTAL \$10.5M

* In addition, in the DVC, note opportunities for 73 lot sub-division at Tynwald, 545 lots yet to be developed at Mills, 51 lots Back River Road, and proposed 120 lots infill in Oakdale Road

Sector Focus Areas

Over the next 2-5 years, businesses in the SCS growth sectors are set to invest approximately \$340M.



Advanced Manufacturing	\$M
Mitchells Plastic moulding	2



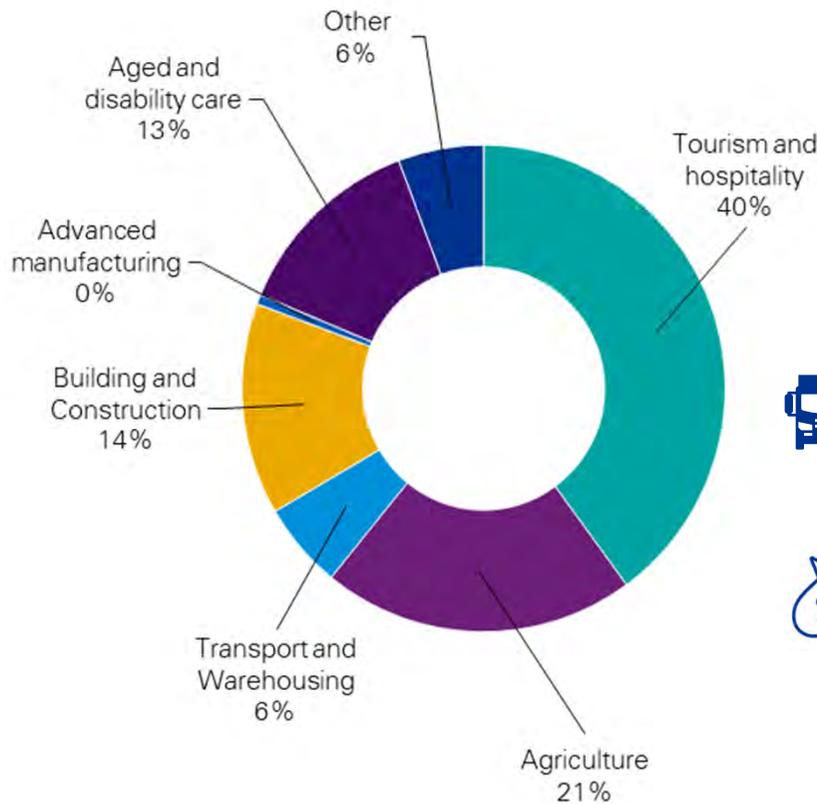
Aged and disability care	\$M
St Anne's upgrade	11
Noble Ventures Private Hospital	?
Noble Ventures Retirement Village	15
Corumbene Health Hub	10
Centacare	5
TOTAL	\$41M



Agriculture	\$M
Tassal Salmon Hatchery	46
Growth area expansion for medical cannabis	20
TOTAL	\$66M



Building and construction	\$M
Iden Road	1
East Bagdad Road, Bagdad (56 Lots)	2
Swan Street, Bagdad (14 Lots)	1
Main Street, Kempton (48 Lots)	3
Climie Street, Campania (50 Lots)	3
Callington Distillery (Bond Stores - 18) - Tunnack Main Road, Oatlands	10
Callington Distillery (Distillery) - High Street, Oatlands	16
Callington Distillery (Function Centre etc) - High Street, Oatlands	3
Callington Distillery (Cooperage & Bottling Plant) - High Street, Oatlands	3
Tivoli Green sub-division (500 lots)	2.5
Noble Ventures Child Care Centre	2.5
TOTAL	\$44.5M



Tourism and hospitality	\$M
Willow Court Tourism development	10
Callington Mill Tourism Precinct	7
Pressing Matters	5.5
Zoo Doo redevelopment	2
Noble Ventures Hotel and Park	40
Maydena Bike Park	2
Lark Distillery	30
Redevelopment Waddamana Village	?
Great Lake Hotel Village 5 stage development	20
Great Lake Trail	8
Bothwell Grange	?
Standing Camp Halls Island	0.5
Lark Distillery Bond Stores	4
Mt Field Rail	20
TOTAL	\$149M



Transport and Warehousing	\$M
Sigma Pharmaceuticals	8
Winc	10
TOTAL	\$18M

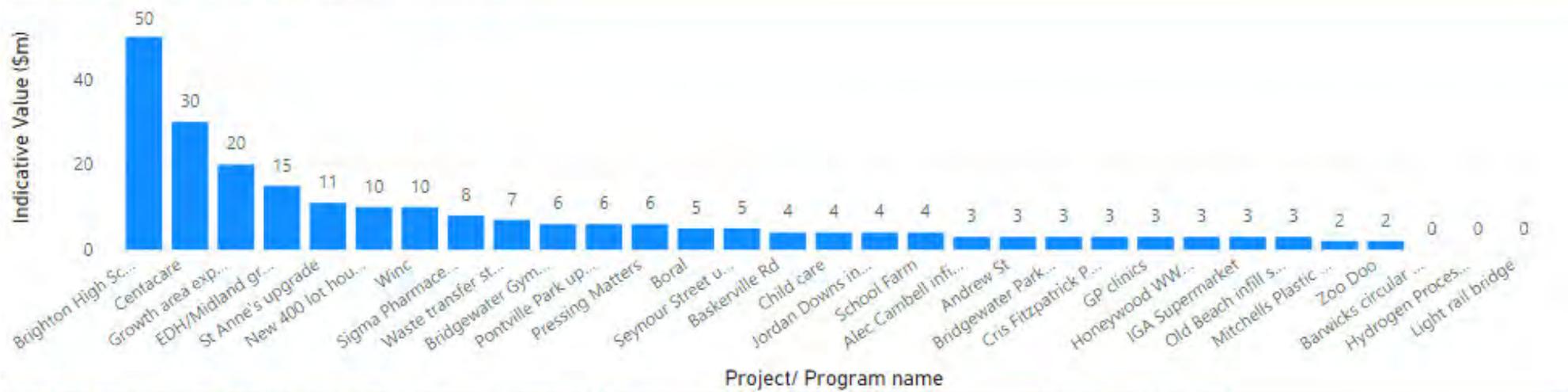


Other	\$M
Barwick's circular economy	?
IGA Supermarket	3
New batching and other facilities	5
Circular economy hub	10
TOTAL	\$18M

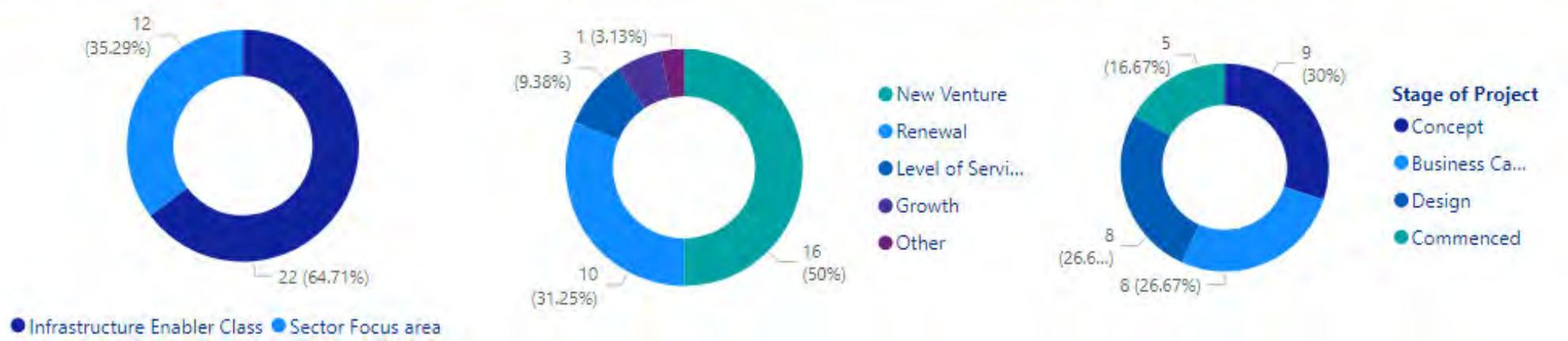
Brighton Council

- Total CAPEX of approximately \$1.059M including the Bridgwater Bridge (\$786M) and Brighton High School (\$50M) 'Game Changers'.
- Brighton has a number of meaningful infrastructure projects, driven primarily by the infrastructure enabler class (64.71%).
- Half of all the projects in Brighton are new ventures. Key infrastructure enabler classes for Brighton are Social infrastructure, Housing and Roads.

Indicative Value (\$m) by Project/ Program name

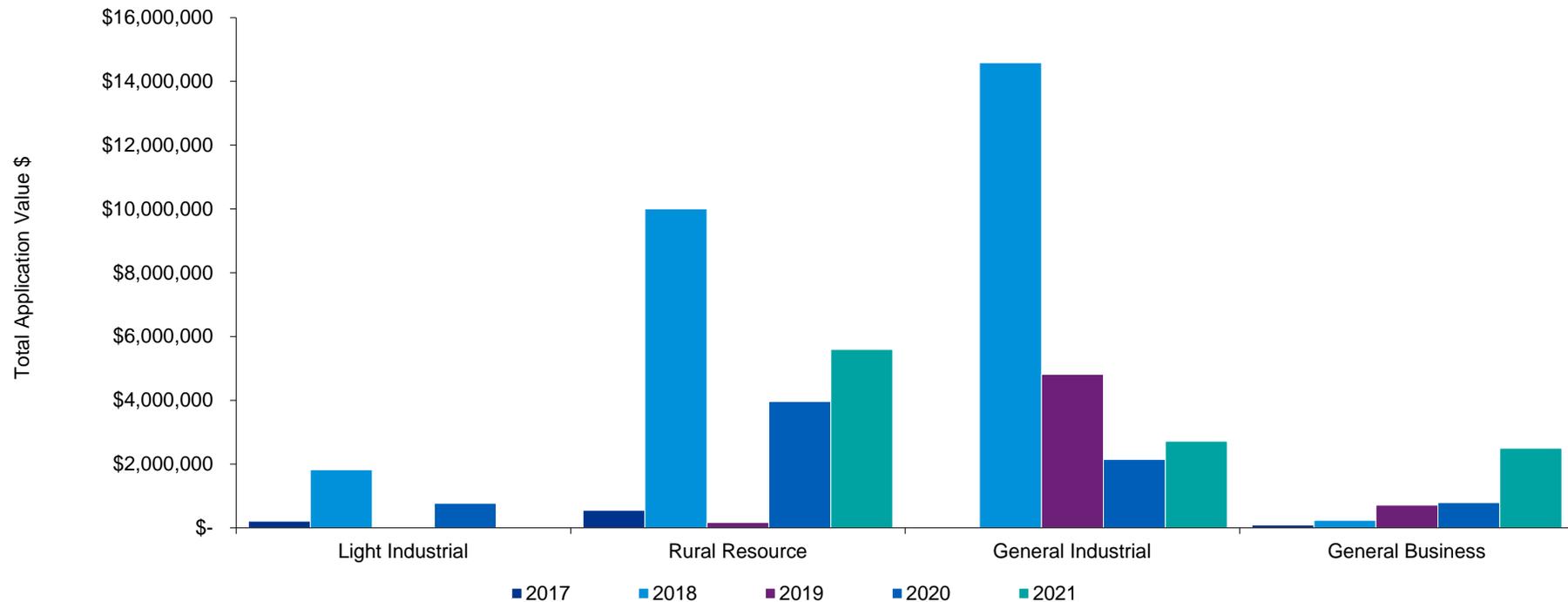


Sector Focus or Infrastructure enabler Primary Driver Stage of Project



The Brighton LGA has been the focus for industrial development in the SCS with the development of the Industrial Hub. General Industrial has been the major category for development applications at Brighton, due to some large applications in 2018. Rural Resource is the second largest category by value, with almost half of the value derived from one application.

Total Application Value by Category - Brighton

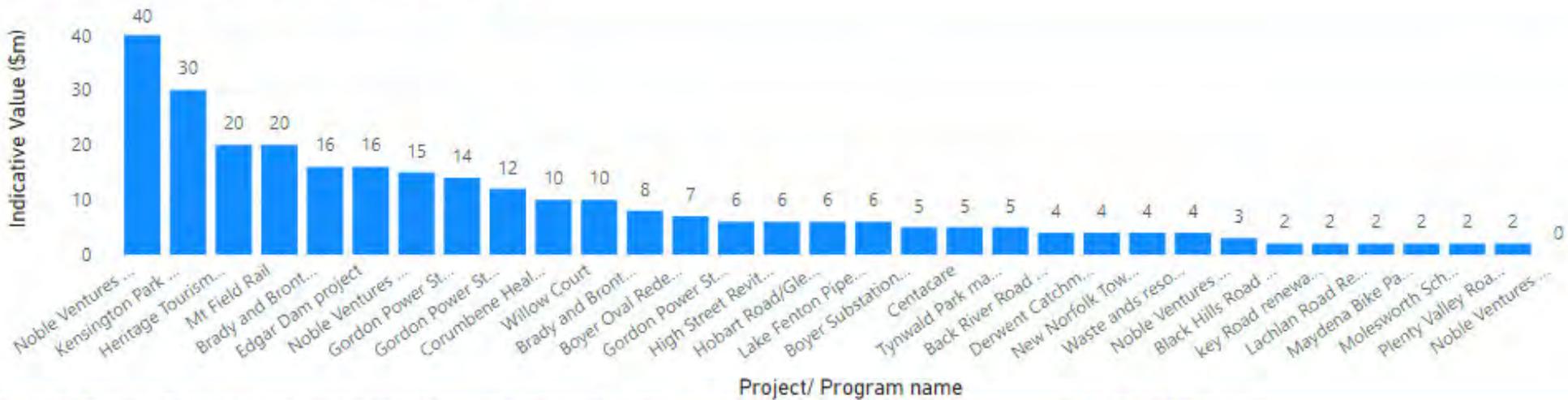


Since 2017, Brighton has received \$53.61M of applications for industrial and commercial developments. General Industrial was the largest category for Brighton over the period, representing 45.32% (\$24.3M) of applications. 2018 saw a number of significant applications for General Industrial development projects, including Storage warehouse and Food services (\$9.75M), a Sawmill expansion (\$1.5M) and Equipment and Machinery sales(\$1.5M). Rural Resource also had significant application value in 2018, with a Highway Services Centre (\$10M) being much larger than the other yearly totals. Overall, Rural Resource was the second largest category (37.83%, \$20.28M). General Business (\$4.34M, 8.09%) and Light Industrial (\$2.81M, 5.24%) are the next largest, with the remaining categories of Significant Agriculture, Rural Living, General Residential, Utilities, Agriculture and Village applications totalling \$1.88M for the period.

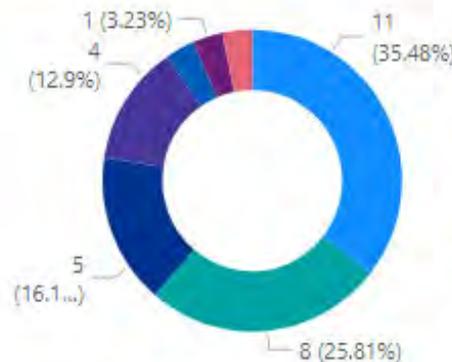
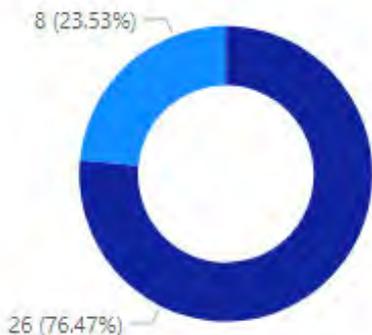
Derwent Valley Council

- Total CAPEX of approximately \$498.1M, including the \$206M Bryn Estyn 'Game Changer'.
- Derwent Valley Council has large number of mid-sized projects, particularly in the energy enabler class. There is also a pipeline of smaller sized projects under \$5M. Noble Ventures feature with four projects worth around \$60M.
- Infrastructure enabler class is a large driver for Derwent Valley (76.47%), with a large focus on renewal (35.48%) and new ventures (25.81%)

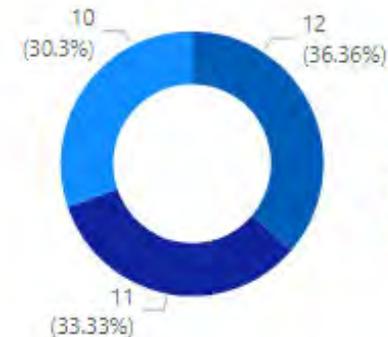
Indicative Value (\$m) by Project/ Program name



Sector Focus or Infrastructure enabler | Primary Driver | Stage of Project



- Renewal
- New Venture
- Maintenance
- Growth
- Level of Servi...
- Other
- Regulatory C...



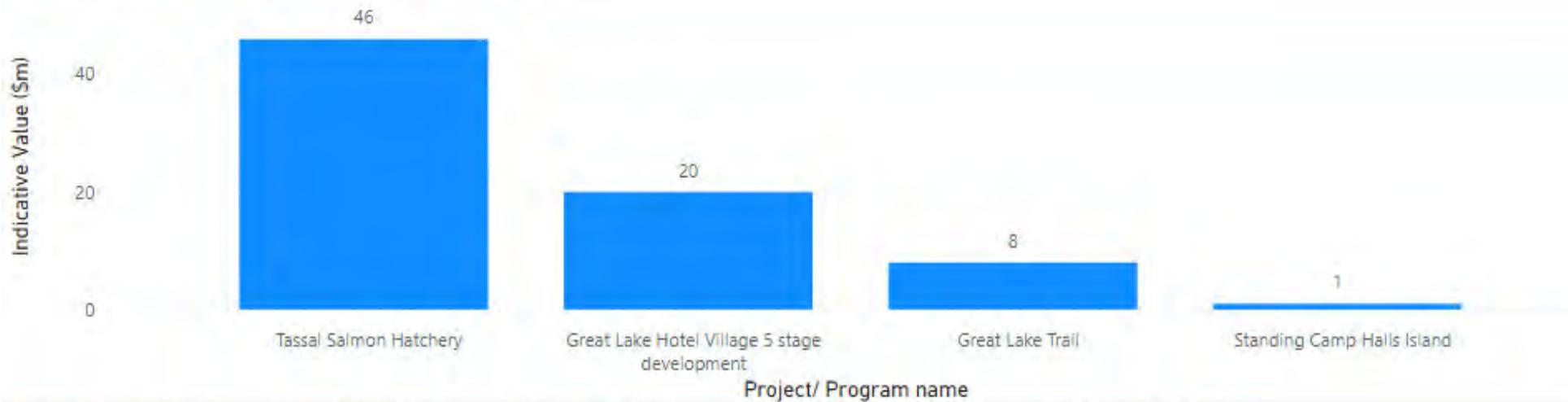
- Stage of Project
- Design
- Concept
- Business Ca...

● Infrastructure Enabler Class ● Sector Focus area

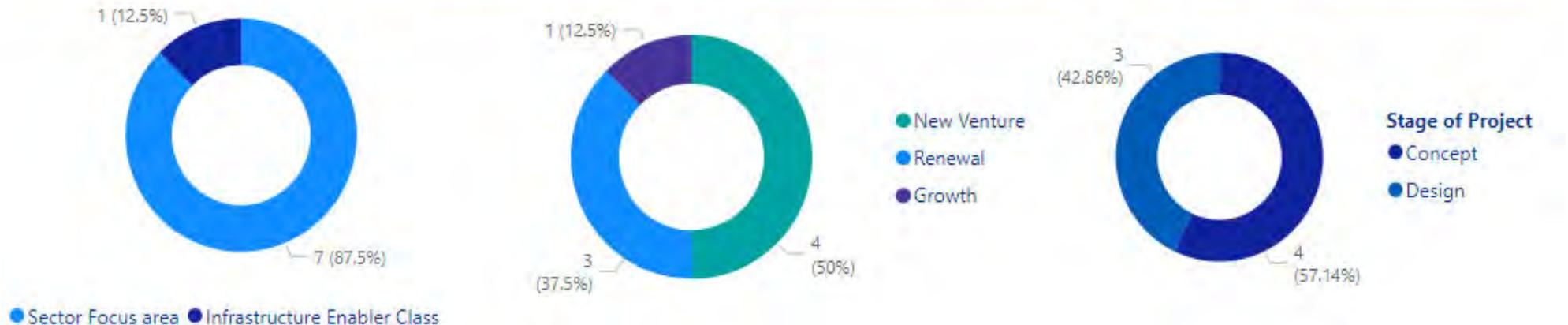
Central Highlands Council

- Total CAPEX of approximately \$724.5M including the \$650M Tarraleah Power Station 'Game Changer'.
- Central Highlands Council has several sector focussed infrastructure projects (87.5%) driven by the private sector.
- Large projects are planned for the region by Tassal and Great Lake Hotel.
- Half of the projects in the Central Highlands are new ventures, signifying some private sector confidence in the region's future.

Indicative Value (\$m) by Project/ Program name



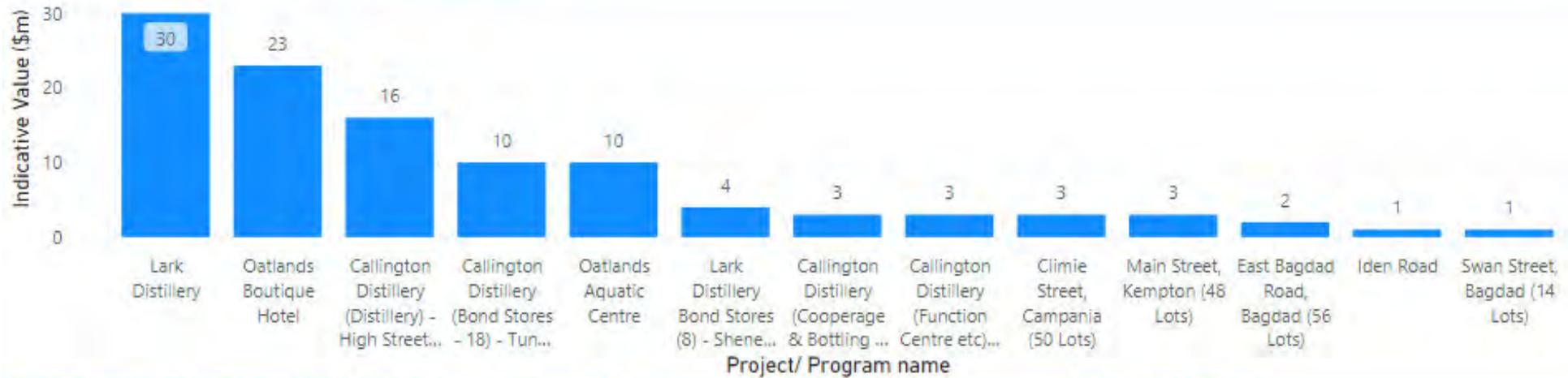
Sector Focus or Infrastructure enabler | Primary Driver | Stage of Project



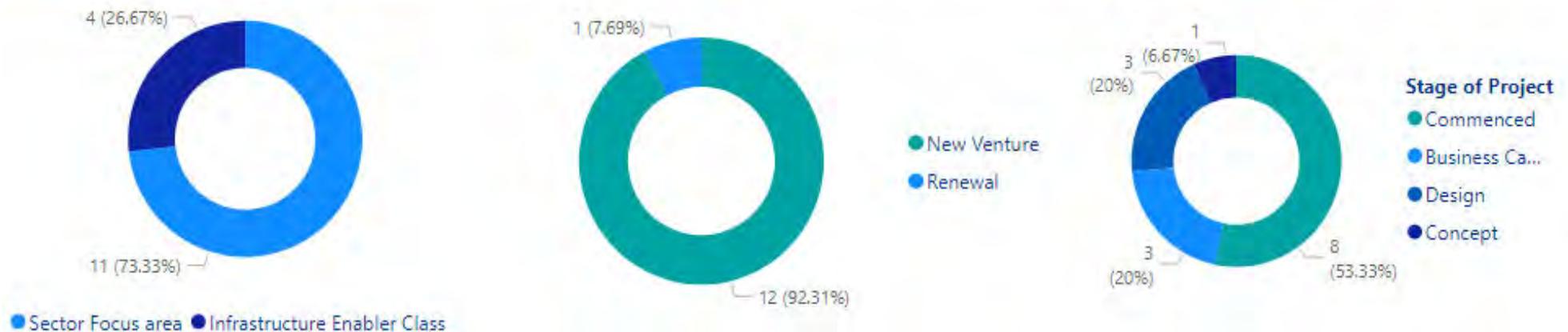
Southern Midlands Council

- Total CAPEX of approximately \$709M including the \$450M Bagdad-Mangalore Bypass and the Irrigation Scheme 'Game Changers'.
- Southern Midlands has some larger sized projects planned for the region largely driven by the tourism and accommodation industry, including Lark Distillery, Callington Distillery and Oatlands Boutique Hotel.
- 92.86% of the projects in the region are new ventures, with the remainder being renewal.
- Half of the projects have already commenced.

Indicative Value (\$m) by Project/ Program name



Sector Focus or Infrastructure enabler | Primary Driver | Stage of Project



5. The emerging issues



Attachment
AGENDA ITEM 17.2.4

All of the SCS Councils have their own strategic plans that provide insights into the infrastructure related pain points and priorities each council aims to pursue. The table below sets out the key points from those documents. Further detail can be found in Appendix A.

		Sector Focus Areas			
		Brighton	Derwent Valley	Southern Midlands	Central Highlands
Infrastructure Enablers	Water and waste water	<ol style="list-style-type: none"> There is a need for greater growth investment in infrastructure from TasWater & need for headworks system / infrastructure charging system 		<ol style="list-style-type: none"> Monitor the future demand for sewerage services in areas zoned for future residential, commercial and industrial development in partnership with the Water Authority Investigate the future demand for water services in areas zoned for future residential, commercial and industrial development in partnership with the Water Authority Advocate for Developers and the Community to the Water Authority in respect of service level equity 	
	Irrigation				<ol style="list-style-type: none"> Support the implementation of the Southern Highlands Irrigation Scheme
	Energy	<ol style="list-style-type: none"> Encourage renewables and hydrogen production 			
	Roads	<ol style="list-style-type: none"> Completion of new Bridgewater Bridge Long term road maintenance and upgrade plan Explore handover of key freight routes (Brighton-Airport) to state government Explore commuter ferries 	<ol style="list-style-type: none"> Promote community response to Federal Black Spot Eradication Programs Sealed road access to connect us to the Huon Valley Improve tourist road quality, especially sealed all-year access roads, e.g. Lake Dobson Road 	<ol style="list-style-type: none"> Continue to seek opportunities to increase funding for road maintenance and construction from Commonwealth and State Governments Seek new, cost effective sources of road materials suitable for road maintenance Continue to work with the Department of State Growth (DSG) to improve the safety and standard of the Midland Highway and other State Roads along with road junctions Ensure that appropriate sight distances are maintained, for key transport routes, through effective roadside vegetation management / road realignment 	

Council plans and priorities

All of the SCS Councils have their own strategic plans that provide insights into the infrastructure related pain points and priorities each council aims to pursue. The table below sets out the key points from those documents.

		Sector Focus Areas			
		Brighton	Derwent Valley	Southern Midlands	Central Highlands
	Rail	<ol style="list-style-type: none"> 1. Light rail connection 2. Maximise the value and use of the rail asset 			
	Housing	<ol style="list-style-type: none"> 1. Housing options for disadvantaged youth 2. Future developments provide a variety of housing styles and block size 	<ol style="list-style-type: none"> 1. Develop and implement a masterplan for the Willow Court precinct 		
	Communications		<ol style="list-style-type: none"> 1. Advocate for access to new and improved existing phone and internet for the entire Derwent Valley 	<ol style="list-style-type: none"> 1. Seek opportunities to facilitate the provision of cost effective broadband and mobile telecommunications access across the municipality 	
	Social infrastructure (schools, hospitals, recreation facilities)	<ol style="list-style-type: none"> 1. A new Brighton High School 2. Address major shortages GPs and health services 			

Current Pain Points



Water and Waste Water

1. "TasWater has flagged that it intends to send the majority of Hobart's Waste water to Honeywood Waste Water Treatment Plant. This would include **decommissioning of a number of existing Waste Water Treatment Plants** around greater Hobart."
2. "TasWater was **unable to accept 35,000 litres** of water from the new Oatlands Aquatic Centre every 7-10 days to backwash the water. TasWater's limit was 160 litres/ day. Council will now stockpile and treat the water for other uses, such as fire protection, but the solution points to deficiencies with this infrastructure"
3. "There will be **pressure on the existing WWTP** in New Norfolk with the addition of all of the new homes that will be developed"
4. "The **WWTP at the Norske Skog** site may also need investment if that area is to evolve into an industrial hub"



Roads

1. "The **roads between Brighton and the Airport** (Back Tea Tree Road etc) are not adequate for the volumes of freight being carried. State Government needs to take over this route. It meets the test to become a state road"
2. The **Highway from Granton to New Norfolk** will need to be dual-lane both ways to deal with the expanding population and visitor numbers"
3. "Budget for Bridgewater Bridge means 80 km/h speed limit and loss of rail link. **Connectivity to local infrastructure gaps (pathways, cycle way, etc.)**"
4. "**Local road network** upgrades required generally, and **improvements to tourist roads** such as Lake Dobson."
5. "Works commenced in stages. Currently in poor condition and safety issues."
6. "A grade **separated interchange at East Derwent Highway/Midland intersection** has been flagged with previous Bridgewater Bridge projects. Not enough funding for it this time round."
7. "The reactivation of the forestry industry is **increasing the volumes of heavy vehicles**, which is causing more rapid road deterioration."
8. "Coupled with the Bridgewater Bridge works, any project for Battery of the Nation work or other work by Hydro (i.e. Tarraleah, Gordon and Scott's peak/Edgar dam upgrades will have **significant traffic impacts**")



Communications

1. "Communications is still a limitation **in the remote areas of the region (Derwent Valley, Central Highlands and Southern Midlands)** and became a more prominent issue during the bushfires"

Current Pain Points



Housing

1. "Lack of **Sewer Services & Infrastructure contribution framework**". Brighton Structure Plan 2018 identifies that 60ha of land outside the existing Urban Growth Boundary (UGB) is required to accommodate the projected population growth. This site is nominated as an area for investigation. The project would require infill development of several rural living lots and would require sewer, water, stormwater and road upgrades. The number of landowners makes delivery of public infrastructure difficult and **a comprehensive infrastructure contributions framework is required** (LGAT working advocating State Gov for this)."
2. "Centacare Evolve have built over 400 houses for housing Tasmania since 2015, with 100s more planned. The majority of this housing has been social housing. The **increase of social housing in these areas is creating significant infrastructure gaps** including access to health and education, public transport, community centres, parklands, walking and cycling infrastructure, etc. "
3. "**Additional vehicles** entering Midland Highway, Bagdad due to expansion of housing at Bagdad."



Rail

1. "Council has long advocated for a **light rail** to come to Brighton on the existing corridor. "
2. "The **light rail corridor should be retained** as part of the Bridgewater Bridge design."
3. "Councils support exploring **ferry services** combined with park and ride"

Social
Infrastructure

1. "Provision of **sewer and associated infrastructure upgrades** on Elderslie Rd/ Brighton Rd (footpaths, bike lanes, roundabouts etc.)"
2. "Master Plan developed but **upgrade of soccer facilities** is needed to accommodate growth. Requires federal funding"
3. "Existing **Hobart gymnastics in Bridgewater** is at capacity. A larger facility needed"
4. "**Chis Fitzpatrick Park** master plan prepared in 2020. Federal and state funding will enable 2023 completion."
5. "Parks have been constructed in accordance with Bridgewater Parkland Master plan. **Infrastructure gaps for walkways and parking need** to be completed, as well as dog park, stream upgrades, skate park and jetty."
6. "There is a **significant shortage of GPs in Brighton and Derwent Valley**. A GP clinic is being designed for 209 Brighton Rd" but the issue of access to health services will remain across the SCS."
7. "Council has sold heritage building at 23 Menein Drive **for child care**. Restoring heritage building is costly."

Current Pain Points – industry sectors



Tourism and
Hospitality

1. "Just completed a Master Plan for **upgrading Zoo Doo**. This should bring more visitors to the region."
2. Again **Middle Tea Rd** condition could be an issue."



Agriculture

1. "Under **supply of current power**"
2. "Biosecurity, river health, flood management"

6. Infrastructure priorities

Attachment
AGENDA ITEM 17.2.4



Summary regional SWOT

Attachment
AGENDA ITEM 17.2.4

Based on the analysis set out in the previous sections, the following regional SWOT has emerged. This offers guidance as to where the infrastructure priority investments should be focussed.

Strengths/ Features

1. Natural scenic and built tourism assets – New Norfolk Village, Oatlands, Mt Field, Central Highlands etc.
2. Water supply/ irrigation is largely in place the support agriculture
3. Abundant, clean water resources along the Derwent catchment
4. Transport/ industrial/ light manufacturing hub in Brighton with scope for expansion
5. Private sector financial capacity to progress projects without significant government investment
6. Midland Highway upgrades from Southern Midlands to Brighton
7. Jobs growth and GRP growth over the last 20 years

Strategic opportunities

1. Expansion of agriculture in the Southern Midlands
2. Tourism growth to the region, especially Derwent Valley
3. A number of significant private sector led development projects
4. Commitment to develop the replacement Bridgewater Bridge
5. Opportunity to fund the Bagdad-Mangalore Bypass
6. Commitment to construct a new high school at Brighton
7. Wind farm expansion in the Central Highlands
8. Battery of the Nation developments in the Central Highlands
9. Re-activation of the forestry industry in the Derwent Valley
10. Tasmanian Waste Action Plan providing funding for waste and resource recovery initiatives

Weaknesses/ barriers

1. Commuter bottlenecks at Granton and inefficiency of public transport
2. Need for improved freight transport routes including connection between Derwent Valley, Brighton and Airport at Cambridge
3. Low job containment as many residents work outside of their LGA
4. Limited public transport options from beyond Brighton and New Norfolk, driving higher reliance on vehicles to get to work
5. Mobile communication black spots in the Central Highlands, Southern Midlands and Derwent Valley

Strategic threats

1. Population forecasts less favourable outside of Brighton and Derwent Valley
2. Impact of population growth and added economic activity on commuter transport in the region
3. Generally lower socio-economic profile and educational performance across the SCS
4. Rising house prices and declining affordability for home seekers
5. STRLUS is impacting on development opportunities
6. Availability of funding from State for major road works
7. Cyclical tourism – still peaks and troughs in the outer regions
8. Uncertain impacts of rebound from COVID-19 and re-opening of borders

Infrastructure priority assessment framework

There are range of potential responses to the drivers of change and the issues/ pressure points that have been identified in the previous sections of the report.

In order to present this analysis, the potential responses have been filtered according to:

- Capital expenditure that may be required
- The relative effort required
- The potential benefits, and
- The timeframe for those responses to be put in place.

This results in a 'bubble chart' that presents:

- 'Quick win' – lower effort, higher benefit, shorter time frame
- 'Longer game' – higher effort, higher benefit, longer time frame
- 'Not sure' – higher effort, lower benefit, long time frame
- 'Worth a look' - lower effort, lower benefit, shorter time frame

Further discussion of these responses is provided in this section.

High-level assessment criteria	
Capital expenditure estimates	
1. Low	less that \$1M
2. Moderate	\$1-\$5M
3. Medium	\$5-\$20M
4. Large	\$20-\$50M
5. Very large	\$50M+
Relative effort assessment	
Low	Comparatively easy and rapid implementation
Medium	Moderately complex, medium term implementation
High	Highly complex and lengthy implementation
Relative benefit assessment	
Low	Comparatively small and confined overall potential benefit
Medium	Moderate overall potential benefit
High	Comparatively high and widespread potential benefit

Potential responses to the challenges

Water, waste water and irrigation



Water and waste water have emerged as contributing to some pain points for some parts of the SCS. As owners of TasWater, the SCS councils can use that influence to advocate for their communities. Reforms to headworks policies will require a broader response coordinated with the Tasmanian Government.

The SCS region is well served with existing irrigation schemes, which will continue to improve with Tranche Three – Phase 2 of the Southern Midlands Scheme and the Gretna Irrigation scheme. Those expansions will further position the SCS as a key part of Tasmania’s vision to be the ‘food bowl of the nation’.

No.	Potential responses	Who	Capex	Effort	Benefit	Approach	Timeframe		
	The potential responses to the issues are...		Range	L,M,H	L,M,H		1-3	3-5	5-10
1	Continue to advocate for reforms to developer headworks charges to promote	Councils	N/A	L	H	Quick win	→		
2	Continue to advocate for the SCS region in dealing as an owner with TasWater	Councils	N/A	L	H	Quick win	→		
3	Augment and upgrade WWTPs in the region to prepare for the rapid escalation of population as the subdivisions come on line	TasWater/ Councils	N/A	H	H	Longer game		→	→
4	Advance the roll-out of the Southern Midlands and Glenora Schemes	Tas Irrigation	\$120- 150M	H	H	Longer game		→	→
			\$120- 150M						

Potential responses to the challenges

Road and rail



Road and rail continue to be at the forefront of the pressure points in the SCS, especially around the Brighton and New Norfolk LGAs. The \$600M Bridgewater Bridge replacement is a marquee project that will transform the region. The proposed Bagdad-Mangalore Bypass is also now essential. Pressure points are emerging in other areas as the region attracts more people, more visitors, and grows its agricultural output and freight capacity through the Brighton Industrial hub.

No.	Potential responses	Who	Capex	Effort	Benefit	Approach	Timeframe		
							Range	L,M,H	L,M,H
1	Advocate to State Roads to take over the road link between Brighton and Cambridge and invest to make that corridor suitable for the carriage of freight from the agricultural and industrial growth sectors in the SCS region	Councils/ State Roads	\$50M+	H	H	Long game			
2	Advocate to State Roads for major road funding to be included in the forward works program for the planning and upgrading of the road link between Granton and New Norfolk	Councils/ State Roads	\$50M+	H	H	Long game			
3	Continue to invest special purpose Road to Recovery and Black Spot funding to make incremental improvements to the SCS councils road network	Councils	\$20-50M	M	H	Quick win			
4	Continue to make incremental improvements to the SCS councils major tourist roads	Councils	\$20-50M	M	H	Quick win			
5	Investigate park and ride options along the lines now being implemented in Sorell and Kingston, as options to reduce to increase in vehicle movements	Councils	\$50M +	M	H	Long game			
6	Provide funding to finalise design and undertake the Bagdad-Mangalore Bypass	Federal and State	\$450M	H	H	Long game			
			\$700M+						

Potential responses to the challenges

Housing and social infrastructure



The rapid population growth in the southern LGAs in the SCS, Brighton and Derwent Valley, is leading to some growing pain points as social infrastructure struggles to keep pace. Issues emerging with child care, health care, waste management, sport and recreation facilities and other community infrastructure are becoming apparent. The new Brighton High School and ongoing upgrades at Jordan River will go some way, but more needs to be done to expand those allied services that are needed for a region to be more self-sufficient.

No.	Potential responses	Who	Capex	Effort	Benefit	Approach	Timeframe		
			Range	L,M,H	L,M,H		1-3	3-5	5-10
1	Continue to facilitate and expand investment in social and affordable housing through organisations such as Centracare Evolve Housing	Councils and partners	\$50M+	L	H	Quick win	→		
2	Complete and implement the targeted study into Community Infrastructure	Brighton Council	\$5-20M	M	H	Long game	→		
3	Continue to invest in minor streetscape beautification initiatives to encourage community pride and attract visitors	Councils	\$5-20M	M	M	Quicker wins	→		
4	Review infill development policies, consider incentives/disincentives to get appropriate land released, review the Urban Growth Boundary to accommodate residential growth	Councils and State Gov't	N/A	L	H	Quicker wins	→		
5	Work with State Government to implement Waste Action Plan initiatives within the region, with a focus on opportunities at the Brighton Industrial Estate and Norske Skog site	Councils and State Gov't	\$5-20M	M	H	Quicker wins	→		
			Up to \$110M						

Potential responses to the challenges

Energy and communications



A significant area of the SCS is rural and remote and still prone to communications issues. Reliable and high speed communications is now an essential foundation to a region’s economic prosperity for residents and visitors.

No.	Potential responses	Who	Capex	Effort	Benefit	Approach	Timeframe		
			Range	L,M,H	L,M,H		1-3	3-5	5-10
1	Continue to advocate on behalf of the SCS communities for improved communications in response to the blackspots that still exist	Central Highlands and Southern Midlands	\$20-50M	High	Medium	Long game	→		
2	Leverage the region’s natural advantages in energy generation to attract additional investment and jobs in allied advanced manufacturing activities	Central Highlands and Derwent Valley	\$20-50M	Medium	Medium	Worth a look	→		
			Up to \$100M						

SCS Infrastructure Planning

