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11.1 APPLICATIONS FOR LEAVE OF ABSENCE

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BUSINESS TO BE CONDUCTED AT THIS MEETING IS TO BE CONDUCTED IN THE ORDER IN WHICH IT IS SET OUT IN THIS AGENDA UNLESS THE COUNCIL BY ABSOLUTE MAJORITY DETERMINES OTHERWISE

COUNCIL MEETINGS, NOT INCLUDING CLOSED MEETING, ARE AUDIO-VISUALLY RECORDED AND PUBLISHED TO COUNCIL’S WEBSITE

1. ACKNOWLEDGEMENT OF COUNTRY

The Mayor will:

- make the following statement:

“Before proceeding, I pay my respects to the Mumirimina people as the traditional and original custodians of the lands on which we meet, and I acknowledge the continuing connection of the Tasmanian Aboriginal people to the skies, land and waterways.

I pay respect to Elders past and present.”

- invite those present to pause for a moment of quiet reflection and respect before commencing the council meeting.
- advise the Meeting and members of the public that Council Meetings, not including Closed Meeting, are livestreamed, audio-visually recorded and published to Council’s website. The meeting is not protected by privilege. A link to the Agenda is available via Council’s website.

2. APOLOGIES

Cr Goyne (Leave of Absence)

3. DECLARATIONS OF INTERESTS OF COUNCILLORS OR CLOSE ASSOCIATE

In accordance with Regulation 10 of the Local Government (Meeting Procedures) Regulations 2025 and Council’s adopted Code of Conduct, the Mayor requests Councillors to indicate whether they have, or are likely to have a pecuniary interest (any pecuniary benefits or pecuniary detriment) or conflict of interest in any item on the Agenda.

4. OMNIBUS ITEMS

4.1 CONFIRMATION OF MINUTES

RECOMMENDATION:

That the Minutes of the Council Meeting held on 23 March 2026, as circulated, be taken as read and confirmed.

4.2 MAYOR'S COMMUNICATION

4.3 COUNCIL WORKSHOPS

In addition to the Councillor's Meeting Briefing (workshop) conducted on Friday immediately preceding the Council Meeting the following workshops were conducted by Council since its last ordinary Council Meeting:

PURPOSE	DATE
Budget	30 March
Confidential Briefings Cat Management	13 April

RECOMMENDATION:

That Council notes the workshops conducted.

4.4. TABLING OF PETITIONS

(Note: Petitions received by Councillors are to be forwarded to the Chief Executive Officer within seven days after receiving the petition).

Petitions are not to be tabled if they do not comply with Section 57(2) of the Local Government Act, or are defamatory, or the proposed actions are unlawful.

The Chief Executive Officer will table the following petitions which comply with the Act requirements:

- A paper petition from 478 signatories requesting Council to identify an appropriate site, plan infrastructure, secure funding and build inclusive multi-purpose recreational facilities in Richmond.
- An electronic petition from 544 signatories requesting Council to identify an appropriate site, plan infrastructure, secure funding and build inclusive multi-purpose recreational facilities in Richmond.

4.5 REPORTS FROM OUTSIDE BODIES

This agenda item is listed to facilitate the receipt of both informal and formal reporting from various outside bodies upon which Council has a representative involvement.

REPORTS FROM SINGLE AND JOINT AUTHORITIES

Provision is made for reports from Single and Joint Authorities if required.

Council is a participant in the following Single and Joint Authorities. These Authorities are required to provide quarterly reports to participating Councils, and these will be listed under this segment as and when received.

- **COPPING REFUSE DISPOSAL SITE JOINT AUTHORITY**
Representative: Cr Walker
Cr Goyne (Proxy)

Quarterly Reports

September and December 2025 and March 2026 Quarterly Reports pending.

Representative Reporting

- **TASWASTE SOUTH**
Representative: Cr Ritchie (Mayor's nominee)
Cr Hunter (Proxy)
- **TASWATER CORPORATION**
- **GREATER HOBART COMMITTEE**

REPORTS FROM COUNCIL AND SPECIAL COMMITTEES AND OTHER REPRESENTATIVE BODIES

4.6 WEEKLY BRIEFING REPORTS

The Weekly Briefing Reports of 23 and 30 March and 6 and 13 April 2026 have been circulated to Councillors.

RECOMMENDATION:

That the information contained in the Weekly Briefing Reports of 23 and 30 March and 6 and 13 April 2026 be noted.

5. PUBLIC QUESTION TIME

Public question time at ordinary Council meetings will not exceed 15 minutes. An individual may ask questions at the meeting. Questions may be submitted to Council in writing on the Friday 10 days before the meeting or may be raised from the Public Gallery during this segment of the meeting.

The Chairman may request a Councillor or Council officer to answer a question. No debate is permitted on any questions or answers. Questions and answers are to be kept as brief as possible.

5.1 PUBLIC QUESTIONS ON NOTICE

(Seven days before an ordinary Meeting, a member of the public may give written notice to the Chief Executive Officer of a question to be asked at the meeting). A maximum of two questions may be submitted in writing before the meeting.

Nil.

5.2 ANSWERS TO QUESTIONS ON NOTICE

The Mayor may address Questions on Notice submitted by members of the public.

Nil.

5.3 ANSWERS TO PREVIOUS QUESTIONS TAKEN ON NOTICE

The Chief Executive Officer provides the following answers to Questions taken on Notice from members of the public at previous Council Meetings.

At Council's Meeting of 23 March Mrs J Marsh of Bellerive asked the following question.

KANGAROO BAY PARKLAND AND FOOTPATH DAMAGE

There is evidence that damage is being done to the features of the Kangaroo Bay parkland and footpath in the vicinity of where the Saturday market is held. Service access lids on the footpath are cracked; the paved shapes are obliterated by the gravel surface and the 2022 mooring art installation has been damaged. So, my question is, has the mooring been damaged by a market vehicle and if so, how much are repairs expected to cost?

ANSWER

Officers became aware of damage to the Moorings sculpture on 12 February. Regrettably, some damage is clearly deliberate vandalism of the work through cutting with powered tools. Officers are working with the artist to have the affected pieces removed, repaired, and reinstated. Footings for the works have also been disturbed and exposed with one of the three pieces leaning over. It's not possible to verify if this additional damage has occurred as part of the vandalism attack, or by being accidentally knocked or pushed over by a vehicle. Officers are still working through costs to repair and reinstate the works.

/ contd on Page 9...

ANSWERS TO PREVIOUS QUESTIONS TAKEN ON NOTICE /contd...

At Council's Meeting of 23 March Mr M Figg of Lauderdale asked the following question.

STATUS OF RALPHS BAY CANAL

In the answer that is in the agenda it mentions the contract for Lauderdale Canal or Ralphs Bay Canal, and that you're still abiding by that even though the contract has run out between you and NRE. Can we have a copy of the outdated contract so that we can understand your answer a lot more clearly please?

ANSWER

The Chief Executive Officer provided the following response at the meeting.

I will need to consider whether the lease can be released publicly so I will take that on notice. In respect to the substance of your question as to how can that lease be continuing, those lease contracts have a holding over provision so that as the contract ends or the lease ends, if a new contract has not been negotiated, then the old contract continues until it is either replaced, or the parties decide to walk away.

(Further information) The terms of the existing lease allow for the lease terms to be published. As such, Council has published the lease to its website, at the following address: <https://www.ccc.tas.gov.au/2026/03/lauderdale-canal-master-plan-community-update/>

At Council's Meeting of 23 March Mr B Walker of Howrah asked the following question.

TIP VOUCHERS TRIAL

In relation to the Council's trial of the tip vouchers, how has Council gone about encouraging landlords including Homes Tas to pass these vouchers on to tenants?

ANSWER

The Head of Infrastructure and Natural Assets provided the following response at the meeting.

I will need to liaise with our marketing team in terms of how we have released information to the community at this stage. We are trying to have commencement on 30 March, but further information will come out to the community.

(Further information) Council has provided vouchers directly to social housing residents, streamlining the process to not add further resourcing demand on Homes Tasmania.

In relation to renters, it is up to the property owner to pass on the voucher to their tenant/renter. The property owner has the right to the voucher, as they pay rates and waste levy on the property.

/ contd on Page 10...

ANSWERS TO PREVIOUS QUESTIONS TAKEN ON NOTICE /contd...

At Council's Meeting of 23 March Mrs G Norton-Smith of Rokeby asked the following question.

SIGNAGE

Our situation in Rokeby as many of you would be aware is becoming very busy especially with all the new developments going on with traffic and trucks using their engine brakes. I am just wondering if we are able to install some signs to not use engine brakes. I realise engine brakes are not illegal to be used but it is becoming very evident in my area in particular, that they are using their engine brakes when really they don't need to. My husband is an ex truck driver and his answer every time is "they don't need to be doing it". Today there is a truck that has been going non-stop since early this morning until I actually came to this meeting, and he has used his engine brake non-stop empty or full. So I am just wondering if we could have some signs in the area? I have spoken to various politicians when we have had voting coming up, but nothing has ever gone ahead.

ANSWER

The Chief Executive Officer clarified that the area that Mrs Norton-Smith was referring to was Tollard Drive and took the question on notice.

(Further information) "Avoid Using Engine Brakes" signs are advisory signs and have no legal enforcement should heavy vehicle drivers choose to use their engine brakes. Engine brakes are a critical safety feature for heavy vehicles, particularly on steep grades or where there is a crash risk. In these situations, brake use may be necessary to maintain safe control of the vehicle and avoidance signage is not warranted.

Typically, this signage is on State Roads, where they transition from rural to urban environments.

A number of factors are considered for the installation of this signage, such as:

- Steep or long downhill grades,
- Crash history or identified safety risks,
- Noise evidence, and
- Road geometry and condition (is it encouraging break usage).

Officers will contact the resident to better understand the circumstances of this matter.

5.4 QUESTIONS WITHOUT NOTICE

The Chairperson may invite members of the public present to ask questions without notice.

Questions are to relate to the activities of the Council. Questions without notice will be dependent on available time at the meeting.

Council Policy provides that the Chairperson may refuse to allow a question on notice to be listed or refuse to respond to a question put at a meeting without notice that relates to any item listed on the agenda for the Council meeting (note: this ground for refusal is in order to avoid any procedural fairness concerns arising in respect to any matter to be determined on the Council Meeting Agenda).

When dealing with Questions without Notice that require research and a more detailed response the Chairman may require that the question be put on notice and in writing. Wherever possible, answers will be provided at the next ordinary Council Meeting.

Council's Public Question Time Policy can be found on Council's website at [Public Question Time - City of Clarence : City of Clarence \(ccc.tas.gov.au\)](https://www.ccc.tas.gov.au/public-question-time)

6. DEPUTATIONS BY MEMBERS OF THE PUBLIC

(In accordance with Regulation 46 of the Local Government (Meeting Procedures) Regulations 2025 and in accordance with Council Policy, deputation requests are invited to address the Meeting and make statements or deliver reports to Council)

7 PLANNING AUTHORITY MATTERS

In accordance with Regulation 29 (1) of the Local Government (Meeting Procedures) Regulations 2025, the Mayor advises that the Council intends to act as a Planning Authority under the Land Use Planning and Approvals Act 1993, to deal with the following items:

7.1 PLANNING APPLICATION PDPLANPMTD-2026/059333 – 11 SUNNYSIDE ROAD, LINDISFARNE - CHANGE OF USE TO VISITOR ACCOMMODATION**EXECUTIVE SUMMARY****PURPOSE**

The purpose of this report is to consider the application made for a Change of Use to Visitor Accommodation at 11 Sunnyside Road, Lindisfarne.

RELATION TO PLANNING PROVISIONS

The land is zoned General Residential and subject to the Parking and Sustainable Transport Code and Safeguarding of Airports Code under the Tasmanian Planning Scheme - Clarence (the Scheme). In accordance with the Scheme the proposal is a Discretionary development.

LEGISLATIVE REQUIREMENTS

The report on this item details the basis and reasons for the recommendation. Any alternative decision by Council will require a full statement of reasons in order to maintain the integrity of the Planning approval process and to comply with the requirements of the Judicial Review Act and the Local Government (Meeting Procedures) Regulations 2025.

Council is required to exercise a discretion within the statutory 42-day period which expires on 21 April 2026.

CONSULTATION

The proposal was advertised in accordance with statutory requirements, and four representations were received raising the following issues:

- Loss of long-term housing stock
- Privacy
- Noise
- Safety of access and pedestrian access issues
- Insufficient parking and traffic; and
- Incompatibility with the character of the area.

RECOMMENDATION:

- A. That the Planning Application for Change of Use to Visitor Accommodation at 11 Sunnyside Road, Lindisfarne (CI Ref PDPLANPMTD-2026/059333) be approved subject to the following conditions and advice.
1. GEN AP1 – ENDORSED PLANS.
- B. That in addition to standard advice, the following advice be provided to the proponent:
- a. A Building Self-Assessment Form is required to be submitted for the Short- or Medium-Term Visitor Accommodation. If this form cannot be completed, please seek advice from Building Surveyor to determine if a Building Application is required for Change of Use.

- b. Please note that there is a general obligation to not cause a statutory nuisance under the *Local Government Act 1993*, and not to cause an environmental nuisance under the *Environmental Management and Pollution Control Act 1994*, by way of noise or other pollution. Failure to comply with these requirements may lead to enforcement action being taken by authorised persons.
- C. That the details and conclusions included in the Associated Report be recorded as the reasons for Council’s decision in respect of this matter.

ASSOCIATED REPORT

1. BACKGROUND

The subject site forms part of a two-unit multiple dwelling development, which was approved by Council on 26 February 2024 under permit PDPLANPMTD-2023/041144. No strata application has been lodged for the site, and the two multiple dwellings remain under the one title (Volume: 74618 Folio 5).

2. STATUTORY IMPLICATIONS

- 2.1. The land is zoned General Residential under the Scheme.
- 2.2. The proposal is discretionary because it does not meet the Acceptable Solutions under the Scheme.
- 2.3. The relevant parts of the Planning Scheme are:
- Section 5.6 – Compliance with Applicable Standards
 - Section 6.10 – Determining Applications
 - Section 8 – General Residential Zone
 - Section C2.0 – Parking and Sustainable Transport Code; and
 - Section 16.0 – Safeguarding of Airports Code.
- 2.4. Council’s assessment of this proposal must consider the issues raised in any representations received, the outcomes of the State Policies and the objectives of Schedule 1 of the *Land Use Planning and Approvals Act, 1993* (LUPAA).

3. PROPOSAL IN DETAIL

3.1. The Site

The subject property is an 885m², rectangular shaped lot with a north facing aspect. The lot has an 18.2m road frontage and a length of 48.4m. The topography of the site rises from the road at the north from 33m contour to the 39m contour at the rear boundary, resulting in 12.4% gradient.

3.2. The Proposal

The proposal is for change of use for both of the two multiple dwellings at 11 Sunnyside Road, Lindisfarne from Residential to Visitor Accommodation use.

4. PLANNING ASSESSMENT

4.1. Compliance with Applicable Standards [Section 5.6]

“5.6.1 A use or development must comply with each applicable standard in the State Planning Provisions and the Local Provisions Schedules”.

4.2. Determining Applications [Section 6.10]

“6.10.1 In determining an application for any permit for use or development the planning authority must, in addition to the matters required by section 51(2) of the Act, take into consideration:

- (a) all applicable standards and requirements in this planning scheme; and*
- (b) any representations received pursuant to and in conformity with section 57(5) of the Act, but in the case of the exercise of discretion, only insofar as each such matter is relevant to the particular discretion being exercised”.*

References to these principles are contained in the discussion below.

4.3. General Provisions

The Scheme contains a range of General Provisions relating to specific circumstances not controlled through the application of Zone, Code or Specific Area Plan provisions.

There are no General Provisions relevant to the assessment of this proposal.

Compliance with Zone and Codes

The proposal is exempt from the Safeguarding of Airports Code pursuant to clause 16.4.1(a), because the maximum height of the development will not exceed that of the obstacle limitation level of 147m for the site.

The proposal meets the Scheme’s relevant Acceptable Solutions of the General Residential Zone and Parking and Sustainable Transport code, with the exception of the following.

General Residential Zone

- **Clause 8.3.2 A1** – the proposal is for Visitor Accommodation use in existing habitable buildings, that have a combined gross floor area greater than 200m² per lot, at approximately 420m² of gross floor area for the two units. Therefore 8.3.2 A1 (b) cannot be met.

The proposal must be assessed against Performance Criterion P1 of Clause 8.3.2 as follows.

Performance Criteria	Assessment
<i>“8.3.2 P1</i>	The proposal is assessed as satisfying the performance criteria as outlined below
<i>Visitor Accommodation must be compatible with the character and use of the area and not cause an unreasonable loss of residential amenity, having regard to:</i>	The existing buildings are two 2-storey multiple dwellings in a predominately residential area.
<i>(a) the privacy of adjoining properties;</i>	<p>No physical alterations are proposed to the privacy arrangements of the existing dwellings. Therefore, no material change in privacy to adjoining properties is to occur from the proposal.</p> <p>The original two multiple dwelling development was assessed under the Scheme and met all the acceptable solutions of 8.4.6 Privacy for all dwellings. Accordingly, the current privacy arrangements are assessed as suitable for the proposal.</p>

<p>(b) <i>any likely increase in noise to adjoining properties;</i></p>	<p>Noise created by the proposed visitor accommodation is taken to be comparable with that of a residential use of the site.</p> <p>Although no restriction on visitor numbers has been proposed, the visitor accommodation use is unlikely to achieve 100% occupancy throughout the year and have a lower occupancy rate than residential use, which also has no restriction on the number of occupants. The likely increase in noise to adjoining properties therefore is unlikely to cause an unreasonable loss of residential amenity.</p> <p>As with any nearby residential use, excessive noise would be treated as a statutory nuisance under the provisions of the <i>Environmental Management and Pollution Control Act 1994</i> (EMPCA). Police officers are authorised officers under EMPCA and would respond to a statutory nuisance.</p>
<p>(c) <i>the scale of the use and its compatibility with the surrounding character and uses within the area;</i></p>	<p>The scale of the use extends to two-self-contained visitor accommodation units. The surrounding character is that of residential dwellings similar in form and scale as the two proposed visitor accommodation units. Therefore, the scale of visitor accommodation use is not incompatible with the character of surrounding residential uses.</p>
<p>(d) <i>retaining the primary residential function of an area;</i></p>	<p>There is no evidence to suggest that the area has reached a saturation of visitor accommodation or other commercial activities. The proposal is therefore not seen to be undermining the primary residential function on the area.</p>
<p>(e) <i>the impact on the safety and efficiency of the local road network; and</i></p>	<p>No works are proposed as part of the proposed visitor accommodation use, with no changes to the previously approved parking, access or driveway arrangements.</p> <p>Two parking spaces per visitor accommodation unit plus one shared space is proposed.</p>

	<p>The proposed five on-site parking spaces satisfy acceptable solution A1 of clause C2.5.1 of the Parking and Sustainable Transport Code, with a surplus of three car parking spaces from what is required for two self-contained visitor accommodation units.</p> <p>The safety and efficiency of the local road network is not reduced due to the adequate provision of off-street parking of the proposal.</p>
(f) <i>any impact on the owners and users' rights-of-way</i> ”.	The site is not burdened with any relevant encumbrances or rights-of-way.

5. REPRESENTATION ISSUES

The proposal was advertised in accordance with statutory requirements, and four representations were received. The following issues were raised by the representors.

5.1. Loss of Long-term Housing Stock

Four representors raised concerns regarding the loss of long-term rental housing stock to visitor accommodation, in the context of the current housing crisis.

- **Comment**

While Council has expressed concern with this trend in the past, consideration of this matter is beyond the scope of an assessment under the planning scheme and is a broader legislative issue, which should be addressed at the state-level.

5.2. Privacy

Two representors raised concerns about privacy for the other residential dwellings along Sunnyside Road. Concern was raised about overlooking from the visitor accommodation into the residential dwellings across the street.

- **Comment**

Privacy concerns have been addressed above against 8.3.2 P1 (a). Privacy concerns of adjoining properties were addressed as part of the planning application for the construction of the two multiple dwellings, where the dwellings were designed to meet the acceptable solutions of the privacy standards.

Conversion to visitor accommodation does not require additional consideration of privacy. For this proposal, no physical alterations are proposed to the building design.

5.3. Noise

Two representors raised concerns regarding the noise produced from the proposed visitor accommodation use, and how it would negatively impact amenity for residents along Sunnyside Road.

- **Comment**

Noise concerns have been addressed above against 8.3.2 P1 (b). The proposed change of use to visitor accommodation is taken to be comparable to residential use regarding noise outputs.

5.4. Safety of Access and Pedestrian Access Issues

One representator raised concern with the unsafe access, due to the lack of footpath along the southern side of Sunnyside Road, noting the high use of the area by pedestrians due to its proximity to Lindisfarne Primary School and Rose Bay High School.

- **Comment**

While the lack of footpath on the southern side of Sunnyside Road may be considered problematic, it is a separate matter from the planning application and has no determining weight for the planning application. It is noted that conversion of the dwellings into visitor accommodation will not impact on the adequacy, or otherwise, of the surrounding footpaths.

5.5. Insufficient Parking and Traffic

One representator raised issue with the insufficient parking allocation for the visitor accommodation use and the increase in traffic congestion due to the change of use to visitor accommodation.

- **Comment**

The proposed five car parking spaces on-site are more than the two on-site car parks required to satisfy Acceptable Solution A1 of clause C2.5.1. The current car parking allocation is acceptable.

Any potential increase in traffic is unlikely to be greater than that of the approved residential use, due to the likely lower occupancy rate of visitor accommodation use compared to full time occupancy of dwellings.

5.6. Incompatibility with the Character of the Area

One representator raised issue with the proposal being incompatible with the surrounding character and uses of the area. The representator highlighted the site's proximity to schools, and lack of visitor attractions within walking distance of the site.

- **Comment**

Concerns regarding the incompatibility of the proposal with the surrounding character of the area have been addressed above against 8.3.2 P1 (d). As there are no physical changes to the property, merely a change in the term of tenancy, the proposal is assessed as being similar in form and scale as other dwellings in the area.

6. EXTERNAL REFERRALS

No external referrals were required or undertaken as part of this application.

7. STATE POLICIES AND ACT OBJECTIVES

7.1. The proposal is consistent with the outcomes of the State Policies, including those of the State Coastal Policy.

7.2. The proposal is consistent with and furthers the objectives of Schedule 1 of LUPAA.

8. COUNCIL STRATEGIC PLAN/POLICY IMPLICATIONS

There are no inconsistencies with Council's adopted Strategic Plan or any other relevant Council Policy.

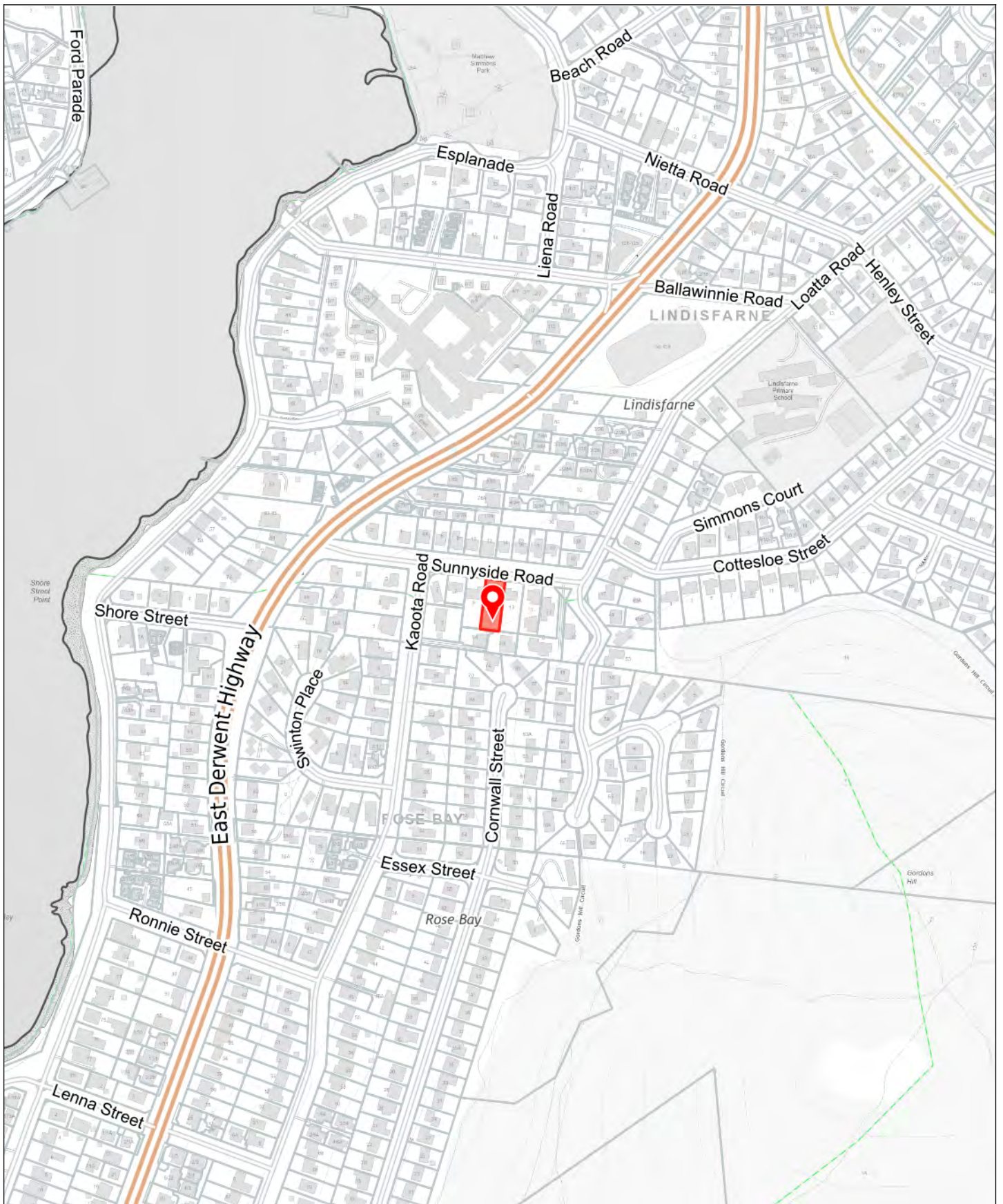
9. CONCLUSION

The proposal for a Change of Use to Visitor Accommodation is recommended for approval, subject to conditions.

Attachments: 1. Location Plan (1)
2. Proposal Plan (5)
3. Site Photo (1)

Daniel Marr
HEAD OF CITY PLANNING

Attachment 1

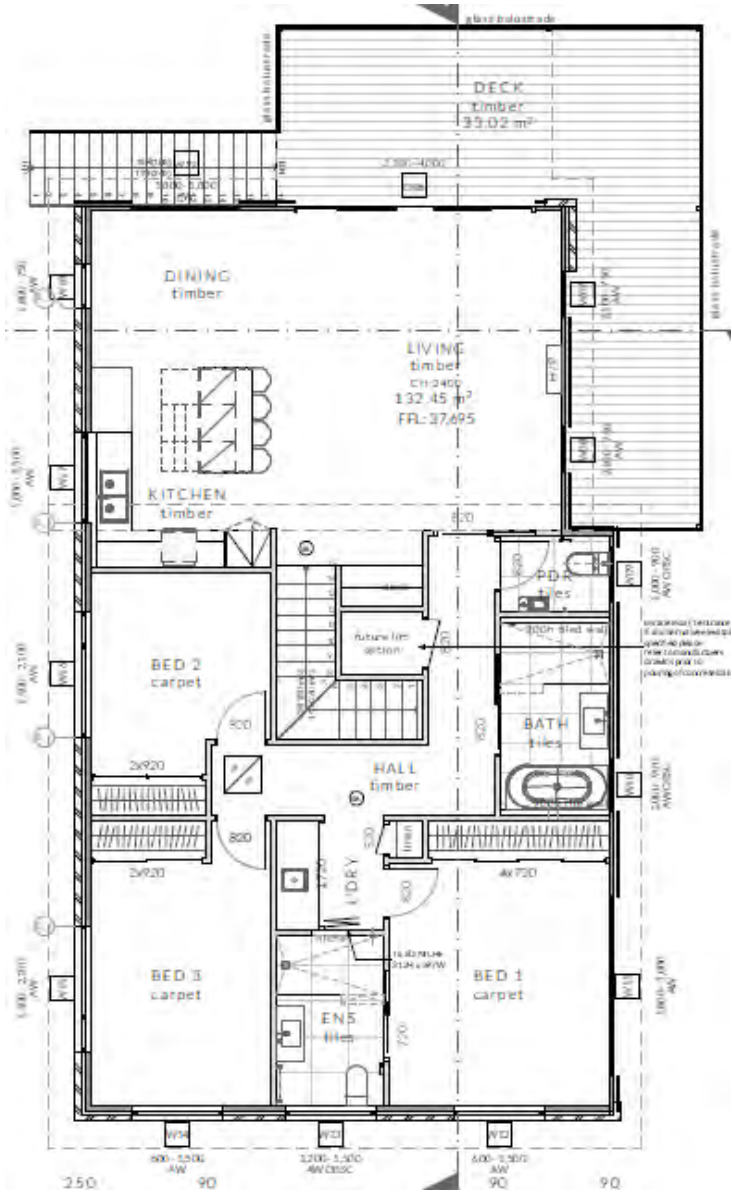


This map has been produced by Clarence City Council using data from a range of agencies. The City bears no responsibility for the accuracy of this information and accepts no liability for its use by other parties.

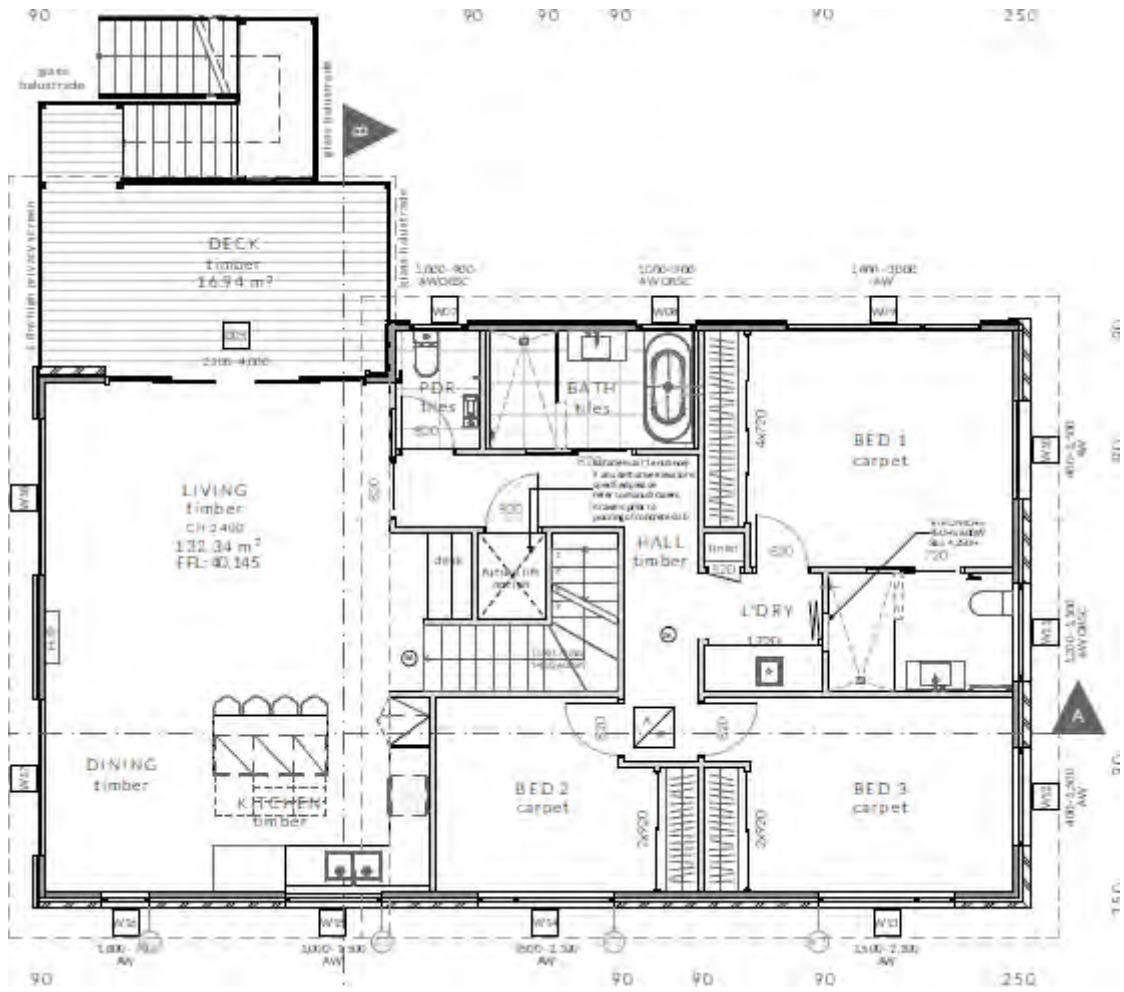
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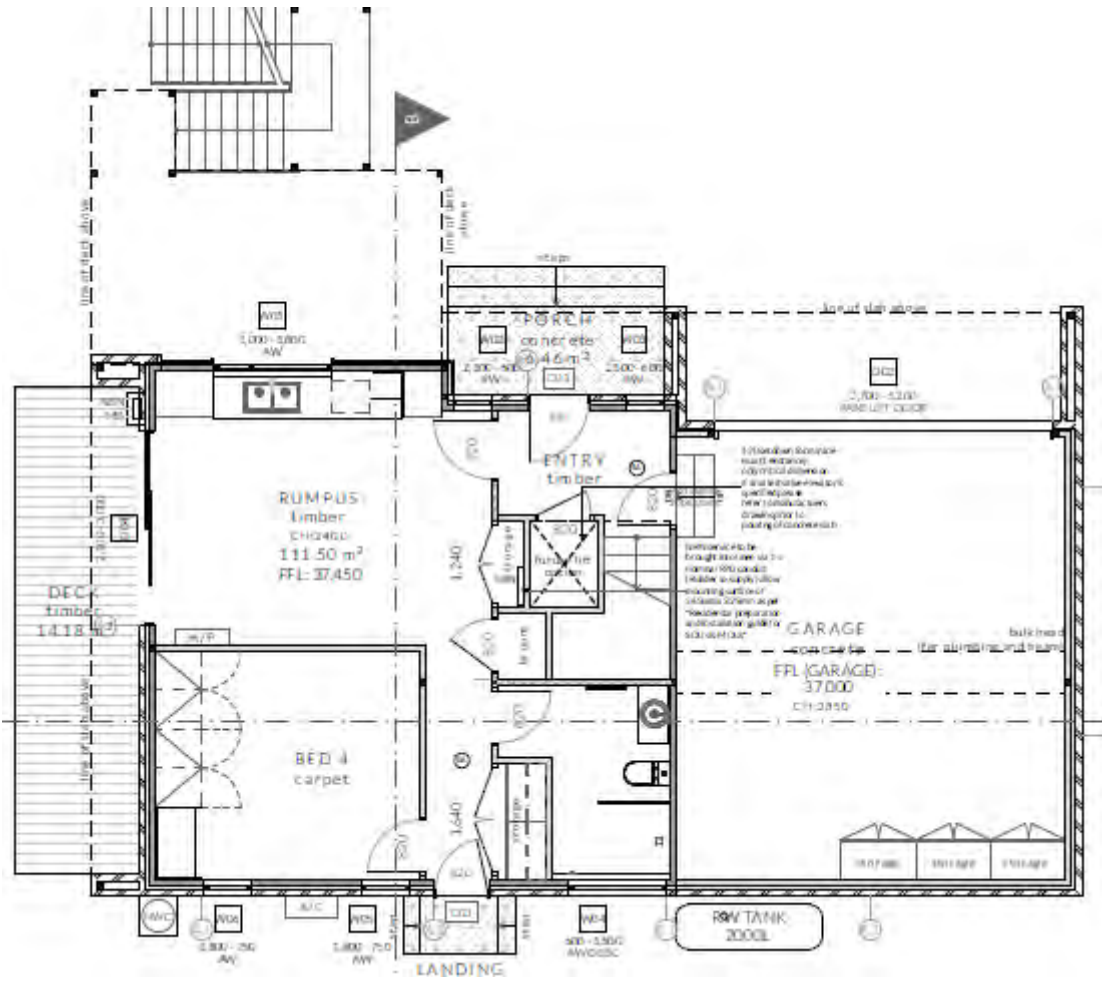


Plan Unit 1

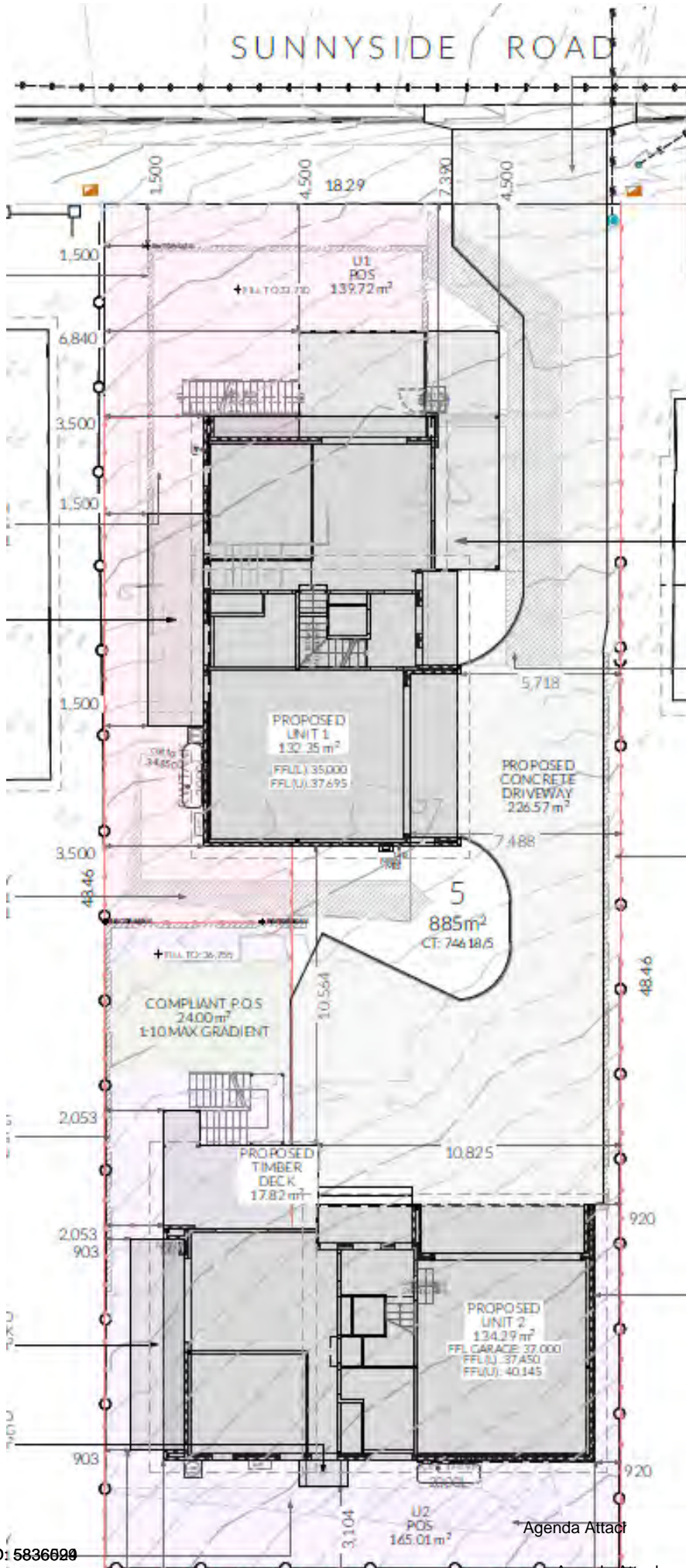


Plan Unit 2





SUNNYSIDE ROAD



*Agenda Attach

Attachment 3

11 Sunnyside Road, Lindisfarne



Photo 1: Site viewed from Sunnyside Road, looking South.

7.2 PLANNING APPLICATION PDPLANPMTD-2026/058223 – 180 CLARENCE STREET, HOWRAH - CHANGE OF USE TO BUSINESS AND PROFESSIONAL SERVICE (CONSULTING ROOMS)**EXECUTIVE SUMMARY****PURPOSE**

The purpose of this report is to consider the application made for a Change of Use to Business and Professional Service (consulting rooms) at 180 Clarence Street, Howrah.

RELATION TO PLANNING PROVISIONS

The land is zoned General Residential and subject to the Parking and Sustainable Transport Code and Safeguarding of Airports Code under the Tasmanian Planning Scheme - Clarence (the Scheme). In accordance with the Scheme the proposal is a Discretionary use and development.

LEGISLATIVE REQUIREMENTS

The report on this item details the basis and reasons for the recommendation. Any alternative decision by Council will require a full statement of reasons in order to maintain the integrity of the Planning approval process and to comply with the requirements of the Judicial Review Act and the Local Government (Meeting Procedures) Regulations 2025.

Council is required to exercise a discretion within the statutory period which expires on 22 April 2026.

CONSULTATION

The proposal was advertised in accordance with statutory requirements, and two representations were received raising the following issues:

- Unreasonable impact on residential amenity
- Noise
- Insufficient parking; and
- Traffic safety issues.

RECOMMENDATION:

A. That the Planning Application for Change of Use to Business and Professional Service (consulting rooms) at 180 Clarence Street, Howrah (Cl Ref PDPLANPMTD-2026/058223) be approved subject to the following conditions and advice.

1. GEN AP1 – ENDORSED PLANS.
2. Hours of operation of the Business and Professional Service (Consulting Rooms) Use must be within the hours of:
Monday - Friday 8.00am to 6.00pm.
3. The proposed Business and Professional Service (Consulting Rooms) Use is restricted to two consultants (occupational therapy practitioners) operating on the site with one client (comprising the child and caregiver/s or family) per consultant at any given time, with a maximum of eight sessions per day.

- There is no restriction to supporting staff, such as reception or administration staff present on-site.
4. Four parking spaces meeting the Australian standards must be provided on the site. Each space must be clearly marked and used solely for parking purposes.
- B. That in addition to standard advice, the following advice be provided to the proponent:
- a. The applicant is encouraged to consult with a Building Surveyor as soon as practicable to ensure that all requirements are able to be met for a potential change in building classification, including adequate fire separation from the neighbouring properties. A new Occupancy Permit will be required under the Building Act 2016.
- C. That the details and conclusions included in the Associated Report be recorded as the reasons for Council’s decision in respect of the matter.

ASSOCIATED REPORT

1. BACKGROUND

The site currently contains a single dwelling.

An exemption for a home occupation for occupational therapy was accepted by Council in 2021. At that time the business use was assessed as meeting the requirements of the Home Occupation exemption (standard 5.1.3) under the Clarence Interim Planning Scheme.

On 31 December 2025, Council was made aware that the home occupation operating at the site may no longer meet the requirements of the home occupation exemption. The owner was subsequently notified that, if they wished to operate outside the Home Occupation exemption, a planning permit was required for the change of use to Business and Professional Services.

2. STATUTORY IMPLICATIONS

2.1. The land is zoned General Residential under the Scheme.

2.2. The proposal is discretionary as the proposed Use Class is a discretionary use under Table 8.2 and does not meet the Acceptable Solutions under the Scheme.

2.3. The relevant parts of the Planning Scheme are:

- Section 5.6 – Compliance with Applicable Standards
- Section 6.10 – Determining Applications
- Section 8.0 – General Residential Zone
- Section C1.0 – Signs Code;
- Section C2.0 – Parking and Sustainable Transport Code; and
- Section C16.0 – Safeguarding of Airports Code.

2.4. Council’s assessment of this proposal must consider the issues raised in any representations received, the outcomes of the State Policies and the objectives of Schedule 1 of the *Land Use Planning and Approvals Act, 1993* (LUPAA).

3. PROPOSAL IN DETAIL

3.1. The Site

The site has an area of 556m² with frontage to Clarence Street. The site contains an existing 3-bedroom single dwelling, four on-site car parking spaces and a 3x3m shed.

The properties to the north and west are zoned General Residential, with the adjoining properties to the west zoned Local Business (comprising of a pharmacy, local shops and petrol station) and the land directly south of the site zoned Community Purpose (including Clarence High School, Aged Care Facilities, Offices and a Church). Clarence Street is zoned Utilities.

3.2. The Proposal

The proposal is for the Change of Use to Business and Professional Services (consulting rooms). The proposed business is for an occupational therapy clinic, with consultants (occupational therapist) providing therapy to children conducted in a one-to-one format with the child and their caregivers. The proposed Change of Use applies to the whole site, and the site will no longer be used for residential purposes as a single dwelling, if approval is granted.

The proposal includes a maximum of two consultants (occupational therapists) operating at the property at any time. The existing dwelling is to include two consultancy spaces, a reception, and administration office. The business model includes other therapists working in the community providing therapy services off-site, such as in schools, homes and within the community.

The proposed therapy sessions are to be 45 minutes, with a transition of 15 minutes between sessions to allow for clients to depart and arrive.

The proposed operating hours are Monday to Friday 8.00am to 6.00pm.

There are four existing on-site vehicle parking spaces proposed for the use.

4. PLANNING ASSESSMENT

4.1. Compliance with Applicable Standards [Section 5.6]

“5.6.1 A use or development must comply with each applicable standard in the State Planning Provisions and the Local Provisions Schedules”.

4.2. Determining Applications [Section 6.10]

“6.10.1 In determining an application for any permit for use or development the planning authority must, in addition to the matters required by section 51(2) of the Act, take into consideration:

- (a) all applicable standards and requirements in this planning scheme; and*
- (b) any representations received pursuant to and in conformity with section 57(5) of the Act, but in the case of the exercise of discretion, only insofar as each such matter is relevant to the particular discretion being exercised”.*

References to these principles are contained in the discussion below.

4.3. General Provisions

The Scheme contains a range of General Provisions relating to specific circumstances not controlled through the application of Zone, Code or Specific Area Plan provisions.

There are no General Provisions relevant to the assessment of this proposal.

Compliance with Zone and Codes

The proposed use, Business and Professional Services is categorised as a Discretionary Use within the General Residential Zone.

The Signs Code is satisfied as the existing signage meets the criteria of a Name Plate Sign under table C1.4 *Exempt Signs* under the Scheme.

The proposal satisfies exemption clause C16.4.1(a) of the Safeguarding of Airports Code, as there is no development proposed as part of this planning application, and further, the subject site is situated well below the prescribed obstacle limitation surface level of 147m Australian Height Datum (AHD).

The proposal meets the Scheme’s relevant Acceptable Solutions of the General Residential Zone and Parking and Sustainable Transport Code with the exception of the following.

General Residential Zone

- **Clause 8.3.1 A4** – the proposed use is a discretionary use within the General Residential Zone and does not meet Clause 8.3.1 A4 because there is no acceptable solution.

The proposal must be assessed against Performance Criteria P4 of Clause 8.3.1 as follows.

Performance Criteria	Assessment
<i>“Clause 8.3.1 Discretionary Uses</i>	The proposal is assessed as satisfying the performance criteria as outlined below
<p>P4 <i>A use listed as Discretionary must not cause an unreasonable loss of amenity to adjacent sensitive uses, having regard to:</i></p> <p>(a) <i>the intensity and scale of the use;</i></p>	The proposed business is for an occupational therapy clinic with two consultants (occupational therapist) providing therapy to children, conducted in a one-to-one format with the child and their caregiver/s. The nature of the business is to provide community based occupational therapy care to children.

	<p>A maximum of two consultant occupational therapists is to be working on the premises at any one time. Other staff working on the site would not be working with clients (e.g. administrative or reception staff only).</p> <p>It is noted that the business is proposed to operate within the acceptable solution operating hours for 8.3.1 A1, being weekdays from 8.00am to 6.00pm.</p> <p>The therapy sessions are 45 minutes with a transition of 15 minutes between sessions. It is proposed that each therapist would conduct four sessions per day at the property and the remainder of the therapists' working hours would be spent in the community or completing administrative tasks. Given there are two therapists on the site, it is anticipated that a maximum of eight on-site sessions could operate per day and could be concurrent.</p> <p>The proposal includes two consultation rooms, an office and reception waiting area internally within the existing dwelling. Outdoor areas for play and activities are available at the rear of the existing dwelling.</p> <p>Given the hours of operation (8.00am- to 6.00pm), the business would theoretically have capacity to offer additional therapy sessions, potentially up to 20 over the course of the day between the two consultants. The proposed business model specifies that there are no group sessions proposed.</p> <p>As a small consulting rooms practice, and not operating of an evening, the use is considered low-intensity and is compatible with a residential environment.</p>
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<p>(b) <i>the emissions generated by the use;</i></p>	<p>Noise is a potential emission from the site generated by the use.</p> <p>As the business is for therapy services, typically sessions are to be conducted within the consultancy rooms. However, it is not unreasonable to expect outdoor spaces to be utilised by clients and staff.</p> <p>Activities conducted outside, such as children playing, the use of basketballs, and other typical noise emitting activities, would not be dissimilar to typical residential activities given the low number of clients at any one time, and would cease by 6.00pm. Whilst these activities may continue throughout the day, the activities are comparable to other uses within residential areas which may generate a similar level of noise, such as residential use, visitor accommodation, education establishments or a home-based childcare, which is an exempt use.</p> <p>It is reasonable to consider that noise emitted from the site would be comparable to typical residential use within the prescribed business hours. The proposed scale and intensity of the use is assessed as not causing an adverse intensification of activity on the site and is not expected to cause unreasonable detriment to the surrounding sensitive uses (residential uses).</p> <p>In addition, the site adjoins Clarence Street, which is a busy collector road, and further surrounding properties include a pharmacy, service station and Clarence High School. The busy road would typically generate consistent background noise, whilst the service station, pharmacy and school would also generate ongoing noise from vehicles and people, which may contribute to consistent background noise audible at the subject and surrounding sites. It is notable that the site itself is not situated within a quiet neighbourhood environment, but rather a busy and active area.</p>
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	<p>As with any noise issue, excessive noise would be treated as a statutory nuisance under the provisions of the <i>Environmental Management and Pollution Control Act 1994</i> (EMPCA). It is noted that police officers are authorised officers under the Act.</p>
<p>(c) <i>the type and intensity of traffic generated by the use;</i></p>	<p>The site has existing on-site parking for four vehicles. As there are typically four sessions per therapist per day, there would be a maximum of eight client vehicles visiting the site per day, with the addition of staff vehicles.</p> <p>As the therapy sessions scheduled are 45 minutes long with 15 minutes between each session, typically two client vehicles may enter and exit the site on an hourly basis. This is assessed as being a low vehicle volume/frequency.</p>
<p>(d) <i>the impact on the character of the area; and</i></p>	<p>The subject site is adjacent to a Local Business Zone to the west of the site, with several businesses operating within this area. The proposal is assessed as not negatively impacting the character of this area, given the adjoining site provides for a General Retail Use.</p> <p>The proposal is for the change of use only and does not include any building works or changes to the façade. The existing building presents to the street as a typical single dwelling with the adjoining General Residential Zone to the east and north. For these reasons, it is assessed that there is no unreasonable impact on the character of the adjoining residential area.</p>
<p>(e) <i>the need for the use in that location”.</i></p>	<p>The proposed business provides occupational therapy to children in a residential community-based setting, which is accessible to the Howrah and broader Eastern Shore Communities. The subject site adjoins Clarence Street, which is a busy collector road within proximity to nearby schools, shops and frequent bus services, making it accessible.</p>

	<p>Clarence Street includes multiple areas of local shops and small businesses. The proposed business is assessed as not being out of character for the area and provides a service which is needed for many children and families within the community.</p> <p>The proposed use is taken to not cause an unreasonable loss of amenity to adjacent sensitive uses for the reasons outlined above.</p>
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Parking and Sustainable Transport Code

- **Clause C2.5.1 A1** – the proposal does not meet Clause C2.5.1 A1 because there is a shortfall of parking provided on the site.

The proposal must be assessed against Performance Criteria P1.1 of Clause C2.5.1 as follows.

Performance Criteria	Assessment
<p><i>“Clause C2.5.1 Car Parking Numbers</i></p> <p>P1.1 <i>The number of on-site car parking spaces for uses, excluding dwellings, must meet the reasonable needs of the use, having regard to:</i></p>	<p>The proposal is assessed as satisfying the performance criteria as outlined below</p> <p>The proposed use, Business and Professional Services (consultant rooms) generates an on-site parking demand of eight car parking spaces. This is because Table C2.1 specifies that uses including a “Doctors Surgery, Clinic and Consulting Room” requires four parking spaces per practitioner. The intended business proposes four on-site parking spaces, and a maximum of two Occupational Therapy Consultants (practitioners) working at the property, with a maximum of one client per practitioner at any given time. This represents a low vehicle visitation to the site during the proposed business hours.</p> <p>It is assessed that the number of on-site parking spaces provided meets the reasonable needs of the use.</p>

<i>(a) the availability of off-street public car parking spaces within reasonable walking distance of the site;</i>	There are no off-street public parking areas within reasonable walking distance of the site. However, unrestricted street parking is available along Clarence Street for public use.
<i>(b) the ability of multiple users to share spaces because of: (i) variations in car parking demand over time; or (ii) efficiencies gained by consolidation of car parking spaces;</i>	As outlined above, one use is proposed on the site. The proposed business is to operate by appointment, with 45 minutes per appointment and a 15-minute transition between clients. This allows for clients to depart prior to the arrival of the next client. As an example, a typical doctor's surgery/clinic would have shorter appointment times and therefore may have multiple clients/patients waiting at any given time. In this instance the parking requirement for four spaces per practitioner would be reasonable. Whilst the proposed use has a practical demand of two staff spaces and two client spaces, the proposed on-site parking should reasonably meet the demand of the use, with the opportunity for on-street parking if required.
<i>(c) the availability and frequency of public transport within reasonable walking distance of the site;</i>	Clarence Street is a busy road with frequent bus services connecting Howrah, Rosny Park, Hobart CBD and surrounding areas. There are bus stops within walking distance of the site, including express and "turn up and go" services which is typically a high frequency public transport service.
<i>(d) the availability and frequency of other transport alternatives;</i>	Alternative transport options include, walking, cycling and taxi services. It is expected that some clients (children) may be dropped off by their caregiver or support worker, overall reducing on-site parking demand.
<i>(e) any site constraints such as existing buildings, slope, drainage, vegetation and landscaping;</i>	The site is generally flat and contains an existing dwelling, outbuilding and parking area adjacent to the frontage. There are no works proposed as part of this planning application. The site is constrained by its current arrangement, and providing more on-site parking would be problematic, and somewhat unnecessary.

<i>(f) the availability, accessibility and safety of on-street parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;</i>	On-street parking is available within the surrounding road network, particularly on Clarence Street. Typically, the surrounding residential uses and local business share street usage of on-street parking with varied demand throughout the day. The adjacent residential properties to the east of the subject site include sufficient area on-site to meet the required parking demand for the associated residential use (single dwelling).
<i>(g) the effect on streetscape; and</i>	There is limited negative impact on the streetscape and character as there are no buildings or works proposed as part of this application.
<i>(h) any assessment by a suitably qualified person of the actual car parking demand determined having regard to the scale and nature of the use and development”.</i>	A Traffic Impact Assessment prepared by a suitably qualified person was not required or requested as part of this planning application, as it is proposed that only two consultants (practitioners) are to operate at any given time. A detailed response to the performance criteria has been provided by the applicant and owner of the business. It is noted that Council’s Development Engineers are in support of this proposal.

- **C2.6.2 Design and layout of parking areas** - Clause C2.6.2 A.1 and A1.2 of the Parking and Sustainable Transport Code, in relation to the design and layout of parking areas, has been met as there are no changes to the existing parking areas. There is no requirement for accessible parking spaces to be provided as this is generally required when 50 or more parking spaces are provided.

5. REPRESENTATION ISSUES

The proposal was advertised in accordance with statutory requirements, and two representations were received. The following issues were raised by the representors.

5.1. Unreasonable Impact on Residential Amenity

Concern was raised in relation to residential amenity in that the proposed use is commercial in nature and exceeds the amenity profile of a professional office, therefore undermining the intent of the General Residential Zone.

- **Comment**

The proposed use is for Business and Professional Services, specifically to provide a community-based allied health service for children. The Occupational Therapy Clinic is a commercial business; however, has an amenity profile which is comparable to other uses allowable within the General Residential Zone. For example, residential use allows for activities which generate noise and activities such as outdoor gathering, children playing, music and general gardening and maintenance within reasonable hours.

In addition, the following uses are allowable within the General Residential Zone, such as community meeting and entertainment (including a place of worship, art and craft centre, public hall, community centre and neighbourhood centre), educational and occasional care (including a childcare centre and primary schools), local shops, sports and recreation (such as a fitness centre, gymnasium, public swimming pool or sports ground) and visitor accommodation. Further, a home-based childcare use is an exempt use in the General Residential zone. The above examples outline that the General Residential Zone allows for a range of uses which contribute to providing key services to local communities with reasonable restrictions to the scale, intensity, traffic generation, operating hours and noise applied to a non-residential use.

The above matter is assessed as part of clause 8.3.1 P4 above. The performance criteria is met, as outlined in the above assessment.

5.2. Noise Obtrusion

Concern was raised in relation to unreasonable acoustic impacts affecting the surrounding residential properties, particularly in relation to use of outdoor play areas, play equipment (including basketballs and ten-pin bowling) on hardstand surfaces and constant high-volume noise from staff and clients.

- **Comment**

The use of outdoor areas on the site for children’s play and activities is not unreasonable considering only two clients (child and caregiver/s) would be present at any time. As outlined above as part of clause 8.3.1 P4 (discretionary uses), it is reasonable to consider that noise emitted from the site would be comparable to typical residential use, which would include children playing outdoors. To suggest that the noise of children playing is unreasonable in a residential area is not supported. Hardstand surfaces such as concrete patios and outdoor areas are considered as landscaping and are exempt from requiring a planning permit under exemption 4.4.2 of the Scheme.

The application specifies that the hours of operation are no greater than the hours specified in clause 8.3.1 A1. Therefore, the hours of operation permitted for the proposed use on the site must be within the following hours: *8.00am to 6.00pm Monday to Friday*.

A condition is to be included on the permit to ensure that the above hours are upheld. In addition, a condition is included on the permit to limit the number of practitioners to two consultant occupational therapists on the site at any given time, with a maximum of eight therapy sessions provided on the site each day.

Given the above, the noise levels on the site would be limited to reasonable hours and the hours proposed meet the acceptable solution, therefore any specific noise mitigation measures are not imposed or required.

However, as with any noise issue, should excessive noise occur it would be treated as a statutory nuisance under the provisions of the *Environmental Management and Pollution Control Act 1994 (EMPCA)*. It is noted that police officers are authorised officers under the Act.

5.3. Insufficient Parking

Concern was raised that the parking numbers provided do not meet the parking demand for the use and contribute to an overspill of on-street parking in the surrounding street network. Concern was raised that the existing street parking is congested, particularly during school drop off periods and high volumes of street parking result in the obstruction of Council waste collection. Additionally, concern was raised in relation to vehicle parking on the nature strip.

- **Comment**

As addressed above as part of C2.5.1 P1.1, the parking numbers provided on-site meet the reasonable demands of the use proposed. With two consultant therapists taking one client each per hour, the reasonable parking demand would be two to three staff vehicles and two client vehicles, at any given time, with on-street parking available for overflow parking of at least one vehicle, if needed. Whilst Table 2.1 of the Scheme requires four spaces per practitioner, this is reflective of the type of parking demand generated by a doctor's surgery or general practice, which the use would typically include shorter appointment times (10-30 minutes) with multiple patients waiting on the premises.

The above matter is assessed as part of C2.5.1 P1.1 above. The performance criteria are satisfied, as outlined in the above assessment.

Instances where vehicles are illegally parked over an access, nature strip or footpath are not regulated by the planning framework and would be policed via other measures. Behavioural matters such as this have no determining weight in the assessment of this application.

5.4. Traffic Safety Issues

Concern was raised that the increased incidence of on-street parking demands significantly reduces vehicle sightlines for surrounding residents entering/exiting driveways.

- **Comment**

The proposal includes on-site parking which has been assessed as being reasonable for the intensity and scale of the proposed use. The matter concerning impact to vehicle sightlines is a concern when vehicles have parked illegally (such as over a driveway or no parking areas designated by yellow lines). Such an occurrence does not form part of this planning assessment and behavioural matters such as this have no determining weight.

6. EXTERNAL REFERRALS

No external referrals were required or undertaken as part of this application.

7. STATE POLICIES AND ACT OBJECTIVES

7.1. The proposal is consistent with the outcomes of the State Policies, including those of the State Coastal Policy.

7.2. The proposal is consistent with and furthers the objectives of Schedule 1 of LUPAA.

8. COUNCIL STRATEGIC PLAN/POLICY IMPLICATIONS

There are no inconsistencies with Council's adopted Strategic Plan or any other relevant Council Policy.

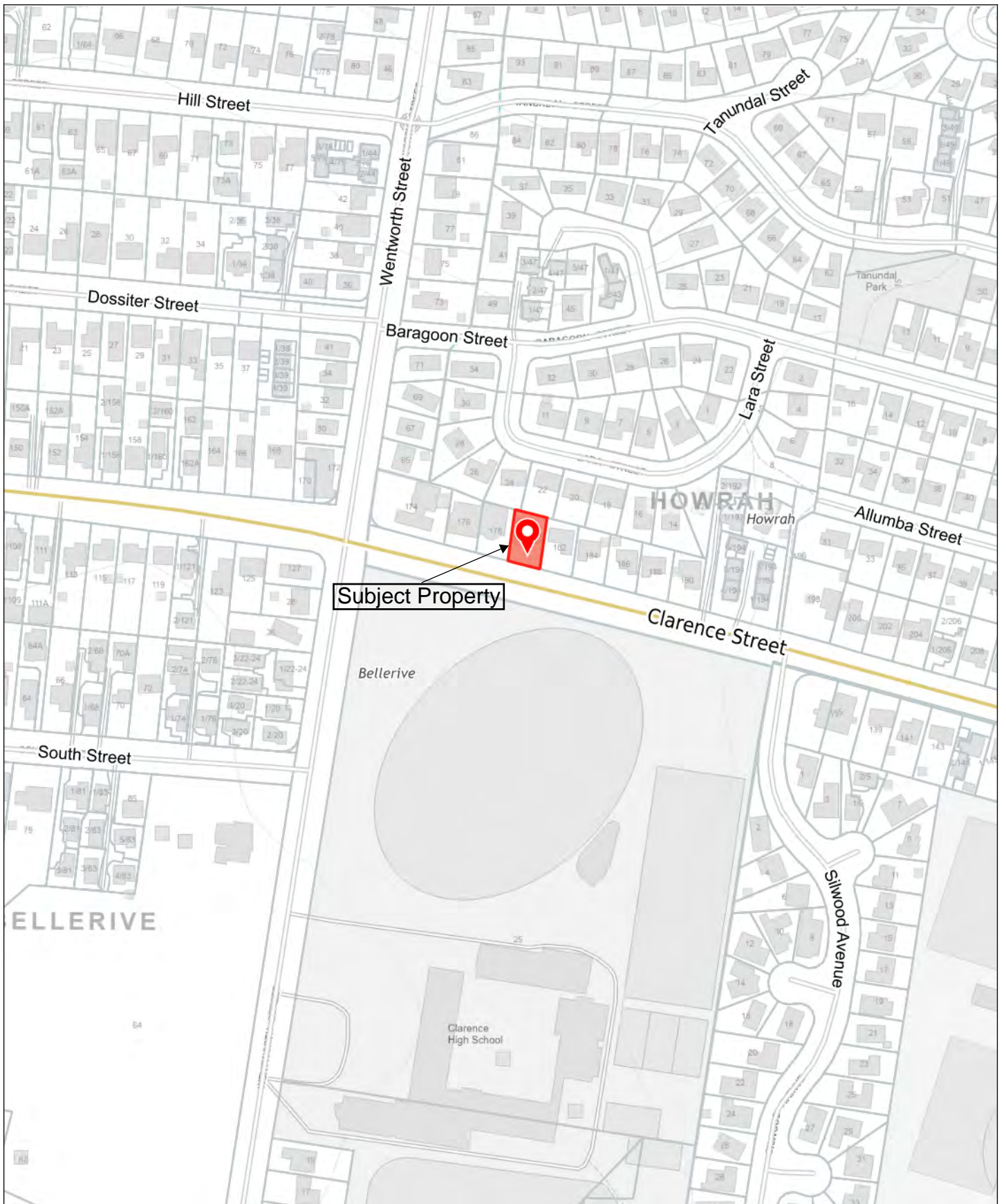
9. CONCLUSION



The proposal is recommended for approval, subject to conditions.

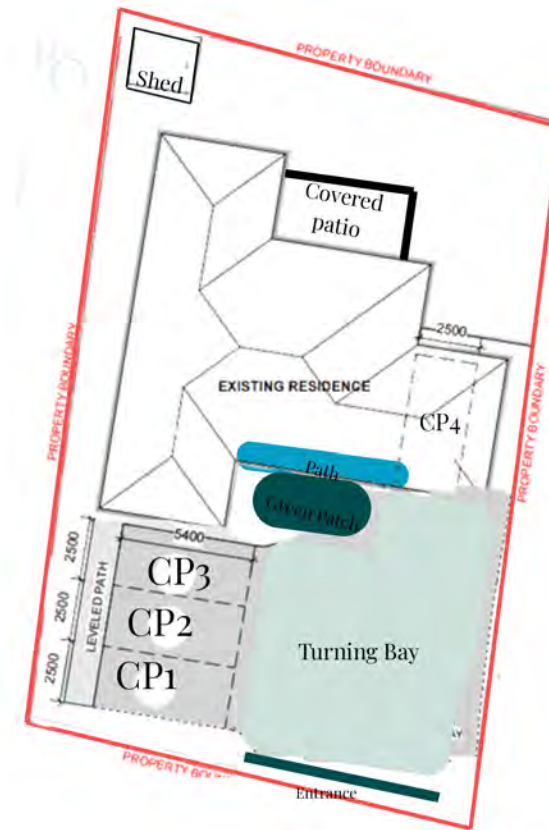
Attachments: 1. Location Plan (1)
2. Proposal Plan (4)
3. Site Photo (1)

Daniel Marr
HEAD OF CITY PLANNING

Council now concludes its deliberations as a Planning Authority under the Land Use Planning and Approvals Act, 1993.

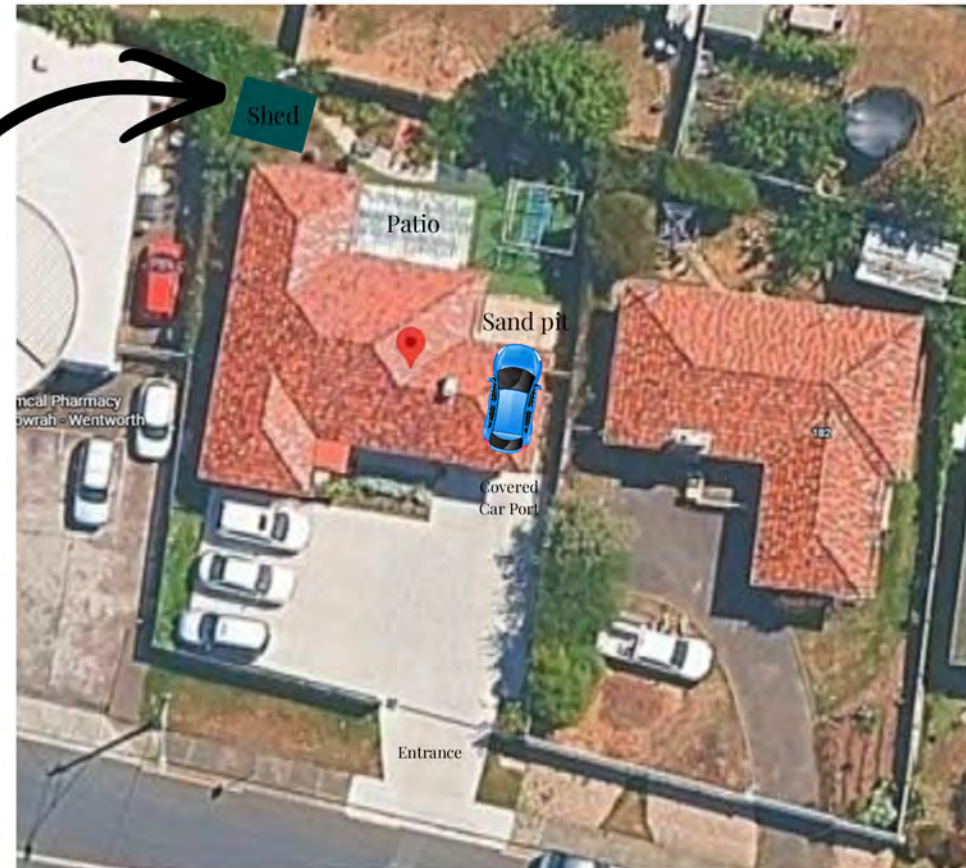


	<p>This map has been produced by Clarence City Council using data from a range of agencies. The City bears no responsibility for the accuracy of this information and accepts no liability for its use by other parties.</p>	<p>08/04/2026</p>	
		<p>1:3000</p>	





3x3 meter square shed
It was pre-existing, was removed and a new one is installed





67 cm

46 cm

UMBR3LLA
THERAPY
SERVICES



WORK. PLAY. LIVE.



Photo 1: Subject site viewed from pedestrian footpath on Clarence street facing north west

8. REPORTS OF OFFICERS

8.1 DETERMINATION ON PETITIONS TABLED AT PREVIOUS COUNCIL MEETINGS

Nil Items.

8.2 ASSET MANAGEMENT

Nil Items.

8.3 FINANCIAL MANAGEMENT

Nil Items.

8.4 GOVERNANCE**8.4.1 REQUEST FOR LANDOWNER CONSENT – COMBINED AMENDMENT APPLICATION FOR A SITE SPECIFIC QUALIFICATION TO FACILITATE THE USE AND DEVELOPMENT OF A FERRY TERMINAL – NATONE STREET AND 19D LINCOLN STREET, LINDISFARNE – PDPSPAMEND-2026/060468****EXECUTIVE SUMMARY****PURPOSE**

The purpose of this report is to consider a request for landowner consent to enable lodgement of an amendment to modify the Clarence Local Provisions Schedule (LPS) to introduce a site-specific qualification enabling a public passenger ferry terminal as part of the River Derwent Ferry Expansion Service, and an associated application for a planning permit at Natone Street road reserve and ANZAC Park, 19D Lincoln Street, Lindisfarne.

The request is necessary because the draft amendment involves Council land at the southern end of Natone Street to facilitate the connection of stormwater infrastructure and the south-western corner of ANZAC Park, 19D Lincoln Street where the land-based component of the proposed ferry terminal is to be developed.

In addition, the request seeks Council consent to support an application under the *Aboriginal Heritage Act 1975 (Tas.)*, because the proposal involves works on land with potential Aboriginal heritage values.

RELATION TO EXISTING POLICY/PLANS

The southern end of the Natone Street road reservation is within the Open Space and Recreation Zones, and ANZAC Park, a significant recreational parkland, is within the Recreation Zone.

LEGISLATIVE REQUIREMENTS

An application to amend the LPS under section 37 of the *Land Use Planning and Approvals Act 1993 (Tas.)* (LUPAA) requires the consent of all landowners. Similarly, a concurrent permit application under section 40T of LUPAA also requires the consent of all landowners.

CONSULTATION

Significant consultation has occurred for the River Derwent Ferry Service Expansion Project. Council conducted formal consultation on the proposed Lindisfarne terminal location from 18 June to 16 July 2024, and further engagement has been undertaken with residents, including notification to neighbouring landowners accompanied with a comprehensive press release, as well as the provision of information via the Council's website and FAQ page.

In addition, this draft amendment and development application will be publicly exhibited as part of the statutory process.

FINANCIAL IMPLICATIONS

At this stage, there are no direct capital financial implications for Council arising from the request for landowner consent.

RECOMMENDATION:

That Council:

- A. As the registered proprietor of road reserve titles at Natone Street (comprised in Certificate of Title Volume 207087 Folio 1) and 19D Lincoln Street, Lindisfarne comprised in part of Certificate of Title Volume 232087 Folio 1) provides landowner consent:
- (a) For the inclusion of the Council land detailed in Recommendation A in an application under section 37 of the *Land Use Planning and Approvals Act, 1993 (Tas.)* for an amendment to the LPS; and
 - (b) Under section 40T(6) of the *Land Use Planning and Approvals Act, 1993 (Tas.)* to include the properties outlined above as part of the application for a permit for the development of a public passenger ferry terminal and associated works.
- B. Supports an application to be made under the *Aboriginal Heritage Act 1975* to gain the necessary permits for the construction of the Natone Street Ferry and authorises the CEO to take all necessary action to ensure an application is made.

ASSOCIATED REPORT**1. BACKGROUND**

1.1. On 8 April 2026, Irenelnc Planning and Urban Design on behalf of Hobart City Council (“the Applicant”), submitted:

- an application under section 37 of LUPAA to amend the LPS; and
- a letter requesting that the planning authority consider the request to amend the LPS and an application for a permit at the same time.

1.2. The Tasmanian Government, working closely with the Greater Hobart Councils established the River Derwent Masterplan, to guide the expansion of ferry services on the River Derwent. The first stage of the Masterplan focuses on ferry services to Lindisfarne, Wilkinsons Point and Sandy Bay, following the successful trial of the Bellerive terminal and commuter service. This proposal is for the use and development of a Public Passenger Ferry Terminal at the southern end of Natone Street, as part of this masterplan.

2. STATUTORY IMPLICATIONS

- 2.1.** Section 37(3) of LUPAA requires that a request to amend the LPS includes the consent of all landowners. Section 40T(6) of LUPAA requires that a permit application, concurrent with a LPS amendment request, includes the consent of all landowners. As officer delegation only extends to consequential works, consent for the inclusion of ANZAC Park, 19D Lincoln Street is a matter for Council, as the landowner. Therefore, it is sensible to include all matters relating to Council land forming part of the application in a single request to Council.
- 2.2.** Council has previously received external legal advice in relation to providing landowner consent under section 40T of LUPAA and, in particular, what considerations Council may have regard to in making a decision on landowner consent. The discretion available to Council under section 37 and section 40T of LUPAA is “unconfined”, in that the legislation does not list the matters which are to be considered when determining whether to provide landowner consent. The advice also provides that it is reasonable to have regard to previous Council decisions and any adopted strategic plans and reports.
- 2.3.** The only limitation to this discretion is whether the decision is so unreasonable that another decision maker, acting reasonably, could not have made such a decision. To aid Council in making its decision, consideration should be given to guiding principles associated with discretionary decision making, including to:
- act in good faith for a proper purpose;
 - only take into account relevant considerations and to ignore irrelevant considerations;
 - act reasonably on reasonable grounds;
 - make a decision based on supporting evidence; and
 - give appropriate weight to matters of importance but not give disproportionate weight to matters of less importance.
- 2.4.** In this regard, while it is an unrestricted power of decision-making, Council’s consideration should be that of a landowner or the public land manager, not as a planning authority.

Accordingly, it is considered appropriate for Council to confine its considerations to:

- the likely impact of the development on the current and future use of the public land and/or infrastructure, or Council's ability to use or maintain the public land or infrastructure in the future;
- whether the provision of consent will further the objectives set out in Schedule 1 of LUPAA;
- whether there is a public benefit for the proposed use of the land and/or the public interest is protected;
- any relevant previous Council decisions, plans or reports; and
- any other matter Council reasonably determines is relevant.

2.5. It is noted that the planning merits of the combined application, which would normally be assessed as part of the formal application through Council (in its role as the planning authority) and the Tasmanian Planning Commission, are only as relevant at this time as much as necessary, as some considerations may be both relevant to Council acting as a landowner and as the planning authority.

2.6. Accordingly, this request for consent is the first step in a multi-stage process which, subject to approval, would include:

- landowner consent (Council as landowner);
- LPS amendment and development permit (consideration by Council as a planning authority and by the Tasmanian Planning Commission);
- construction of development and meeting of any obligations under the conditions of permit; and
- construction of access by the applicant to Council's requirements.

3. REPORT IN DETAIL

3.1. Context of Proposed Development

While this report does not assess the planning merits of the application, it is relevant to consider the planning context of the site, and what the application seeks to facilitate.

The site comprises the southern end of Natone Street and a portion of ANZAC Park, 19D Lincoln Street, Lindisfarne (Figure 1).



Figure 1. A snapshot of the site showing the area that is the subject of the application circled in red.

Natone Street is a local access road serving residential properties and ends at the high-water mark with an unsealed cul-de-sac head and informal parking. The portion of Natone Street forming part of this application is the southern end of the road reserve, and it is zoned General Residential, Recreation and Open Space (Figure 2).



Figure 2. The site is zoned General Residential (red), Recreation (light green) and Open Space (dark green).

The inclusion of the Natone Street road reserve as part of the site area solely relates to connection to stormwater services occurring within this lot. No other works are proposed within this title as part of this application.

ANZAC Park is a significant community sporting and recreational hub comprising of a large recreational parkland and community sports facilities. ANZAC Park is bordered to the south by a shared walking and cycling path, linking Natone Street to Park Road and forming part of the broader foreshore trail network. ANZAC Park is zoned Recreation.

The land-based components of the ferry terminal are proposed on this site, and the key land-based components are:

- Terminal gateway (approximately 88m²), including:
 - Storage area (12m²)
 - Bike Store (29m²); and

- Amenities Block (approximately 8m² total) with two separate WC facilities (including a DDA compliant accessible toilet), integrated within the terminal footprint.
- A new pedestrian ramp/walkway connecting the terminal to the park pathway network.

The key components of the proposal utilising the existing foreshore edge and below high-water mark are:

- Terminal berthing edges with fendering systems;
- Infrastructure provision to accommodate future electric ferry charging;
- A series of sliding and fixed fences/gates to manage safe and controlled access to the terminal;
- Integration with existing path and recreation infrastructure;
- Ferry waiting Terminal Building (approximately 81m² internal + 14m² deck), providing:
 - an enclosed waiting area with full-height glazing;
 - a covered external waiting deck;
 - facilities for accessible circulation;
- Hydraulic Boarding Ramp; and
- A new DDA-compliant hydraulic gangway connecting the terminal to the water, enabling accessible boarding and accommodating tidal variation.

The site, wholly or partially, is also subject to the following codes through overlays under the planning scheme:

- Coastal Erosion Hazard Code – the high, medium and low hazard bands apply to the site;

- Natural Assets Code – waterway and coastal protection area overlay applies 30m landward of the Derwent River, and the future coastal refugia area overlay extends across a small portion of Natone Street road reservation;
- Coastal Inundation Hazard Code – the low and medium hazards band applies to approximately half of the site;
- Flood-Prone Areas Hazard Code – the flood-prone hazard area overlay applies across the site, incorporating both Natone Street terminus and ANZAC Park adjacent to the foreshore; and
- Safeguarding of Airports Code – the obstacle limitation surface overlay imposes a 147m AHD height limit.

The subsequent application will be required to not only consider the suitability of the planning scheme amendment for the site specific qualification but also assess the application for permit under the relevant provisions of the planning scheme.

A search of the Aboriginal Heritage Register (27 February 2025) identified a shell midden with associated stone artefacts within the project area, and no historic (post-contact) heritage items were recorded. A field survey confirmed two Aboriginal heritage sites (AH1173 and AH1174) within proximity to the project footprint. The field survey noted the site has been significantly disturbed by previous development, landscaping and coastal erosion. However, the preferred management approach is avoidance of the site, noting full avoidance is constrained by the road reserve to the west and the presence of other Aboriginal heritage sites to the east. Therefore, the proposal footprint has been positioned to minimise impacts along the foreshore as far as practicable, and given likely impact to AH1174, a permit under the *Aboriginal Heritage Act 1975* is required prior to works commencing. The applicant notes an application for this permit is currently being prepared.

3.2. Separate Works

Several upgrades are proposed within Natone Street and ANZAC Park by Council, to improve recreational use and general functionality of the area. These works include improvements to circulation spaces, upgrades to the end of Natone Street, landscaping, new and upgraded pathways, vehicle turning area, DDA compliant parking spaces near the terminal, approximately 17 car parking spaces in Natone Street with time restrictions as required and pedestrian road crossing facilities. It is also anticipated that erosion protection works will be required to protect the foreshore as a result of ferry activity.

While these works are being undertaken concurrently to the proposed ferry terminal, these works are entirely separate from and do not form part of this application. The only works proposed within the Natone Street road reserve as part of this application relate to stormwater and services connections for the terminal.

3.3. Purpose of Council-owned Land

ANZAC Park is one of the Council's most significant recreational and community sports hubs and comprises multiple sporting and community facilities, 2.4ha (approximately) of recreational parklands, twin ovals, a bowls club and a tennis club. In addition, ANZAC Park features publicly accessible amenities, such as picnic areas, playground equipment, shared walking and cycling paths linking Natone Street to Park Road and forming part of the foreshore trail, a war memorial, public toilets (including accessible facilities), and off-lead dog areas. The area serves a "district" level function in Council's open space network and plays an important part in providing recreational and active open space for the Clarence community.

Natone Street is a local access road serving residential properties in the immediate area and connection to the broader transport network. The southern end of Natone Street is currently used as an informal parking area for ANZAC Park and provides limited access to the Derwent River.

3.4. The Public Interest

The general term “public interest” is taken as a test for a consideration of interest of the public, or community of the wider area or even of Clarence as a whole, as distinct from the interest of an individual or individuals. A “public benefit” is considered to be one that, on a balance of outcomes, provides a significant opportunity for benefit post-development, for the wider community, to that which existed prior to the development.

The public interest in general planning outcomes is already protected by the operation of the planning scheme and the functions of Council acting as planning authority. Accordingly, this test should consider matters outside of “good planning” outcomes.

There is also the consideration that the utilisation of public land to directly enable private development of such a degree of private benefit is unreasonable without some form of public benefit. In this case, the proposal is to provide a purpose-built terminal building, associated marine access infrastructure, and ancillary facilities designed to integrate with the existing parkland environment and provide improved public transport connectivity for the eastern suburbs. No private benefit is contemplated.

4. MATTERS FOR CONSIDERATION

4.1. Future Use of Council-owned Land

As noted above, the Council owned land at 19D Lincoln Street, Lindisfarne is one of Council’s significant recreation and community sports hubs. The proposal is taken to not prevent this land from continuing to serve its open space function and broader connection to the foreshore trail, provided it is developed in accordance with the applicant’s proposed design.

The foreshore access therefore serves an important purpose and should be maintained. However, it is not considered the applicant’s proposed design would result in any unacceptable loss of or detriment to its ability to function as a connection, nor to open space connectivity in the wider catchment.

Importantly, as a precondition to supporting any proposal for the ferry terminal (and associated application for landowners' consent), Council's open space and recreation team required the design to achieve the following:

- Ensure accessibility is maintained and improved, including preservation of access to the foreshore and surrounding open space.
- Maintain and, where practicable, enhance continuous pedestrian and cycle connectivity between Natone Street, the existing Clarence Foreshore Trail, and surrounding park pathways.
- Minimise encroachment into the parkland by ensuring the vehicle turning area and associated infrastructure occupy only the land necessary to achieve operational and safety requirements.
- Retain existing mature trees and parkland vegetation wherever practicable, with any unavoidable removals minimised and appropriate landscape integration provided.
- Preserve public access to the foreshore and water's edge, including maintaining open space amenity and opportunities for informal recreation in this part of ANZAC Park. Council open space officers are satisfied that the design adequately addresses these criteria and does not result in adverse outcomes for the use of open space or connections.

The works proposed for Natone Street are limited to stormwater connection. As the land manager of the foreshore and adjacent public assets, Council must evaluate the proposed terminal's long term impact on the surrounding coastline, public infrastructure and natural and cultural heritage values. The natural values and coastal erosion assessment (under review) does suggest that while the ferry may not significantly accelerate natural erosion rates, that a rock revetment is required to protect the existing foreshore. Through the detailed design process, Council should look carefully at the impact of the proposed coastal protection measures to the longevity of the sandy foreshore, which is highly valued by the community.

Coastal protection measures do have the potential to change the condition of the sandy foreshore and further work is required to understand the full impact. Council will need to work through these uncertainties at the detailed design stage and collaborate with the State Government to define future land management responsibilities.

Strategic Consideration of the Area

Planning Controls

The application proposes to introduce a Site Specific Qualification (SSQ) to allow Port and Shipping to be a discretionary use within the defined area of the Recreation zone. This is proposed because the Port and Shipping use class, which includes ferry terminals, is currently a prohibited use in the Recreation Zone.

The SSQ is the appropriate planning tool because it can be inserted into the Local Provisions Schedule to allow for tailored provisions to apply to a specific parcel of land.

An SSQ enables additional uses or modified use standards than those set out in the State Planning Provisions of the Tasmanian Planning Scheme. The SSQ would provide an assessment pathway for the ferry terminal and subservient uses at the Natone Street location.

The merit of this proposal will be scrutinized through the subsequent planning assessment.

Council Strategies and Policies

Clarence City Council Strategic Plan 2021-2031

Council's Strategic Plan is not relevant to the provision of consent for lodgement of the application. However, when considering the proposed amendment under section 34(2) of LUPAA (in the subsequent application to this landowner consent process), Council must be satisfied that the proposed amendment has regard to Council's Strategic Plan. This consideration primarily relates to the strategic goal "A well-planned liveable city", which encompasses the transport network, stormwater management, parks, and land use planning.

Other Relevant Plans (if any)

Council's *Asset Management Plan - Stormwater and Coastal Hazards Policy* may also be relevant to future consideration of the application.

In assessing the application for a planning permit, Council will also have to consider its obligations under the *Urban Drainage Act 2013 (Tas.)* about stormwater management.

4.2. Southern Tasmanian Regional Land Use Strategy

In 2011, the Southern Tasmanian Regional Land Use Strategy 2010-2035 (STRLUS) was adopted. Under section 34(2) of LUPAA, all planning scheme amendments and new planning schemes must be, as far as practicable, consistent with the relevant regional strategy.

Subsequent to Council's decision on landowner consent, the relevant policies within the current version of STRLUS for consideration of the proposed LPS amendment are likely to include:

- Section 7: The Coast – noting the site is within the Coastal Zone as defined by the State Coastal Policy 1996.
- Section 8: Minimising Risks and Hazards – noting the presence of flooding and coastal inundation hazards on the land.
- Section 9: Cultural Values – to recognise, retain and protect Aboriginal heritage values.
- Section 10: Recreation and Open Space – noting potential impacts on the open space network.
- Section 13: Land Use and Transport Integration – noting the development of an integrated transport network.

Impact on Land or Infrastructure

The land is subjected to various overlays such as flood-prone hazard area, coastal inundation, and waterways and coastal protection areas. Any development on the land must address the relevant hazard codes through detailed assessment to confirm impacts on land and infrastructure and whether a tolerable risk can be achieved and maintained over the life of the development.

The proposed use and development of a public passenger ferry terminal at Natone Street has the potential to affect Council-owned land and associated infrastructure, as well as adjacent coastal land and marine environments. While the proposal is generally designed as a low-profile, pile-supported structure with minimal land disturbance, a number of impact considerations require careful assessment.

- **Coastal Processes and Adjacent Land**

The application includes assessment of coastal processes and vessel-generated effects, indicating that the terminal structure is designed to tolerate projected coastal erosion and inundation hazards to 2100 and that ferry wake and propeller wash are expected to be low relative to prevailing wind-driven wave energy.

While this information provides clarity regarding the likely magnitude of vessel-related impacts, the assessment continues to focus primarily on the resilience of the terminal within its immediate footprint, with limited demonstration of how coastal processes will be managed along adjacent shoreline areas over the life of the use.

The documentation identifies rock revetment as was shown in the landscaping plan as the principal mitigation measure to address erosion risk and protect the existing foreshore. However, the form, extent and performance of this mitigation are deferred to the detailed design stage. There are no drawings, sections or engineering details included in the current application that demonstrate how the proposed revetment will function in practice, how it will interact with ferry operations and coastal processes, or how it will protect adjoining Council-owned land beyond the development footprint.

This remains a significant consideration given the proximity of nearby foreshore land, parkland and Aboriginal heritage sites that are already recognised as being affected by coastal erosion processes. The planning scheme requires that development within a coastal erosion hazard area must not increase erosion risk to adjoining land or public infrastructure.

Although the technical assessments conclude that erosion risks can be managed in principle, the material provided does not yet enable Council, as landowner, to fully understand the long-term shoreline response, the potential need for future protection or mitigation works, or whether such works could give rise to ongoing maintenance, repair or protection costs for Council. From a landowner perspective, it is important that these long-term implications and any associated financial liabilities are clearly identified and appropriately managed over the life of the use, rather than being left unresolved at a later design stage.

- **Dredging and Long-term Maintenance**

The application states that no dredging or reclamation is proposed as part of the development. While this may be accurate at the construction stage, ferry terminals are operational uses with a long design life, and maintenance dredging is a recognised component of Ports and Shipping activities where sedimentation occurs over time.

The planning report does not address whether maintenance dredging could be required in the future, nor how such activity would be managed in the context of the Natural Assets Code, coastal processes and adjacent land impacts. This represents a gap in demonstrating the ongoing environmental implications of the use over its intended life.

- **Impact on Existing Land and Recreational Infrastructure**

The landward component of the terminal is located within ANZAC Park, a significant public open space and recreational asset. The development footprint is relatively small and is intended to integrate with existing pathways and park infrastructure. However, increased use of the site, including pedestrian activity, short-term vehicle movements and congregations during peak ferry periods, has the potential to place additional pressure on surrounding parklands and access areas. These impacts are not anticipated to be unreasonable, but they rely on effective access, circulation and management arrangements being maintained over time.

- **Emergency Access and Public Safety**

The documentation primarily addresses routine traffic and access movements but does not explicitly consider emergency access requirements for either land-based or marine emergencies. As a public transport terminal located at the water's edge, emergency access for ambulances, fire services or other responders, as well as emergency response to incidents involving ferry vessels or passengers, is a relevant consideration. The absence of a clear assessment of emergency vehicle access, turning capacity under emergency conditions, and marine emergency response capability limits Council's ability to fully assess the impact of the development on public infrastructure and safety.

- **Pollution Risk and Spill Response**

While the proposal has been assessed broadly against the State Policy on Water Quality Management, there is no specific consideration of potential pollution risks associated with ferry operations, including fuel, oil or hydraulic fluid spills. Ports and Shipping uses inherently involve marine vessels and associated environmental risk, even where vessels are electric or refuel elsewhere. The application does not identify spill prevention or response arrangements, or how an incident would be managed to protect Council land, adjacent foreshore areas and the Derwent River.

- **Public Transport Integration and Impacts on Council Land**

The proposal raises concerns regarding Council's land and infrastructure interests due to the absence of a proximate bus stop at the terminal, reliance on travel behaviour assumptions drawn from the Bellerive ferry terminal (which benefits from extensive all-day parking and established bus infrastructure), and unclear justification for accommodating bus turning movements at the site. These factors introduce uncertainty about how Council-owned parkland is being used and constrained in the absence of a confirmed or funded bus service, and whether the land is being efficiently managed to support genuine multimodal integration. Additionally, while the site is promoted as a strategic public transport node, there is limited clarity on how Council land is being safeguarded for future public transport infrastructure, creating a risk that incremental infrastructure requirements could encroach on recreational land without a coordinated or long-term land protection framework.

- Aboriginal Heritage (AH1174) - Cost and Feasibility Risk to Council:**

The current architectural plans cannot confirm that the landside civil works has avoided Aboriginal heritage site AH1174. From a Council asset and project delivery perspective, unresolved heritage constraints may affect the feasibility, footprint and cost of Council-owned landside works. This represents a material project risk that will require resolution prior to detailed design and construction commitments.
- Stormwater Infrastructure:**

The site is located at the downstream end of an urban catchment and is affected by tidal influences and mapped flood and coastal hazards. While new impervious areas are proposed, Council has directed that broader stormwater network upgrades will not form part of the current landside civil works. From an asset management perspective, this presents a risk that additional runoff and hydraulic impacts may be transferred to existing Council stormwater infrastructure without commensurate upgrades, potentially affecting long-term performance, maintenance and flood resilience.

Objectives of Schedule 1 of LUPAA

All decision-making under the provisions of LUPAA is required to further the objectives of Schedule 1 of the Act. An assessment is provided in the following table.

Objective	Response
“Part 1	
<i>The objectives of the resource management and planning system of Tasmania are -</i>	
<i>(a) to promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity; and</i>	The provision of consent is not inconsistent with this objective.
<i>(b) to provide for the fair, orderly and sustainable use and development of air, land and water; and</i>	The provision of consent is not inconsistent with this objective. However, further consideration will be required when assessing the proposed LPS amendment.

Objective	Response
<i>(c) to encourage public involvement in resource management and planning; and</i>	The provision of consent is not inconsistent with this objective. Public engagement on the proposal will occur through a statutory exhibition period if Council supports the proposed LPS amendment.
<i>(d) to facilitate economic development in accordance with the objectives set out in paragraphs (a), (b) and (c); and</i>	The provision of consent is not inconsistent with this objective.
<i>(e) to promote the sharing of responsibility for resource management and planning between the different spheres of Government, the community and industry in the State”.</i>	The provision of consent is not inconsistent with this objective.
“Part 2	
<i>The objectives of the planning process established by this Act are, in support of the objectives set out in Part 1 of this Schedule –</i>	
<i>(a) to require sound strategic planning and co-ordinated action by State and local government; and</i>	The provision of consent is not inconsistent with this objective.
<i>(b) to establish a system of planning instruments to be the principal way of setting objectives, policies and controls for the use, development and protection of land; and</i>	The provision of consent is not inconsistent with this objective.
<i>(c) to ensure that the effects on the environment are considered and provide for explicit consideration of social and economic effects when decisions are made about the use and development of land; and</i>	The provision of consent is not inconsistent with this objective.
<i>(d) to require land use and development planning and policy to be easily integrated with environmental, social, economic, conservation and resource management policies at State, regional and municipal levels; and</i>	The provision of consent is not inconsistent with this objective.
<i>(e) to provide for the consolidation of approvals for land use or development and related matters, and to co-ordinate planning approvals with related approvals; and</i>	The provision of consent is not inconsistent with this objective.
<i>(f) to promote the health and wellbeing of all Tasmanians and visitors to Tasmania by ensuring a pleasant, efficient and safe environment for working, living and recreation; and</i>	The provision of consent is not inconsistent with this objective.

Objective	Response
<i>(g) to conserve those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value; and</i>	The provision of consent is not inconsistent with this objective.
<i>(h) to protect public infrastructure and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community; and</i>	The provision of consent is not inconsistent with this objective.
<i>(i) to provide a planning framework which fully considers land capability”.</i>	The provision of consent is not inconsistent with this objective.

5. CONSULTATION

5.1. Community Consultation Undertaken

A letter and FAQ sheet were delivered to the Natone Street residents and clubs and associations of ANZAC Park on the 9 March 2026, informing them of the project status, timeline, and proposed design. This provided an opportunity to discuss any concerns or request changes not yet considered that may benefit immediate residents that could be reasonably accommodated.

On the same day, a media release was issued to inform the broader community of the project status, timeline, and proposed design. Council’s Your Say page has made available information to support the letters to residents and media release for those seeking more detail, such as project updates, timeline, background information, supporting documentation and FAQs.

5.2. State/Local Government Protocol

Nil.

5.3. Further Community Consultation

If Council provides consent for the application to be lodged, and if supported by the planning authority, the application would be referred to the relevant service authorities and subject to a period of public exhibition, prior to being considered by the Tasmanian Planning Commission.

6. STRATEGIC PLAN/POLICY IMPLICATIONS

Implications for Council's Strategic Plan or Policies have been identified in section 4.2 above.

7. CONCLUSION

In consideration of the matters set out in this report, it is recommended that the request for landowner consent for both the proposed planning scheme amendment and the associated application for planning permit be granted.

Attachment: 1. Request for Consent and Supporting Documentation (10)

Ian Nelson
CHIEF EXECUTIVE OFFICER



18 March 2026

The General Manager
Clarence City Council
PO Box 96
ROSNY PARK, TAS 7018

Dear Ian Nelson

COUNCIL CONSENT REQUEST – NATONE STREET FERRY TERMINAL

Ireneinc Planning & Urban Design has been engaged to prepare and submit a combined planning scheme amendment and development application to Council for the use and development of a Public Passenger Ferry Terminal at the terminus of Natone Street (Anzac Park – 19D Lincoln Street, Lindisfarne), as part of the River Derwent Ferry Expansion Project. The proposal seeks to establish a new ferry terminal and associated infrastructure to enhance river-based public transport connections between the eastern shore and the Hobart CBD.

The proposed Planning Scheme Amendment seeks to modify the Tasmanian Planning Scheme – Clarence Local Provisions Schedule by introducing a site-specific qualification (SSQ). This SSQ will enable a 'Ports and Shipping' use to be discretionary within a defined portion of the zone, facilitating the proposed ferry terminal. A combined development application for the use and development will be lodged concurrently with the amendment.

As the land is owned by Council, consent is required across multiple statutory processes associated with the proposal. Specifically, this request seeks:

- Owner's consent to accompany a request to initiate a planning scheme amendment;
- Owner's consent in accordance with Section 52 of LUPAA, which requires that an application for a development application permit be made with the consent of the owner of the land; and
- Owner acknowledgement/consent to support an application under the Aboriginal Heritage Act 1975, as the proposal involves works on land with potential Aboriginal heritage values.

Accordingly, I am writing to request Council's consent as landowner to enable lodgement of the above applications and approvals framework.

The documentation accompanying this request includes the Council application form, the Tasmanian Planning Commission owner's consent form, and the Aboriginal Heritage Permit application form.

If you have any further queries about any of the above, please contact me on 6234 9281.

Yours sincerely

Michela Fortini
PLANNER

IRENEINC PLANNING & URBAN DESIGN

smithstreetstudio | ireneinc

49 Tasma St, North Hobart, TAS 7000

Tel (03) 6234 9281

Fax (03) 6231 4727

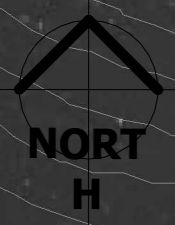
Mob 0418 346 283

Email planning@ireneinc.com.au



Table 4: Summary significance ratings for recorded Aboriginal sites

AH Number	Site Type	Scientific Significance	Aesthetic Significance	Historic Significance	Social Significance
AH1173	Shell midden	Low-medium	Medium	Not Applicable	Medium-High
AH1174	Shell midden	Low-medium	Medium	Not Applicable	Medium-High



01 Site
1 : 500

Revision Schedule		
REV	Revision Description	Date
1	DA submission	12/02/26

Check all dimensions and site conditions prior to commencement of any work, the purchase or ordering of any materials, fittings, plant, services or equipment and the preparation of shop drawings and/or the fabrication of any components.

Do not scale drawings - refer to figured dimensions only. Any discrepancies shall immediately be referred to the architect for clarification.

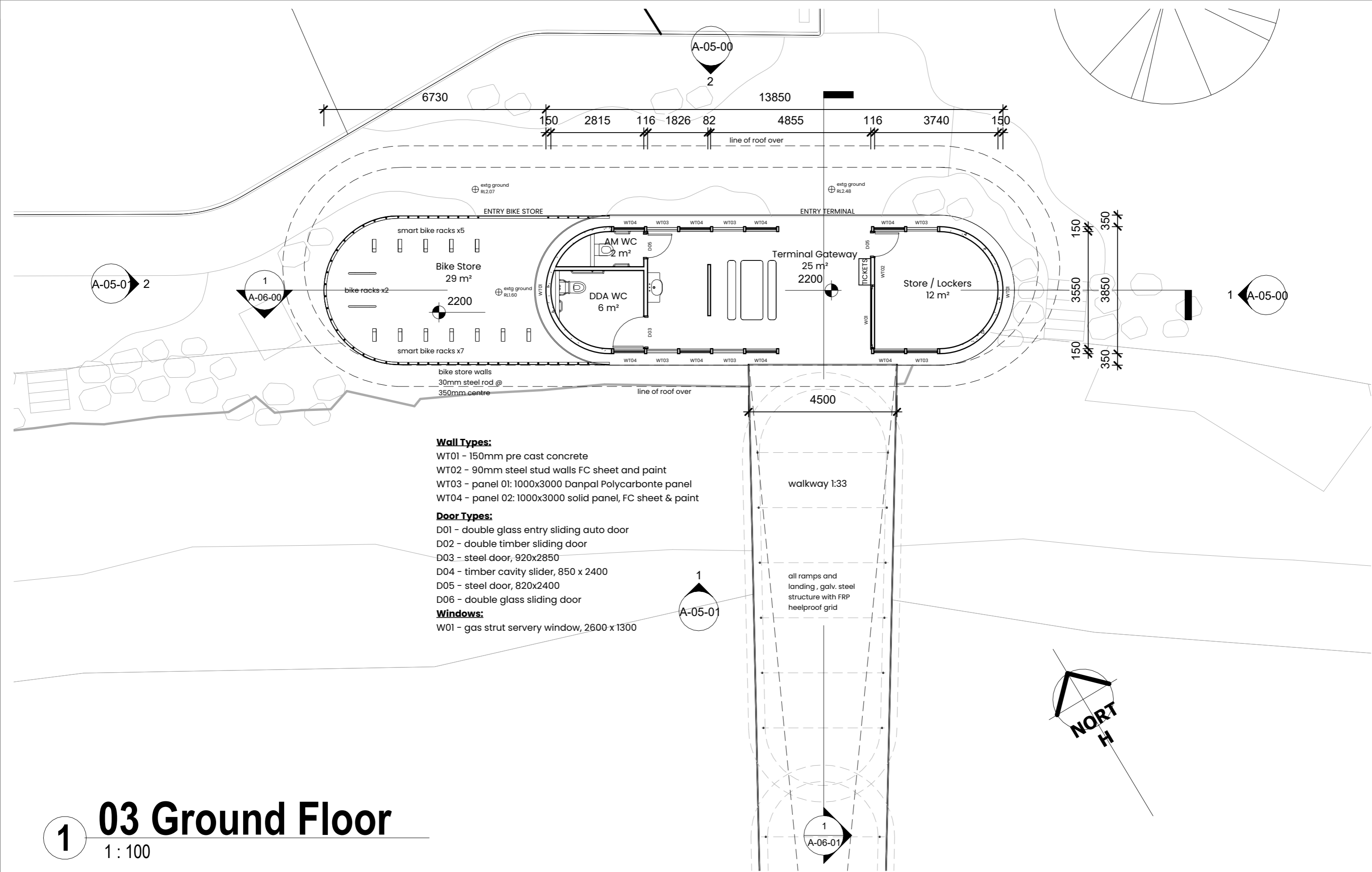
All drawings may not be reproduced or distributed without prior permission from the architect.

CLIENT
Clarence City Council
PROJECT ADDRESS
Anzac Park
19D Lincoln St
Lindisfarne TAS 7015
PID:5134024 TR: 232087/1



Architect
RAUM Studio | Architecture
E info@raum.studio
P 0433 976610
A L1, 5 Morrison Street
Hobart | Clifton Beach
Martin Schmidt LicNo CC6976

PROJECT DESCRIPTION		13/02/2026 1:40:32 PM	
Derwent River Ferry - Anzac Park / Natone Street			
DRAWING TITLE		SCM	MS
General and Site		SCALE	SHEET SIZE
PROJECT NAME		1 : 500	A3
DRF03 - NTS		SHEET NUMBER	REV
A-01-00		1	1



- Wall Types:**
 WT01 - 150mm pre cast concrete
 WT02 - 90mm steel stud walls FC sheet and paint
 WT03 - panel 01: 1000x3000 Danpal Polycarbonate panel
 WT04 - panel 02: 1000x3000 solid panel, FC sheet & paint
- Door Types:**
 D01 - double glass entry sliding auto door
 D02 - double timber sliding door
 D03 - steel door, 920x2850
 D04 - timber cavity slider, 850 x 2400
 D05 - steel door, 820x2400
 D06 - double glass sliding door
- Windows:**
 W01 - gas strut servery window, 2600 x 1300

1 03 Ground Floor

1 : 100

Revision Schedule		
REV	Revision Description	Date
1	DA submission	12/02/26

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PROJECT DESCRIPTION		13/02/2026 1:41:31 PM	
Derwent River Ferry - Anzac Park / Natone Street			
DRAWING TITLE		DRAWN	CHECKED
Floor Plans		SCM	MS
PROJECT NAME		SCALE	SHEET SIZE
DRF03 - NTS		1 : 100	A3
SHEET NUMBER		REV	
A-02-00		1	

Ramp gradients:
 High Tide: 1/21 - 80%: 1/26
 LOW Tide: 1/19 - 80%: 1/24

A-05-02
2

2
A-06-00

A-05-02
1

A-05-03
1

2
A-06-01
2
A-05-03

03 Terminal

1 : 100

Revision Schedule		
REV	Revision Description	Date
1	DA submission	12/02/26

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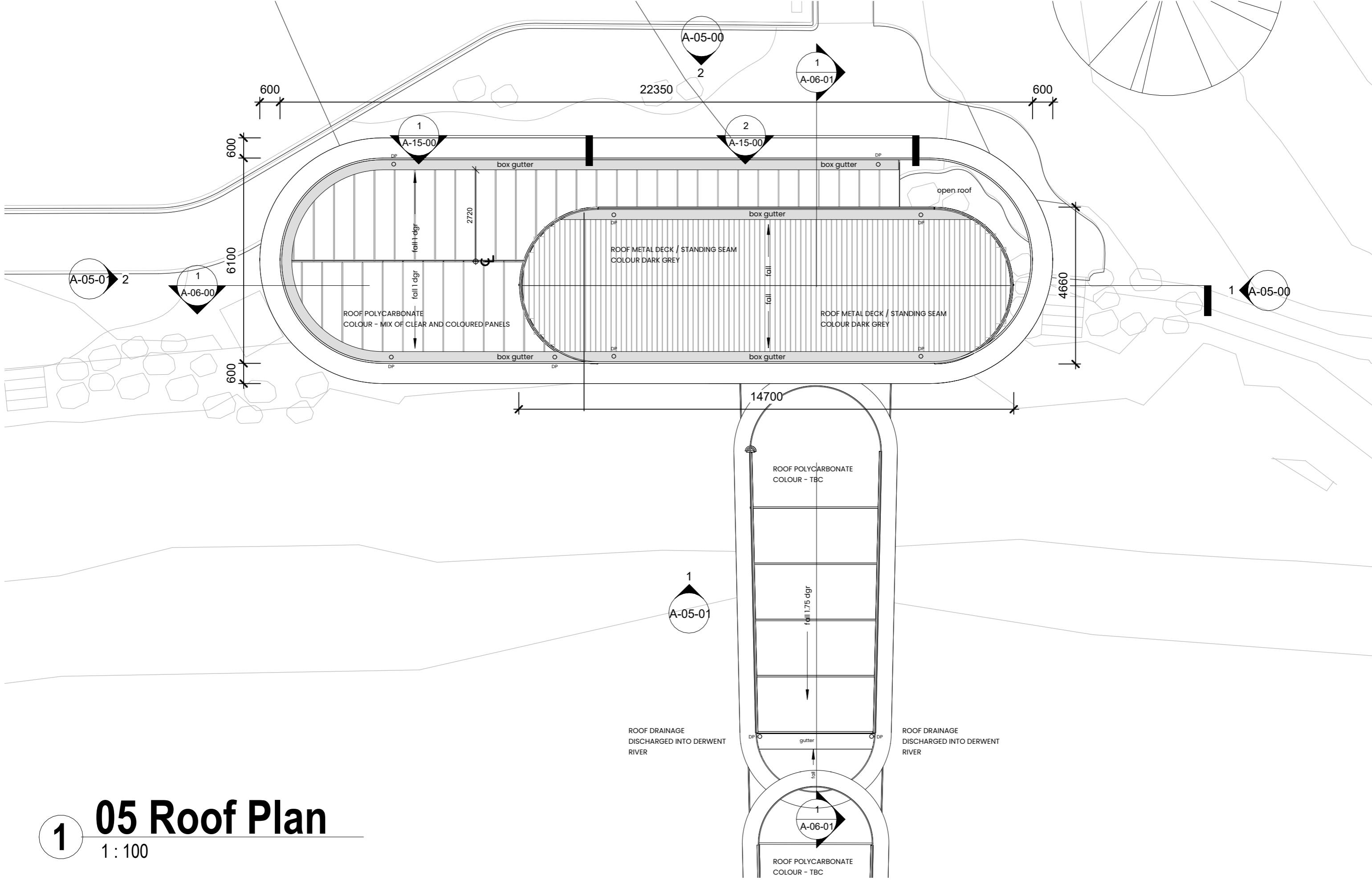
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 Hobart | Clifton Beach
 Martin Schmidt LicNo CC6976

PROJECT DESCRIPTION			
Derwent River Ferry - Anzac Park / Natone Street			
DRAWING TITLE			
Terminal Plan			
PROJECT NAME			
DRF03 - NTS			
DRAWN	CHECKED	SHEET SIZE	
SCM	MS	A3	
SCALE	1:100	SHEET NUMBER	REV
A-02-01		1	



1 05 Roof Plan

1 : 100

Revision Schedule		
REV	Revision Description	Date
1	DA submission	12/02/26

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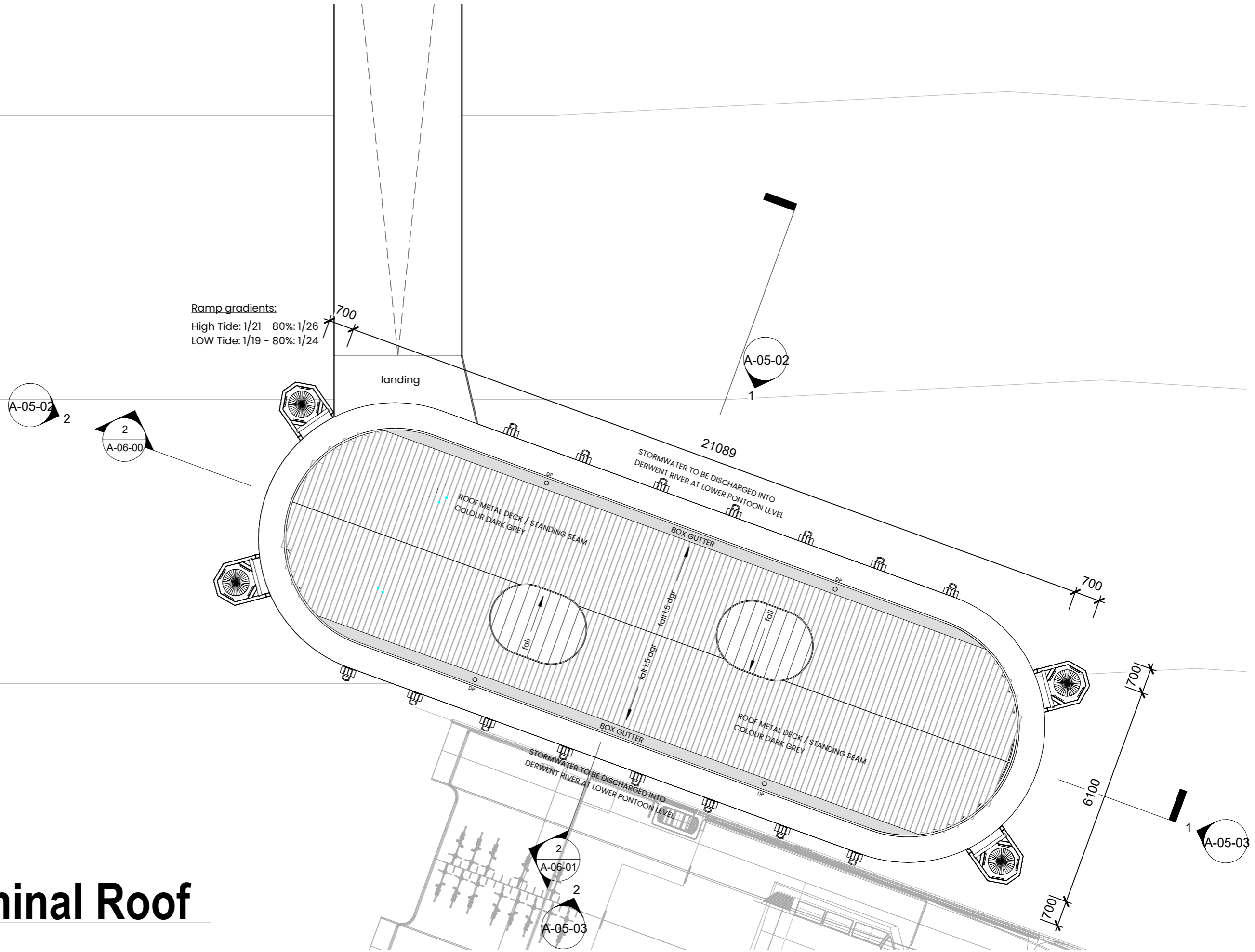
CLIENT
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 PID:5134024 TR: 232087/1



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 Martin Schmidt LicNo CC6976

PROJECT DESCRIPTION		13/02/2026 1:41:39 PM	
Derwent River Ferry - Anzac Park / Natone Street			
DRAWING TITLE		DRAWN	CHECKED
Roof Plan		SCM	MS
PROJECT NAME		SCALE	SHEET SIZE
DRF03 - NTS		1 : 100	A3
		SHEET NUMBER	REV
		A-04-00	1

Ramp gradients:
 High Tide: 1/21 - 80%: 1/26
 LOW Tide: 1/19 - 80%: 1/24



1 05 Terminal Roof

1 : 100

Revision Schedule		
REV	Revision Description	Date
1	DA submission	12/02/26

Check all dimensions and site conditions prior to commencement of any work, the purchase or ordering of any materials, fittings, plant, services or equipment and the preparation of shop drawings and/or the fabrication of any components.

Do not scale drawings - refer to figured dimensions only. Any discrepancies shall immediately be referred to the architect for clarification.

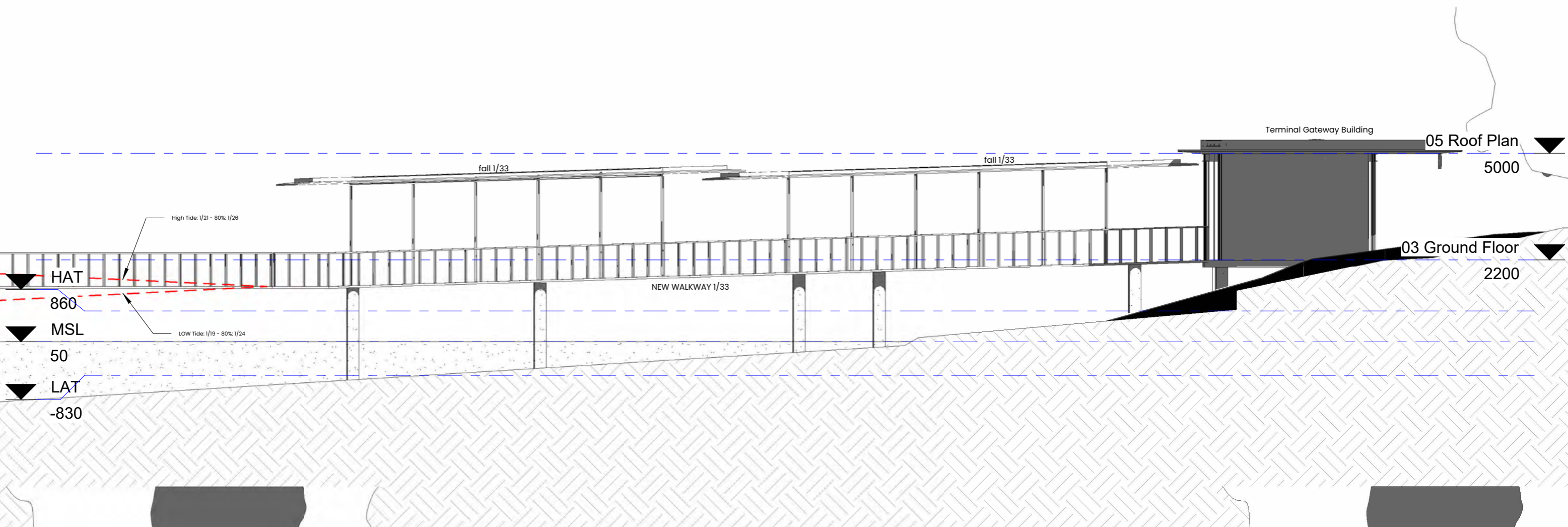
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 PID:5134024 TR: 232087/1



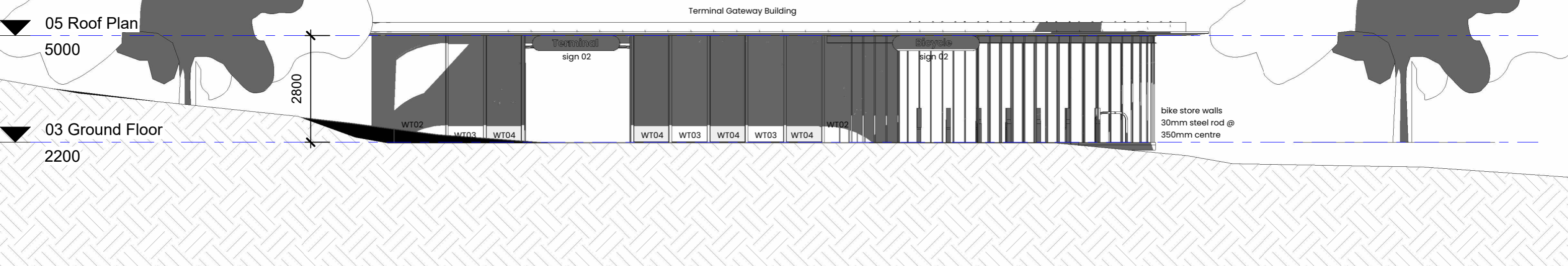
Architect
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 Martin Schmidt LicNo CC6976

PROJECT DESCRIPTION		13/02/2026 1:41:42 PM	
Derwent River Ferry - Anzac Park / Natone Street			
DRAWING TITLE Terminal Roof Plan			
PROJECT NAME DRF03 - NTS		DRAWN SCM	CHECKED MS
SHEET NUMBER A-04-01		SCALE 1 : 100	SHEET SIZE A3
REV 1			



1 East Elevation

1 : 100



2 North Elevation

1 : 100

Revision Schedule		
REV	Revision Description	Date
1	DA submission	12/02/26

Check all dimensions and site conditions prior to commencement of any work, the purchase or ordering of any materials, fittings, plant, services or equipment and the preparation of shop drawings and/or the fabrication of any components.

Do not scale drawings - refer to figured dimensions only. Any discrepancies shall immediately be referred to the architect for clarification.

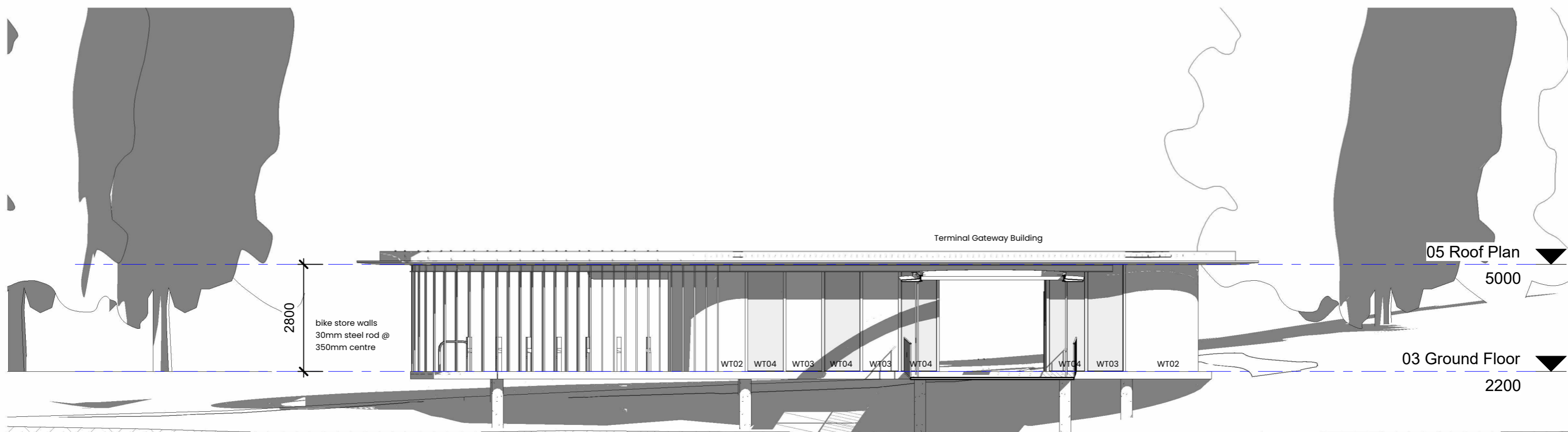
All drawings may not be reproduced or distributed without prior permission from the architect.

CLIENT
Clarence City Council
 PROJECT ADDRESS
 Anzac Park
 19D Lincoln St
 Lindisfarne TAS 7015
 PID:5134024 TR: 232087/1



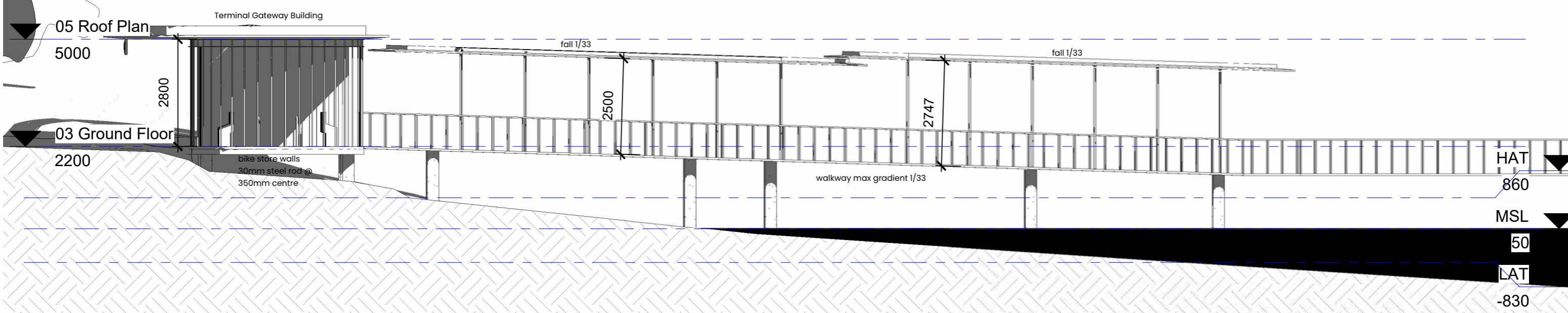
Architect
RAUM Studio | Architecture
 E info@raum.studio
 P 0433 976610
 A LI, 5 Morrison Street
 Hobart | Clifton Beach
 Martin Schmidt LicNo CC6976

PROJECT DESCRIPTION		13/02/2026 1:41:50 PM	
Derwent River Ferry - Anzac Park / Natone Street			
DRAWN		SCM	CHECKED MS
Elevations		SCALE	SHEET SIZE A3
PROJECT NAME		1 : 100	REV
DRF03 - NTS		A-05-00	1



1 South Elevation

1 : 100



2 West Elevation

1 : 100

Revision Schedule		
REV	Revision Description	Date
1	DA submission	12/02/26

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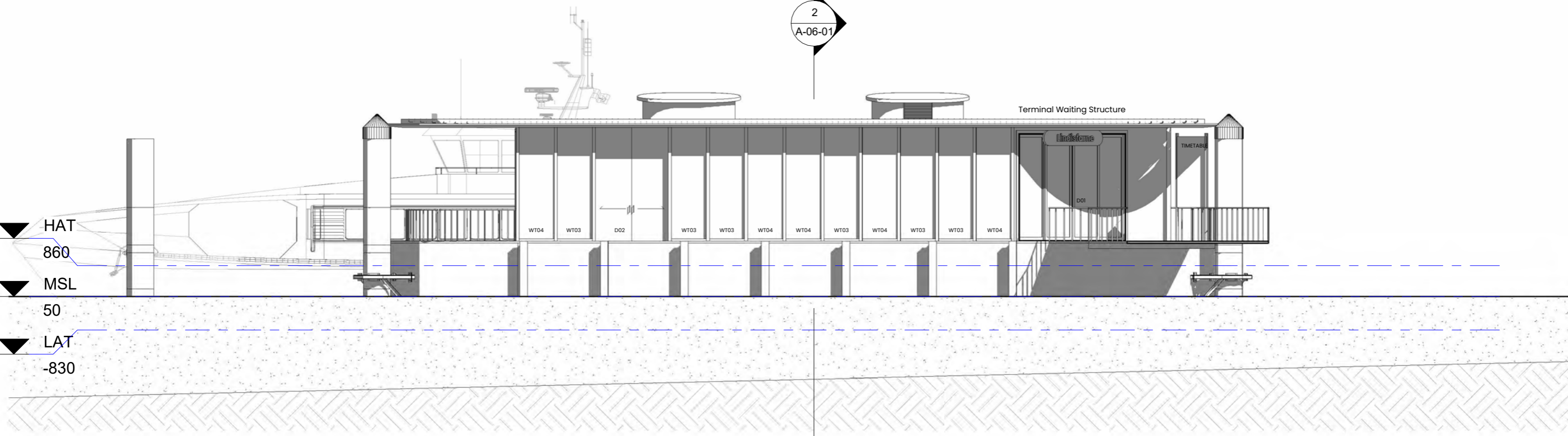


Architect
RAUM Studio | Architecture

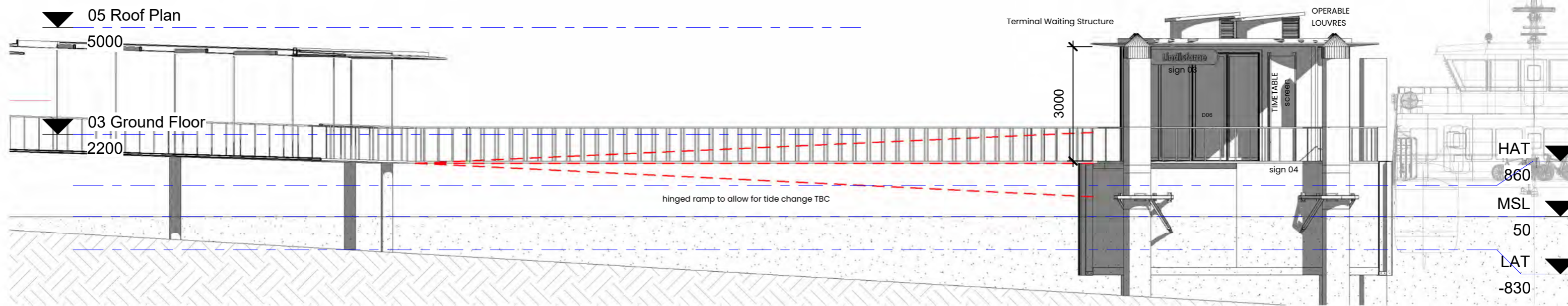
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PROJECT DESCRIPTION		13/02/2026 1:41:53 PM	
Derwent River Ferry - Anzac Park / Natone Street			
DRAWING TITLE		DRAWN	CHECKED
Elevations		SCM	MS
PROJECT NAME		SCALE	SHEET SIZE
DRF03 - NTS		1 : 100	A3
		SHEET NUMBER	REV
		A-05-01	1

2
A-06-01



1 T-North-East
1 : 100



2 T-North-West
1 : 100

Revision Schedule		
REV	Revision Description	Date
1	DA submission	12/02/26

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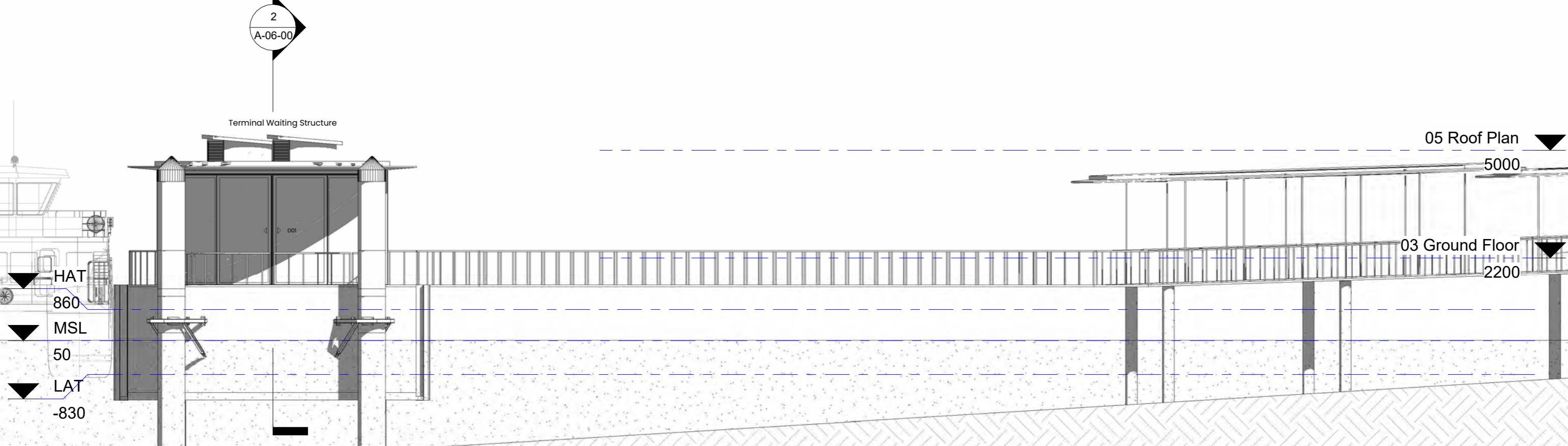
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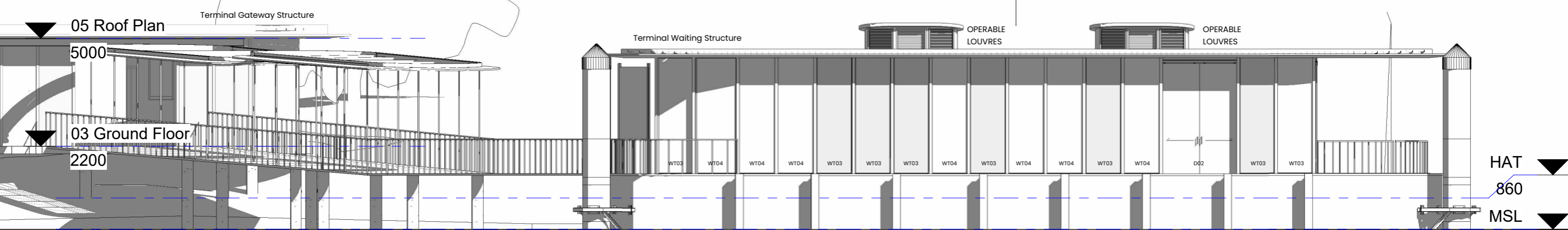
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DRAWING TITLE		SCM	MS
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PROJECT NAME		1 : 100	A3
DRF03 - NTS		SHEET NUMBER	REV
		A-05-02	1

2
A-06-00



1 T-South-East
1 : 100

2
A-06-01



2 T-South-West
1 : 100

Revision Schedule		
REV	Revision Description	Date
1	DA submission	12/02/26

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PROJECT DESCRIPTION		13/02/2026 1:42:10 PM	
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Elevations Terminal		SCALE	SHEET SIZE
PROJECT NAME		1 : 100	A3
DRF03 - NTS		SHEET NUMBER	REV
		A-05-03	1

9. MOTIONS ON NOTICE

Nil Items.

10. COUNCILLORS' QUESTION TIME

A Councillor may ask a question with or without notice at Council Meetings. No debate is permitted on any questions or answers.

10.1 QUESTIONS ON NOTICE

(Seven days before an ordinary Meeting, a Councillor may give written notice to the Chief Executive Officer of a question in respect of which the Councillor seeks an answer at the meeting).

Nil

10.2 ANSWERS TO QUESTIONS ON NOTICE

Nil

10.3 ANSWERS TO QUESTIONS WITHOUT NOTICE – PREVIOUS COUNCIL MEETING

Cr Mulder

1. My question relates to Tollard Drive and the deputation earlier this evening. As part of our working to replace air brakes on Tollard Drive, can the relevant authority also take into account the fact that Tollard Drive, under State Growth's plan, is actually planned to be the major service road into the Skylands development and that Droughty Point Road will not be used so maybe we need more than air brakes?

ANSWER

Taken on Notice.

(Further information) "Avoid Using Engine Brakes" signs are advisory signs and have no legal enforcement should heavy vehicle drivers choose to use their engine brakes. Typically, this signage is on State Roads where the road transitions from rural to urban environments. Several factors are considered for the installation of this signage, such as:

- Steep or long downhill grades,
- Crash history or identified safety risks,
- Noise evidence, and
- Road geometry and condition (is it encouraging break usage).

The future planned usage of Tollard Drive will be taken into account with any road renewal works and consideration of appropriate signage.

2. My second question relates to the demise of the hard waste collection. Could you please, once and for all, place on the public record the reason why it is neither financially viable or practical to bring this program back into the city?

ANSWER

(Head of Infrastructure and Natural Assets) We certainly have made it clear in the report done for a number of councils that there was not a service provider. I will defer to the CEO on how we publicly advise that.

(Chief Executive Officer) I will take the question on notice to provide a full answer that can appear in the agenda; however, to reiterate, the two main issues were lack of a service provider and the cost which was at the time we cancelled the service exceeding a million dollars.

(Further information) In 2025 TasWaste South on behalf of Clarence, Hobart, Brighton and Sorell Councils, commissioned a benchmarking and feasibility study to explore the viability of hard waste collection service models. The study found no single service provider could effectively service Clarence for the management of kerbside hard waste collection.

Cr Hunter

1. Given the emerging fuel crisis, is the organisation planning for the worst case scenario and ways to mitigate and manage operations and budget?

ANSWER

(Chief Executive Officer) Late last week and at the beginning of this week the local government sector is starting to look at what those impacts are. Already we have had contractors advise us of fuel tariffs and so on that impact their contract but we are starting to work with the Local Government Association and across the sector to look at that and it is more than just fuel, it is bitumen products, fertiliser, the range of things that fall into that basket that we are going to deal with so that process starts later this week.

(Further information) Council staff have reviewed Council's Business Continuity Plan and are reviewing action plans to address the current fuel crisis and its subsidiary impacts. The Business Continuity Plan will be activated if fuel and other supplies become impacted. Precautionary steps, such as preparing for increased work from home arrangements and reviewing depot operations to ensure fuel optimisation while maintaining service levels are underway.

2. Will that consider staff working from home arrangements?

ANSWER

(Chief Executive Officer) We haven't got to that point yet, but we are still working out what the environment looks like and what those impacts are. There are certainly other organisations, not just councils, looking at the possibility of work from home and how to minimise people's travel but we still have issues associated with doing the work, we still have to drive trucks, we still order products, so that is what we are looking at first.

Cr Hulme

1. Could we have an update on the situation with delays in greenwaste collection? Councillors have received a number of confidential briefings, what is the extent that any of that information can be provided publicly? Can we have an update for the public on efforts to get greenwaste back on track?

ANSWER

(Head of Infrastructure and Natural Assets) We understand council's and ratepayers' concerns with delays with the collection service. We have prioritised it so that general waste and recycling is done first. We have been dealing with Cleanaway through a number of things and escalated this matter higher in their organisation. As of first thing this morning all collections are up to date. Cleanaway have resolved a number of resourcing issues. And it is not just Cleanaway; it is the entire industry having concerns with drivers. We will continue to liaise with Cleanaway and inform council, but we are certainly hopeful of more promising steps going forward.

(Mayor) I know that the Comms team are working very closely with the Infrastructure and Natural Assets area and when we can, following discussions with Cleanaway, ensure information goes on-line.

Cr James

1. Council has undertaken a review of the footpath program and found a higher number of failed footpaths across multiple suburbs. I would appreciate if a copy of those reports could be provided to councillors as part of keeping us up to date in relation to our footpath program.

ANSWER

Taken on Notice.

(Further information) Council officers are compiling the information to present to council in a separate briefing report.

2. My question is regarding Chambroad and its processing through the Supreme Court. The Directions Hearing has now been listed for June 2026. In parallel with that Chambroad hotel has been approved as a major project and is currently before the Tasmanian Planning Commission. My question is, hypothetically, if the Directions Hearing is again deferred to a later date and the TPC deals with the number of representations that has to come before it including councils, if we decide to make one, as I believe we have, will the TPC decision supersede or be a basis for Chambroad to proceed with the hotel development?

ANSWER

(Mayor) It is somewhat challenging to provide an answer for a hypothetical question particularly when we are talking legal matters like we are.

(Head of Governance) As it is a legal matter it would be better if I provided it as a confidential memo which I can do over the next week or so.

(Mayor) You may recall that when Mr Hudson came out on the Monday to announce that they were lodging with the TPC he did say then in a WIN TV clip that they were seeking to get approval but clearly the legal matter also gets waved through as well. They are not going to start building on land they might not necessarily own. That was my understanding from that interview.

Cr Walker

1. Can you confirm that it is now three plus years since this council last considered this matter [Chambroad Hotel development] within the Chamber that Chambroad gave the undertaking that were they not to substantially commence within two years they were prepared to hand the land back to council?

ANSWER

(Chief Executive Officer) I believe that any undertaking they made was superseded by the legal action that has ensued.

2. Was that undertaking given prior to taking legal action?

ANSWER

Taken on notice.

(Further information) Yes, this related to the modified proposal presented by Chambroad and pre-dates the legal action.

Cr Chong

My question is regarding the public open space reserve, how much of that relates to Richmond?

ANSWER

Taken on Notice.

(Further information) Public Open Space reserve funds are not linked to the area the funds were collected from. The funds can be used for public open spaces anywhere in our city as people do travel out of their own area to enjoy Council's varied public open spaces.

10.4 QUESTIONS WITHOUT NOTICE

A Councillor may ask a Question without Notice of the Chairman or another Councillor or the Chief Executive Officer. Note: the Chairman may refuse to accept a Question without Notice if it does not relate to the activities of the Council. A person who is asked a Question without Notice may decline to answer the question.

Questions without notice and their answers will be recorded in the following Agenda.

The Chairman may refuse to accept a question if it does not relate to Council's activities.

The Chairman may require a question without notice to be put in writing. The Chairman, a Councillor or the Chief Executive Officer may decline to answer a question without notice.

11. CLOSED MEETING

Regulation 17 of the Local Government (Meetings Procedures) Regulations 2025 provides that Council may consider certain sensitive matters in Closed Meeting.

The following matters have been listed in the Closed Meeting section of the Council Agenda in accordance with Regulation 17 of the Local Government (Meeting Procedures) Regulations 2025.

11.1 APPLICATIONS FOR LEAVE OF ABSENCE

11.2 PROPERTY MATTER

These reports have been listed in the Closed Meeting section of the Council agenda in accordance with Regulation 17 of the Local Government (Meeting Procedures) Regulation 2025 as the detail covered in the report relates to:

- proposals to acquire land or an interest in land or for the disposal of land; and
- applications by Councillors for a Leave of Absence;

Note: The decision to move into Closed Meeting requires an absolute majority of Council.

The content of reports and details of the Council decisions in respect to items listed in “Closed Meeting” are to be kept “confidential” and are not to be communicated, reproduced or published unless authorised by the Council.

PROCEDURAL MOTION

“That the Meeting be closed to the public to consider Regulation 17 matters, and that members of the public be required to leave the meeting room”.