



DEVELOPMENT APPLICATION

PDPLANPMTD-2026/061135

PROPOSAL: Car Park & Access Upgrades (Educational & Occasional Care)

LOCATION: 3 Acton Road, Lauderdale

RELEVANT PLANNING SCHEME: Tasmanian Planning Scheme - Clarence

ADVERTISING EXPIRY DATE: 14/09/2026 00:00:00

The relevant plans and documents can be inspected at the Council offices, 38 Bligh Street, Rosny Park, during normal office hours until 14/09/2026 00:00:00. In addition to legislative requirements, plans and documents can also be viewed at www.ccc.tas.gov.au during these times.

Any person may make representations about the application to the Chief Executive Officer, by writing to PO Box 96, Rosny Park, 7018 or by electronic mail to clarence@ccc.tas.gov.au. Representations must be received by Council on or before 14/09/2026 00:00:00.

To enable Council to contact you if necessary, would you please also include a day time contact number in any correspondence you may forward.

Any personal information submitted is covered by Council's privacy policy, available at www.ccc.tas.gov.au or at the Council offices.

Application for Development / Use or Subdivision

Use this form to obtain planning approval for developing or using land, including subdividing it into smaller lots or lot consolidation.

Proposal: Lauderdale Primary School Staff Car Park and Bus Access Improvements

Personal Information Removed



Is the property on the Tasmanian Heritage Register?

Yes ☐ No ☒

If yes, we recommend you discuss your proposal with Heritage Tasmania prior to lodgement as exemptions may apply which may save you time on your proposal.

If you had pre-application discussions with City of Clarence, please provide planner's name:

Current use of site: **Educational and Occasional Care**

Does the proposal involve land administered or owned by the Crown or Council? Yes ☒ No ☐

Declaration

- I have read the Certificate of Title and Schedule of Easements for the land and am satisfied that this application is not prevented by any restrictions, easements or covenants.
- I authorise the provision of a copy of any documents relating to this application to any person for the purposes of assessment or public consultation. I agree to arrange for the permission of the copyright owner of any part of this application to be obtained. I have arranged permission for Council's representatives to enter the land to assess this application
- I declare that, in accordance with Section 52 of the Land Use Planning and Approvals Act 1993, that I have notified the owner of the intention to make this application. Where the subject property is owned or controlled by Council or the Crown, their signed consent is attached.
- I declare that the information in this declaration is true and correct.

Acknowledgement

- I acknowledge that the documentation submitted in support of my application will become a public record held by Council and may be reproduced by Council in both electronic and hard copy format in order to facilitate the assessment process; for display purposes during public consultation; and to fulfil its statutory obligations. I further acknowledge that following determination of my application, Council will store documentation relating to my application in electronic format only.

Personal Information Removed

Please refer to the development/use and subdivision checklist on the following pages to determine what documentation must be submitted with your application.



Development/use or subdivision checklist

Mandatory Documents

This information is required for the application to be valid. We are unable to proceed with an application without these documents.

- ☐ Details of the location of the proposed use or development.
- ☐ A copy of the current Certificate of Title, Sealed Plan, Plan or Diagram and Schedule of Easements and other restrictions for each parcel of land on which the use or development is proposed.
- ☐ Full description of the proposed use or development.
- ☐ Description of the proposed operation. May include where appropriate: staff/student/customer numbers; operating hours; truck movements; and loading/unloading requirements; waste generation and disposal; equipment used; pollution, including noise, fumes, smoke or vibration and mitigation/management measures.
- ☐ Declaration the owner has been notified if the applicant is not the owner.
- ☐ Crown or Council consent (if publically-owned land).
- ☐ Any reports, plans or other information required by the relevant zone or code.
- ☐ Fees prescribed by the City of Clarence.

Application fees (please phone 03 6217 9550 to determine what fees apply). An invoice will be emailed upon lodgement.

Additional Documents

In addition to the mandatory information required above, Council may, to enable it to consider an application, request further information it considers necessary to ensure that the proposed use or development will comply with any relevant standards and purpose statements in the zone, codes or specific area plan, applicable to the use or development.

- ☐ Site analysis and site plan, including where relevant:
 - Existing and proposed use(s) on site.
 - Boundaries and dimensions of the site.
 - Topography, including contours showing AHD levels and major site features.
 - Natural drainage lines, watercourses and wetlands on or adjacent to the site.
 - Soil type.
 - Vegetation types and distribution, and trees and vegetation to be removed.
-



- Location and capacity of any existing services or easements on/to the site.
 - Existing pedestrian and vehicle access to the site.
 - Location of existing and proposed buildings on the site.
 - Location of existing adjoining properties, adjacent buildings and their uses.
 - Any natural hazards that may affect use or development on the site.
 - Proposed roads, driveways, car parking areas and footpaths within the site.
 - Any proposed open space, communal space, or facilities on the site.
 - Main utility service connection points and easements.
 - Proposed subdivision lot boundaries.
- ☐ Where it is proposed to erect buildings, detailed plans with dimensions at a scale of 1:100 or 1:200 showing:
- Internal layout of each building on the site.
 - Private open space for each dwelling.
 - External storage spaces.
 - Car parking space location and layout.
 - Major elevations of every building to be erected.
 - Shadow diagrams of the proposed buildings and adjacent structures demonstrating the extent of shading of adjacent private open spaces and external windows of buildings on adjacent sites.
 - Relationship of the elevations to natural ground level, showing any proposed cut or fill.
 - Materials and colours to be used on rooves and external walls.
- ☐ Where it is proposed to erect buildings, a plan of the proposed landscaping showing:
- Planting concepts.
 - Paving materials and drainage treatments and lighting for vehicle areas and footpaths.
 - Plantings proposed for screening from adjacent sites or public places.
- ☐ Any additional reports, plans or other information required by the relevant zone or code.

This list is not comprehensive for all possible situations. If you require further information about what may be required as part of your application documentation, please contact City of Clarence Planning team on (03) 6217 9550.



Department of State Growth

OFFICE ADDRESS

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Ph 1800 030 688
Email info@stategrowth.tas.gov.au Web www.stategrowth.tas.gov.au
Our Ref: D26/130596

Dear Clarence City Council

Crown Landowner Consent – Planning Permit Application

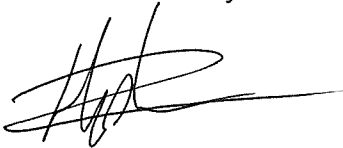
Acton Road Intersection Upgrade – Lauderdale Primary School Car Park

I, Zack Hepburn, A/General Manager Transport Delivery and Assets of the Department of State Growth, having been duly delegated by the Minister under section 52 (1F) of the *Land Use Planning and Approvals Act 1993* (the Act), and in accordance with the provisions of section 52 (1B) (b) of the Act, hereby give my consent to the making of application, insofar as it affects the State road network and any Crown land under the jurisdiction of this Department.

The consent given by this letter is for the making of the application only insofar as it impacts Department of State Growth administered Crown land.

A copy of the Instrument of Delegation from the Minister authorizing the delegate to sign under section 52 of the Act is attached.

Yours sincerely



Zack Hepburn

A/GENERAL MANAGER TRASPORT DELIVERY AND ASSETS (POSITION NO. 370470)

Delegate of

Minister for Infrastructure and Transport

Kerry Vincent MP

Date: 5 May 2026.

Enc: Instrument of Delegation

INSTRUMENT OF DELEGATION

Land Use Planning and Approvals Act 1993

I, **KERRY VINCENT MLC**, for the purposes of and being the Minister of the Crown responsible for the administration of certain land under the *Land Use Planning and Approvals Act 1993* (the Act) and acting pursuant to section 52(1F) of the Act, hereby revoke all previous delegations made under the Act as made in the Instrument of Delegation dated 20 November 2024, and hereby delegate any person for the time being holding, occupying, acting in or performing the duties of the offices or positions listed below, each being an office or position within the Department of State Growth, to perform and exercise my functions and powers under each of the provisions set out below, until such time as this delegation is revoked in writing or terminated by law.

Section	Position Title (Position Number)
52(1B)	Deputy Secretary Transport (370975) General Manager Transport Delivery and Assets (370470) General Manager Transport Policy and Planning (005744) Director Asset Management (372535) Director Development and Delivery (371596) Director Network Management (372521) Director Transport Systems and Policy (371647) Assistant Director Transport Systems Policy (371244)

Dated this 22nd day of JAN 2026

SIGNED:



Kerry Vincent MLC
Minister for Infrastructure and Transport

Department for Education, Children and Young People

Facility Services

Letitia House, 50 Olinda Grove, Mt Nelson TAS 7001

GPO Box 169, Hobart, TAS 7001

P 0448 911 603

E todd.williams@decyp.tas.gov.au W decyp.tas.gov.au



Monday 27 April 2026

City of Clarence
38 Bligh Street
PO Box 96
ROSNY PARK TAS 7018

To whom it may concern

Crown Landowner Consent – Planning Permit Application

Acton Road Intersection Upgrade – Lauderdale Primary School Car Park

I, Todd Williams, Director of Facility Services at the Department for Education, Children and Young People, having been duly delegated by the Minister under section 52 (1F) of the *Land Use Planning and Approvals Act 1993* (the Act), and in accordance with the provisions of section 52 (1B) (b) of the Act, hereby give my consent to the making of application, insofar as it affects Lauderdale Primary School and any Crown land under the jurisdiction of this Department.

The consent given by this letter is for the making of the application only insofar as it impacts Department for Education, Children and Young People administered Crown land.

A copy of the Instrument of Delegation from the Minister authorizing the delegate to sign under section 52 of the Act is attached.

Todd Williams

Director

Facility Services

Minister for Education
Minister for Disability Services
Minister for Women and the Prevention of Family Violence
Deputy Leader in the Legislative Council

Level 9, 15 Murray Street HOBART TAS 7000 Australia
GPO Box 123 HOBART TAS 7001 Australia
Phone: +61 3 6165 9420
Email: jo.palmer@dpac.tas.gov.au



I, **Jo Palmer MLC**, being and as the Minister for Education, acting pursuant to s 52(1F) of the *Land Use Planning and Approvals Act 1993* ('the Act'), hereby delegate the functions and powers in s 52(1B) of the Act, insofar as the functions and powers relate to land administered by the Minister administering the enactments referred to in Part 9 of the *Administrative Arrangements Order 2024*, to the persons holding or performing the duties of the following offices in the Department for Education, Children and Young People:

- Director, Facility Services (position number 971277); and
- Deputy Director, Infrastructure Delivery (position number 978755).

This delegation shall continue in force until revoked by me in writing or terminated under s 23AA(5A)(b) of the *Acts Interpretation Act 1931*.

Dated this 23 day of December 2024

Hon Jo Palmer MLC

Minister for Education

Lauderdale Primary School Staff Car Park and Bus Access Improvements - Acton Road, Lauderdale

Report Supporting a Planning Permit Application

April 2026

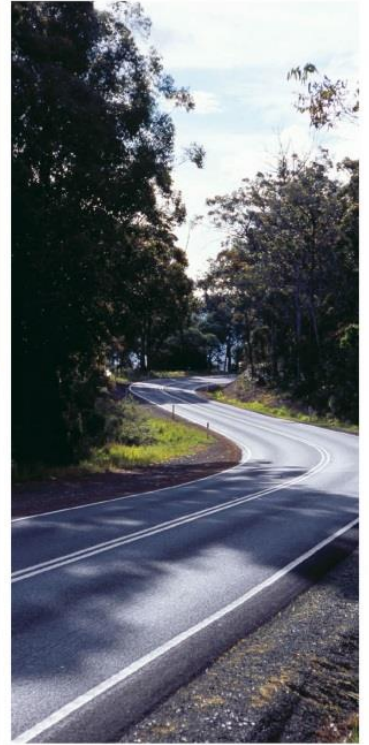
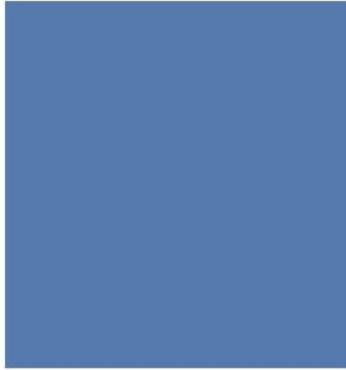


Table of Contents

1. INTRODUCTION	3
2. PURPOSE OF THIS REPORT	4
3. STRATEGIC RATIONALE	4
4. PROJECT OVERVIEW	5
4.1 PROPOSED DEVELOPMENT	5
4.2 PROPOSED USE	9
4.3 CONSTRUCTION MANAGEMENT	9
4.4 CONSTRUCTION: PERMITTED HOURS AND CONTROLS	10
4.5 CONSTRUCTION TIMING	10
5. NO SIGNIFICANT NATURAL VALUES ONSITE	10
5.1 VEGETATION COMMUNITIES	10
5.2 FLORA	11
5.3 FAUNA	11
5.4 WEEDS	11
6. OPERATIONAL ACCESS AND PARKING ARRANGEMENTS	11
6.1 COMPLIANCE WITH PLANNING SCHEME CODES	12
7. NOISE CONSIDERATIONS	13
8. FLOODING AND STORMWATER MANAGEMENT	13
9. LIGHTING DESIGN	14
10. LANDSCAPING AND AMENITY	14
11. NO HERITAGE IMPACTS	15
11.1 HISTORIC HERITAGE	15
11.2 ABORIGINAL CULTURAL HERITAGE	15
12. STAKEHOLDER ENGAGEMENT	15
13. PROPERTY DETAILS	15
14. LEGISLATIVE REQUIREMENTS	16
14.1 STATE POLICY	16
14.2 TASMANIAN PLANNING POLICY	16
14.3 REGIONAL LAND USE STRATEGY	16
15. PLANNING ASSESSMENT	16
15.1 PLANNING SCHEME	17
15.2 PROPOSED LAND USE	17
15.3 APPLICABLE PLANNING EXEMPTIONS	18
15.4 GENERAL PROVISIONS – PART 7	20
15.5 ZONES	20
15.6 PLANNING CODES	21
16. PLANNING ASSESSMENT	22
16.1 ZONE PURPOSE	22
16.2 ZONE USE STANDARDS	23
16.3 DEVELOPMENT STANDARDS FOR BUILDINGS & WORKS	24
16.4 DEVELOPMENT STANDARDS FOR SUBDIVISION	24
17. LOCAL PROVISION SCHEDULE	24
18. TASMANIAN PLANNING SCHEME – CODE REQUIREMENTS	24
18.1 PARKING & SUSTAINABLE TRANSPORT CODE C2.0	24
18.2 ROAD & RAILWAY ASSETS CODE – C3.0	26
19. CONCLUSION	27

APPENDIX A.....	28
TITLE INFORMATION.....	28
APPENDIX B.....	29
DESIGN DRAWINGS.....	29
APPENDIX C.....	30
REVISED TITLE PLANS	30
APPENDIX D.....	31
DRAWING SHEETS.....	31

List of Figures

Figure 1: Locality map with the Acton and South Arm Road junction circled in the centre of the image. Ralphs Bay is to the south of the site. (Source: LIST Map)	3
Figure 2: The existing fence is to be extended along the side of the Lauderdale Primary School to encapsulate the car park area. The fencing meets the safety needs of the site and maintains the Scheme’s passive surveillance requirements. (Image: from looking north from South Arm Road).....	6
Figure 3: The proposed Lauderdale Primary School staff car park and revised layout of the school bus tuning area. (Image: Drawing S-P.21.1428-00-CIV-DRG-3071 dated 8-Dec-2025).....	7
Figure 4: Aerial image of the current bus turning area and stop as well as the current Lauderdale Primary School staff car park to the east of the Acton Road and South Arm Road junction in the centre of the image. (Source: LIST Map)	8
Figure 5: Stormwater management is proposed to be directed into a bio retention basin before stormwater runoff proceeds to Ralphs Bay. (Image: Drawing S-P.21.1428-00-CIV-DRG-3104 dated 8-Dec-2025).....	8
Figure 6: Site Zoning Map, the development site (thick outline) covers Utilities Zone (gold), Community Purpose Zone (yellow), land adjacent to the development is zoned Rural Living (pink) with Open Space (light green) adjacent to the southern end of the site. the east (Source: LIST Map) ..	20

1. Introduction

pitt&sherry has been engaged by the Department of State Growth to prepare a development application pursuant to the provisions of Section 58 of the *Land Use Planning and Approvals Act 1993* (LUPAA) for the access to Lauderdale Primary School and expansion of the school's car park as part of the upgrade of Acton Road and South Arm Road junction. The site is subject to the applicable standards of the *Tasmanian Planning Scheme – Clarence* (the 'Planning Scheme') and is zoned both Utilities and Community Purpose.

This proposal is to provide new vehicle entrance and egress to the Lauderdale Primary School and reorganise the staff car parking area. The new vehicle entrance and egress to the school seek to improve the bus turnaround, along with improving the traffic flow for school buses to pick up and drop off. Also included is landscaping surrounding the school carpark.

The development is to occur adjacent to the upgrade of the Acton Road and South Arm Road junction (Figure 1). The junction upgrade comprises works such as carriageway widening and realignment, installation of traffic signals, shared use paths/footpaths, cycle lanes and bus stops, together with associated improvements to property access.

These junction works form part of the broader South Arm Highway upgrade and are undertaken independently of this development, with approval and delivery occurring under the same statutory arrangements. For clarity, the junction upgrade works are exempt from planning approval under the Tasmanian Planning Scheme and are not relied upon to support or enable the proposed development.

While the Acton Road and South Arm Road junction represents the southern extent of the South Arm Highway upgrade, the scope of works relevant to this project is limited to the junction itself and does not involve the connection, extension or expansion of the surrounding road network as part of the development proposal.

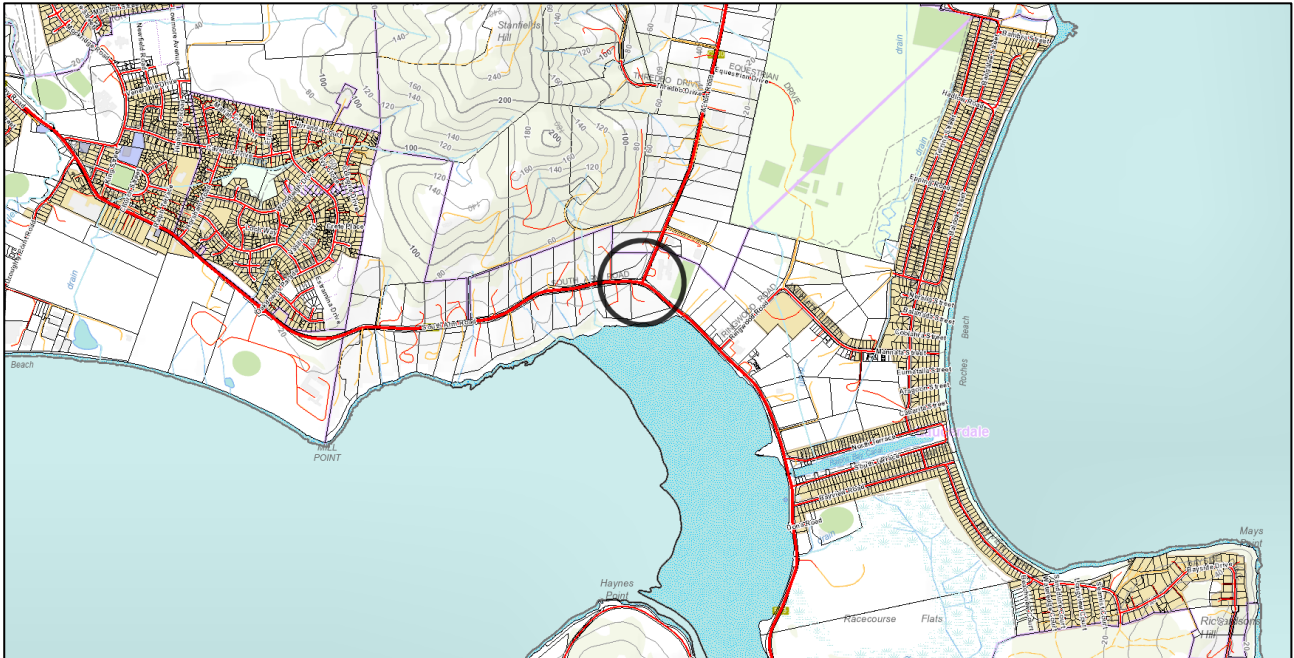


FIGURE 1: LOCALITY MAP WITH THE ACTON AND SOUTH ARM ROAD JUNCTION CIRCLED IN THE CENTRE OF THE IMAGE. RALPHS BAY IS TO THE SOUTH OF THE SITE. (SOURCE: LIST MAP)

2. Purpose of this report

This report supports a planning permit. It demonstrates that the application complies with the applicable provisions of the *Tasmanian Planning Scheme – Clarence*.

This Planning Permit Application is strictly limited to works within the Lauderdale Primary School land associated with:

- expansion and reconfiguration of the school staff car park; and
- construction of a bus turning circle within the school site.

All other works shown or referenced in this report (including the broader junction upgrade, road realignment works, traffic signals, drainage infrastructure and associated road works) are exempt from planning approval under the Tasmanian Planning Scheme and are not part of this Planning Application.

These exempt works are described for context only, to explain the overall project and how the permit triggering works integrate with the wider transport upgrade. They do not require assessment or determination by Council.

Work element	Planning status	Included in application
School staff car park expansion	Not exempt	Yes
Bus turning circle within school site	Not exempt	Yes
Junction upgrade works	Exempt	No
Road realignment / signals	Exempt	No
Road drainage works	Exempt	No

3. Strategic Rationale

The proposed works at Lauderdale Primary School are driven by the need to improve safety, operational efficiency and suitability of access arrangements for school buses, staff vehicles and pedestrians, particularly in the context of increased traffic movements associated with the Acton Road and South Arm Road junction upgrade.

The existing school bus facility is constrained by a sharp, U-shaped, single direction layout that limits manoeuvrability and creates the potential for traffic delays and safety conflicts when buses enter or exit the site. The current configuration is not suitable for larger bus types, including articulated buses, and does not reflect contemporary design standards for school transport facilities.

The proposal seeks to address these limitations by providing a coordinated and safer access arrangement that enables efficient bus turning and manoeuvring, reduces the likelihood of vehicle queuing on surrounding roads, and improves separation between buses, staff vehicles and pedestrians. The widening of internal carriageways and reorganisation of staff parking are intended to improve circulation, visibility and overall site functionality.

Security and student safety are also key considerations. The works require the removal and replacement of sections of the existing school fencing to accommodate the revised road layout. New fencing, gates and controlled access points are proposed to maintain a secure school perimeter, while supporting passive surveillance and clear sightlines across the junction, car park and pedestrian areas.

Importantly, the proposal does not increase the scale or intensity of school use. No additional floor area is proposed, and the works do not facilitate an increase in staff numbers or student capacity. The development is limited to access, circulation, safety and supporting infrastructure improvements necessary to ensure the ongoing safe and effective operation of Lauderdale Primary School.

4. Project Overview

4.1 Proposed Development

4.1.1 Acton Road and South Arm Road Junction

The Lauderdale Primary School upgrade works are occurring in conjunction with, but are separate from, the upgrade of the Acton Road and South Arm Road junction.

The junction upgrade includes carriageway widening and realignment, new traffic signals, shared use paths/footpaths, cycle lanes and bus stops, as well as improvements to vehicle access for adjacent private properties.

The junction upgrade extends from vehicle access to 377 South Arm Road (CT: 24157/13) to the western boundary of 424 South Arm Road (CT: 184484/9). Works along Acton Road extend along the frontage of Lauderdale Primary School, adjacent to the common boundary with 15 Acton Road (CT: 167438/2).

The realigned junction will shift westward onto land (CT: 42107/1) owned by the Department of State Growth. The project also involves land acquisition under the *Land Acquisition Act 1993* and Crown land transfer under the *Crown Lands Act 1976* to enable widening of South Arm Road and the inclusion of bicycle lanes across the frontage of:

- 425 South Arm Road (CT: 24157/11)
- 401 South Arm Road (CT: 24157/12)
- 424 South Arm Road (CT: 184484/9)

New or modified vehicle access arrangements are proposed for private properties adjoining South Arm Road. Vegetation within the road reserve will be removed where required to accommodate the works.

4.1.2 Lauderdale Primary School Works

The works and development associated with the Lauderdale Primary School are to facilitate turning and manoeuvring for all bus types, specifically, an articulated bus.

At present, the school's bus facility has a sharp, U-shaped, single-direction layout. The proposed layout seeks to coordinate the vehicle approach to the access with the aim of avoiding traffic delays when a bus enters the site. Similarly, at the egress, the carriageway is to be widened to facilitate both north and south-bound exiting from the school.

The staff car parking area adjacent to and to the south of the school bus stop is to be expanded to fifty-four (54) car parking spaces, two (2) accessibility car parking spaces, and five (5) motorcycle spaces. This is to be accessed through the school bus stop.

Lauderdale Primary School's fencing is greatly affected by the works, and a large portion of it will be removed to enable the construction and implementation of the new road layout. The existing gates at the entry and exit points will be removed and disposed of off-site.

Two new double swing gate systems with a locking mechanism will be provided:

- At the entrance, there will be two 4.5 metre medium-duty 60 mm pipe swing leaf gates
- At the exit, there will be two 8 metre medium-duty 60 mm pipe swing leaf gates
- Each swing gate will have an additional post to latch onto to keep it open during school operating hours.

The existing chain wire boundary fence is to be removed and will be replaced with a fence matching the existing fence around the back of the school (Figure 2), to the following specification:

- Fence posts 65 mm x 65 mm x 2 mm (Black)
- Top rail of fence 40 mm x 40 mm
- Bottom rail 40 mm x 40 mm
- Pickets - steel – 19 mm round (or square)
- Post spacing approx. 2.45 metres
- Fencing to follow topography of the land
- Fence 1.5 metres high.

There will be four new 2-metre-wide pedestrian access gates with a locking mechanism provided at each access point as shown in the attached drawings that will match the above-mentioned black picket fence specification.

The existing internal screening fence near the school garden will be reinstated as part of the works.

The landscaped area will be a combination of maintained grass verge and a mixture of native Tasmanian ground cover plants that maintain clear visual sightlines and passive surveillance of the junction, parking area and pedestrian safety. As such, plants selected are to be no more than 400mm tall when fully mature (Figure 2).

The existing Lauderdale Primary School signage is to be relocated. The proposal includes new directional traffic signage within the school car park and bus stop.

The scope of this proposal does not involve any new development that increases the floor area of the Lauderdale Primary School buildings or facilitates additional employees for the school. The works associated with this development application are to facilitate buses entering and exiting the school, to reorganise the existing staff car parking area to be more efficient and to meet current applicable design standards.

Refer to Appendix D for design drawings (as per Figure 3).



FIGURE 2: THE EXISTING FENCE IS TO BE EXTENDED ALONG THE SIDE OF THE LAUDERDALE PRIMARY SCHOOL TO ENCAPSULATE THE CAR PARK AREA. THE FENCING MEETS THE SAFETY NEEDS OF THE SITE AND MAINTAINS THE SCHEME'S PASSIVE SURVEILLANCE REQUIREMENTS. (IMAGE: FROM LOOKING NORTH FROM SOUTH ARM ROAD)

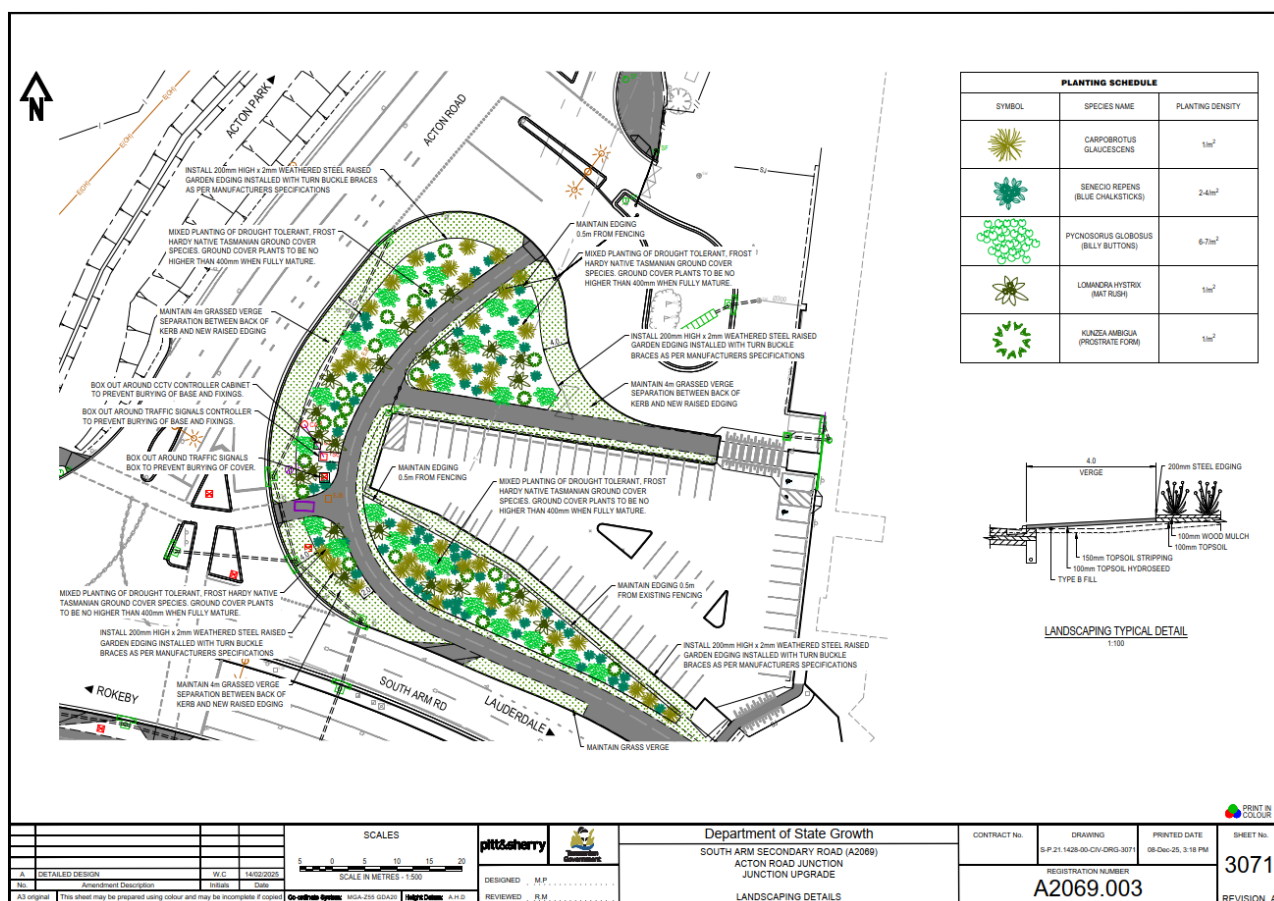


FIGURE 3: THE PROPOSED LAUDERDALE PRIMARY SCHOOL STAFF CAR PARK AND REVISED LAYOUT OF THE SCHOOL BUS TURNING AREA. (IMAGE: DRAWING S-P.21.1428-00-CIV-DRG-3071 DATED 8-DEC-2025)

4.1.3 Site Analysis - Lauderdale Primary School

The new Lauderdale Primary School bus manoeuvring area is located on the footprint of the existing bus turning space (as shown in Figure 4), as well as the current road carriageway for Acton Road.

The expansion of the Lauderdale Primary School staff car parking area, including the fencing, landscaping and footpaths, also extends into the current alignment of the Acton Road carriageway.

The development site encapsulates land in line with the vehicle access to the property 377 South Arm Road (CT: 24157/13) to a point in line with the western boundary of the property known as 424 South Arm Road (CT: 184484/9). Development along Acton Road extends along the frontage of the Lauderdale Primary School in line with the common boundary with 15 Acton Road (CT: 167438/2).

4.2 Proposed Use

The proposed works at Lauderdale Primary School are driven by the need to improve safety, operational efficiency and suitability of access arrangements for school buses, staff vehicles and pedestrians, particularly in the context of increased traffic movements associated with the Acton Road and South Arm Road junction upgrade.

The existing school bus facility is constrained by a sharp, U-shaped, single direction layout that limits manoeuvrability and creates the potential for traffic delays and safety conflicts when buses enter or exit the site. The current configuration is not suitable for larger bus types, including articulated buses, and does not reflect contemporary design standards for school transport facilities.

The proposal seeks to address these limitations by providing a coordinated and safer internal access arrangement that enables efficient bus turning and manoeuvring, reduces the likelihood of vehicle queuing on surrounding roads, and improves separation between buses, staff vehicles and pedestrian movements. The widening of internal carriageways and the reorganisation of staff parking are intended to improve circulation, visibility and overall site functionality, while maintaining clear and legible movement paths within the school grounds.

Security and student safety are key considerations underpinning the design. The works require the removal and replacement of sections of the existing school fencing to accommodate the revised road and access layout. New fencing, gates and controlled access points are proposed to maintain a secure school perimeter, while supporting passive surveillance and clear sightlines across the junction interface, car parking areas and pedestrian routes.

Importantly, the proposal does not increase the scale or intensity of use of Lauderdale Primary School. No additional floor area is proposed, and the works do not facilitate an increase in staff numbers or student capacity. The development is limited to access, circulation, safety and supporting infrastructure improvements necessary to ensure the ongoing safe and effective operation of the school in its existing role.

4.3 Construction Management

The Department of State Growth requires contractors engaged on its projects to prepare a Construction Quality Plan, which includes an Environmental Management Plan (EMP), demonstrating compliance with relevant legislation, regulatory requirements and recognised best practice guidelines. The EMP is required to be consistent with the Department's Road Construction Specifications and associated environmental management requirements.

EMPs are reviewed and accepted by the Department prior to the commencement of works to ensure that construction related environmental risks have been appropriately identified, assessed and managed, and that suitable systems and procedures are in place to mitigate impacts and to respond to, and report on, environmental incidents and emergency scenarios. Matters such as erosion and sediment control, vegetation management and weed hygiene are addressed through the EMP and implemented by the contractor for the duration of the works (refer subsection 5.4).

Construction contractors engaged by the Department are also required to meet applicable prequalification requirements under the relevant national prequalification system and to demonstrate appropriate environmental management capability, including certification to ISO 14001 or an equivalent environmental management system, where required under contract.

Once a planning permit has been issued (where required) and a construction contract awarded, a Traffic Management Plan (TMP) will be prepared in accordance with the Department's *Traffic Control for Works on Roads – Tasmanian Guidelines* (2011). The TMP is not assessed as part of the planning permit process. Its purpose is to ensure a safe workplace for construction personnel and the safe and efficient movement of road users and pedestrians through or around the work site during construction.

Traffic control measures implemented under the TMP will also comply with Australian Standard AS 1742.3 – *Manual of Uniform Traffic Control Devices, Part 3: Traffic control for works on roads*.

4.4 Construction: Permitted Hours and Controls

Clarence City Council follows the EMPCA and *Noise Regulations 2016*: noise must not unreasonably interfere with a person's enjoyment of the environment, considering volume, intensity, duration, time, and place.

For the proposed development, construction noise will be managed through standard construction hours and conventional civil construction techniques.

For machinery and equipment used on construction and demolition sites (excluding road construction), the permissible hours of use are:

- Monday to Friday: 7:00am to 6:00pm
- Saturday: 8:00am to 6:00pm
- Sunday & Public Holidays: 10:00am to 6:00pm

These hours apply to mobile machinery, forklift trucks, portable equipment (e.g. tractors, graders, rollers, cranes, power tools, compressors, pumps, generators, cement mixers) if the noise is audible in a habitable room of a neighbouring residential premises.

Please note: We acknowledge that Council may impose additional controls or restrictions on the timing of construction activities as part of the permit conditions, depending on site-specific circumstances or community concerns.

4.5 Construction Timing

Construction timing will be determined following the award of the construction contract and finalisation of detailed programming by the appointed contractor. The timing and sequencing of works will be managed through the Construction Quality Plan and associated management plans required by the Department of State Growth.

Construction activities will be undertaken in accordance with relevant contractual requirements, occupational health and safety obligations, and applicable guidelines for works on or adjacent to public roads and within an operating school environment. The staging of works will be designed to maintain the safe operation of Lauderdale Primary School and the surrounding road network, with particular attention given to school hours, bus movements and pedestrian safety.

Where works are required to occur within or adjacent to the road reserve, traffic management arrangements will be implemented in accordance with an approved Traffic Management Plan prepared under the Department's *Traffic Control for Works on Roads – Tasmanian Guidelines* (2011) and AS 1742.3 – Traffic control for works on roads. The TMP will govern the timing and management of construction activities affecting traffic and will ensure that impacts on road users are minimised.

Any construction activities with the potential to generate noise, dust or other temporary amenity impacts will be managed in accordance with the Environmental Management Plan and relevant regulatory requirements. Construction timing will be controlled as necessary to minimise impacts on nearby sensitive receivers, including the school community.

5. No Significant Natural Values Onsite

5.1 Vegetation Communities

A desktop assessment supported by a targeted site survey confirms that no vegetation communities listed as threatened under the *Nature Conservation Act 2002* or the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) are present within the project area. While regional mapping (TasVeg) identifies *Eucalyptus globulus* dry forest and woodland in the broader locality, field investigations confirmed that no intact or remnant native vegetation communities occur within the footprint of the proposed works.

The site comprises highly modified urban land associated with existing road infrastructure, school facilities and disturbed verges. Vegetation within the project area is limited to isolated trees and landscaped or ruderal vegetation that does not constitute a native vegetation community.

5.2 Flora

No flora species listed under the *Threatened Species Protection Act 1995* or the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) were recorded during the desktop review or site survey. As confirmed by field investigations and the South Arm Highway Upgrade Natural Values Assessment prepared by North Barker Ecosystem Services (January 2024), no native vegetation communities are present within the project area.

While a small number of individual trees occur within and adjacent to the site, these trees are highly modified and do not form part of a native vegetation community. Groundcover within the project area is predominantly disturbed, landscaped or ruderal in nature. Given the disturbed condition of the site, the absence of native vegetation communities, and the lack of suitable habitat for threatened flora species, the presence of threatened flora within the project area is considered unlikely.

Accordingly, the proposed works are not expected to result in adverse impacts to threatened flora species.

5.3 Fauna

No threatened fauna species listed under the *Threatened Species Protection Act 1995* or the EPBC Act were recorded within the project area during site surveys. However, the Natural Values Assessment notes that a small number of individual trees within and adjacent to the works footprint may provide potential foraging or nesting opportunities for threatened bird species, including the swift parrot and blue-winged parrot.

These trees do not form part of a native vegetation community and occur within a highly modified urban environment. The proposed works are largely confined to existing disturbed areas and infrastructure footprints, and any interaction with potential fauna habitat will be managed in accordance with the Environmental Management Plan (EMP). With appropriate construction management measures in place, the proposal is not expected to result in a significant impact on threatened fauna.

5.4 Weeds

A range of declared and environmental weed species were identified within the project area, including infestations within disturbed verge and roadside areas. Weed management will be undertaken in accordance with the project's Environmental Management Plan (EMP) and the site-specific Weed Hygiene Management Plan (WHMP).

To prevent the spread of weeds and soil-borne pathogens, all construction machinery will be cleaned prior to entering and leaving the site in accordance with the DPIWE (2004) Washdown Guidelines for Weed and Disease Control (Edition 1). Any weed material or contaminated soil generated during construction will be managed and disposed of at an approved facility in accordance with regulatory requirements.

6. Operational Access and Parking Arrangements

No Traffic Impact Assessment has been prepared for the proposed car park works. This is considered appropriate given the limited nature of the works, their ancillary relationship to an existing lawful use, and their direct functional connection to the exempt junction upgrade works.

The car park works comprise a minor upgrade and reconfiguration of an existing staff parking area within the Lauderdale Primary School site. The works do not establish a new use, do not introduce public parking, and do not facilitate an increase in school enrolments, staffing numbers or operational intensity. Rather, the reconfiguration improves safety, circulation and compliance with current design standards within an already established parking footprint, with a small extension required to accommodate revised access geometry associated with the junction upgrade.

Importantly, the car park works are required to facilitate and align with the upgrade of the Acton Road and South Arm Road junction, including revised access arrangements, bus manoeuvring requirements and pedestrian safety outcomes. The junction upgrade works are exempt from planning approval under Part 4 of the Tasmanian Planning Scheme, and the associated reconfiguration of the school access and car parking is a consequential and ancillary response to those exempt works.

In this context, the car park upgrade does not give rise to independent traffic impacts that would warrant a standalone Traffic Impact Assessment. Traffic generation associated with the Lauderdale Primary School remains unchanged in quantum, with the works focused on operational efficiency and safety rather than capacity expansion. The concept plans sufficiently demonstrate that vehicle access, circulation and parking arrangements can function appropriately in conjunction with the upgraded junction without adverse impacts on the surrounding road network.

6.1 Compliance with Planning Scheme Codes

6.1.1 Permissibility

The proposal does not establish a new use. The works are ancillary to the existing *Educational and Occasional Care* use of Lauderdale Primary School and are limited to internal access, circulation, bus manoeuvring and staff parking improvements.

As shown on the design drawings (Appendix D), the proposal does not introduce any new public parking, a park-and-ride facility, or any use that would operate independently of the school. The assessment therefore focuses on compliance with relevant development standards and applicable planning scheme codes rather than use permissibility.

6.1.2 Parking and Sustainable Transport Code

The proposed reconfiguration of the staff car parking area has been designed to comply with the dimensional and layout requirements of AS/NZS 2890 – Parking Facilities, as demonstrated on the design drawings. The works rationalise the existing parking layout to improve safety, circulation and legibility within the site, rather than to accommodate an increase in staff numbers, school capacity or overall parking demand.

Pedestrian paths and internal circulation routes shown on the design drawings provide safe, legible and direct connections between parking areas, school buildings and access points. These arrangements support safe movement within the site and align with the objectives of the Parking and Sustainable Transport Code, without giving rise to additional parking demand or transport impacts beyond the existing lawful use of the site.

6.1.3 Road and Railway Assets Code

Access, circulation and interface with the surrounding road network have been considered at a proportionate level having regard to the limited nature of the works and their relationship to the exempt junction upgrade. The proposed school access arrangements, as illustrated on the design overview drawings, have been designed to appropriate standards, including suitable access geometry and turning movements, and are compatible with the upgraded signalised intersection at Acton Road and South Arm Road.

The proposal does not introduce a new access point, does not materially alter traffic generation associated with the school, and does not compromise the safety or efficiency of the surrounding road network. The car park works are ancillary to the existing lawful school use and are required to facilitate revised access and circulation arrangements arising from the exempt junction upgrade works.

6.1.4 Vehicle, Bus and Pedestrian Safety

The proposed layout has been designed to reduce potential conflict between buses, staff vehicles and pedestrians within the school environment, having regard to the operational requirements of the school and the interface with the upgraded road network.

As shown on the design drawings:

- Bus stopping and passenger facilities are accommodated on the road network, with buses not required to circulate within the staff car park. Internal circulation areas have been designed to safely accommodate bus turning and manoeuvring where required, consistent with the revised access arrangements.
- The school access and internal carriageways provide clear and legible vehicle movements, minimising the potential for queuing, confusion or conflict extending onto Acton Road.
- Pedestrian routes are clearly delineated and, where practicable, separated from vehicle movement areas. The layout provides improved visibility, passive surveillance and safe crossing opportunities at access points and within circulation areas.

Collectively, these measures support safe operation of the site and reflect the ancillary nature of the works, which are focused on improving safety and functionality rather than increasing traffic volumes or site intensity.

6.1.5 Vehicle Access and Internal Circulation

Vehicle access, turning and servicing requirements have been addressed through the geometric design of the access arrangements and internal circulation areas shown on the design drawings. The layout has been configured to accommodate the relevant design vehicles associated with the school, including buses and service vehicles, within the available site constraints.

The design demonstrates that vehicles can safely access, manoeuvre within and exit the site without encroaching into pedestrian areas or creating unsafe conditions at the school access or adjoining road network. These outcomes are achieved through appropriate carriageway widths, turning areas and access geometry that align with accepted engineering practice and the functional requirements of the upgraded junction.

7. Noise Considerations

No Noise Assessment has been prepared for the proposal, as one is not required. The proposed works relate to modifications within an existing school car park and an existing road junction and do not introduce a new use, increase the intensity of use, or generate additional traffic movements beyond those already occurring.

Lauderdale Primary School is an established and lawful use, and the surrounding road network, including Acton Road and South Arm Road, already accommodates regular vehicle and bus movements. The proposal does not increase student numbers, staff numbers, bus services, or operating hours, and therefore does not result in any material change to the existing noise environment.

The works are limited to access, circulation and safety improvements and do not introduce new noise generating activities. Accordingly, the proposal will not result in an unreasonable loss of amenity for nearby residential properties or other sensitive receivers, and further noise assessment is not warranted.

8. Flooding and Stormwater Management

No Flood Hazard Assessment has been prepared for the proposal, as one is not required. The proposed works relate to modifications within an existing school car park and an existing road junction and do not introduce a new use, increase site coverage, or result in additional flood risk beyond existing conditions.

The site is not subject to mapped overland flooding that would warrant assessment under the Flood-prone Areas Hazard Code. The proposal does not alter ground levels in a manner that would redirect overland flow paths or increase flood risk to adjoining land or public infrastructure.

Stormwater generated by the junction upgrade's impervious surfaces will be managed as part of the broader road infrastructure works. Runoff will be directed to a new bioretention basin located adjacent to South Arm Road within the Ralphs Bay Conservation Area. The basin is designed to filter and improve stormwater quality prior to discharge into Ralphs Bay, consistent with contemporary water sensitive urban design principles.

The bioretention basin forms part of the junction upgrade works and is addressed through the approved civil design. Details of the stormwater management system are provided in Appendix D (refer Figure 5). As the

proposal does not increase flood risk or alter the existing drainage regime, no further flood or stormwater assessment is required for the school car park and access works.

9. Lighting Design

The proposal does not include a standalone lighting design or detailed lighting drawings at this stage. Any lighting associated with the staff car park and access works will be limited, ancillary and consistent with the existing operational requirements of Lauderdale Primary School.

Lighting, where required, will be confined to areas associated with vehicle circulation, parking and pedestrian movement and will be designed to support safe access during periods of school operation only. The works do not introduce high-mast lighting, continuous night-time illumination or lighting that would materially alter existing conditions in the surrounding area.

The intent of any future lighting installation is to improve safety, visibility and passive surveillance within the existing school environment while avoiding glare or light spill to adjoining land. Detailed lighting design, if required, would be addressed at a later stage through detailed design and implementation processes, rather than through this planning approval pathway.

10. Landscaping and amenity

The proposed landscaping associated with the Lauderdale Primary School car park and access works is intended to maintain and enhance visual amenity while supporting safety, functionality and passive surveillance within an established school and road environment.

As shown on the design overview drawings (Appendix B), landscaping is limited and targeted, reflecting the highly modified nature of the site and the operational requirements of the school and adjacent road infrastructure. Planting is primarily located along site edges, road verges and within residual spaces created by the reconfigured access and parking layout, rather than within active circulation areas.

The landscaping strategy has been designed to:

- Soften the visual appearance of hardstand areas and new infrastructure,
- Maintain clear sightlines for vehicles, pedestrians and buses,
- Support passive surveillance and safety outcomes; and
- Integrate the school frontage with the upgraded Acton Road and South Arm Road junction.

Low-growing vegetation, including maintained grass verge and native ground-cover planting, is proposed to ensure mature plant heights do not exceed approximately 400 mm, thereby avoiding obstruction of visibility at access points, intersections and pedestrian routes. Landscaping within the vicinity of the school access and car park is designed to complement existing vegetation and urban character, without introducing dense planting that could compromise safety or operational efficiency.

Landscaping works associated with the junction upgrade, including planting adjacent to shared paths and road verges, form part of the broader road infrastructure works and are addressed through the approved civil design. These works contribute to the visual integration of the upgraded junction within the surrounding urban environment.

Overall, the proposed landscaping is proportionate to the scale and nature of the works and will not result in adverse visual or amenity impacts. Instead, it provides a functional and visually cohesive outcome that supports the ongoing safe operation of Lauderdale Primary School and the surrounding road network.

11. No Heritage Impacts

11.1 Historic Heritage

If a place is listed on the Tasmanian Heritage Register (THR), assessment of works to that place is undertaken by the Tasmanian Heritage Council under the *Historic Cultural Heritage Act 1995*, and the Local Historic Heritage Code (C6.0) of the State Planning Provisions (SPPs) does not apply to THR-listed places except for the lopping, pruning, removal, or destruction of a significant tree (C6.2.3).

The proposed development is not located on a property identified in the Tasmanian Heritage Register (THR).

No sites are registered within the Clarence Local Provisions Schedules within the site or adjoining properties to the junction upgrade.

Our design demonstrates that the proposed development does not require historic heritage assessment under the Tasmanian Planning Scheme, as there are no identified heritage values or listings applicable to the site or its surrounds.

11.2 Aboriginal Cultural Heritage

Within 2km of the junction upgrade, sites of cultural significance under the *Aboriginal Heritage Act 1975* have been identified within the Aboriginal Heritage Assessment Report¹. However, the site survey conducted as part of the Report did not identify any sites within the footprint of the works associated with the upgrade of the Acton Road and South Arm Road junction and the Lauderdale Primary School parking area.

No sites are registered within the *Historic Cultural Heritage Act 1993* or the Clarence Local Provisions Schedules within the site or adjoining properties to the junction upgrade.

12. Stakeholder Engagement

The proposed works have been developed through coordination between the Department of State Growth, the Department for Education and the relevant road and asset managers. The proposal relates to access, circulation and safety improvements within an existing school and road environment and does not introduce a new use or increase the intensity of existing activities.

Given the limited scope of the works and the absence of off-site amenity impacts, separate or additional formal community or public consultation has not been undertaken and is not considered necessary. The proposed changes were, however, included within broader community consultation undertaken for the associated road upgrade project, with the consultation period from Thursday, 27 February 2025 to Thursday, 27 March 2025, inclusive of a community information session. The proposal has been informed by detailed design and technical assessments to ensure safety, functionality and compatibility with the surrounding area, and will continue to be delivered in consultation with the relevant authorities through construction planning and implementation.

13. Property Details

The works subject to this Planning Permit Application are located on land owned by the Department of Education, Children and Young People (DECYP).

As the land is Crown land under the care and control of DECYP, Crown consent is required in accordance with section 51(1) of the LUPAA.

It is intended that the Planning Permit Application will be lodged with Council concurrently with the request for Crown consent from DECYP, noting that this is standard practice and enables parallel assessment.

Clarence City Council is the Planning Authority for the land. No separate landowner consent from Council is required for the application works, other than Council's determination of the Planning Permit under LUPAA.

¹ S. Huys & R. Sainty, South Arm Highway Upgrade Project, Southeastern Region, Tasmania, Cultural Heritage Management Australia, January 2024.

Land title certificates are provided only for land to which this Planning Permit Application applies, being the land on which the permit-triggering works are proposed.

Titles have not been provided for land subject solely to exempt works, as those works do not form part of the application under LUPAA and do not require assessment or determination by the Planning Authority. Copies of the titles are at Appendix A.

Address	Title Ref	Authority	Landowner
3 ACTON RD LAUDERDALE TAS 7021	150227/1	Crown	Dept for Education Children and Young People
Acton Road	-	Council	Clarence City Council
South Arm Road	-	Crown	Department of State Growth
Unknown (land parcel)	43107/1	Crown	State Growth (Transport)
Acquired Road	151975/4	Crown	Department of State Growth

14. Legislative Requirements

14.1 State Policy

There are currently three state policies in place governing Tasmania's strategic policy direction, being:

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

The *State Policy on the Protection of Agricultural Land 2009* is not applicable to the land involved in this project.

The objectives of the *State Policy on Water Quality Management 1997*, are to facilitate and achieve water quality that will maintain or enhance the water quality of Tasmania. The installation of the bio retention basin at the end of the stormwater system seeks to minimise pollution of Ralphs Bay waterway and achieve the Objectives as listed under Section 6.1 of the Policy.

The works associated with the scope of this project is associated with existing development and does not introduce new development into the coastal location. A cultural heritage assessment has been undertaken to ensure that coastal values are protected consistent with the *State Coastal Policy 1996*.

14.2 Tasmanian Planning Policy

There is no Tasmanian Planning Policy (TPP) currently in effect that is applicable to the site or the proposed application.

14.3 Regional Land Use Strategy

The development proposal is within land covered by the Southern Tasmania Regional Land Use Strategy 2010-2035 (STRLUS). The STRLUS guides land use, development, and infrastructure decisions, by setting out the strategy and policy basis to facilitate and manage change, growth and development.

15. Planning Assessment

Unless specifically exempt, all works, development and use on land within Tasmania is subject to the *Land Use Planning and Approvals Act 1993* (LUPAA).

Pursuant to Part 5 – Operation of the Scheme, provisions within the Scheme set out applicable standards for use and development of a site through the category of use, zoning, codes, and specific area plans with standards that exempt, or set automatic compliance under the acceptable solution, or discretionary compliance subject to being consistent with the relevant performance criteria.

The following planning assessment applies only to the works requiring a planning permit, being the school staff car park expansion and bus turning circle within the Lauderdale Primary School site.

Exempt road and junction upgrade works are not assessed against zones or codes, as they do not require planning approval and fall outside the scope of this application.

For clarity, any acquisition of land required to facilitate the proposed works is not a matter regulated by the Tasmanian Planning Scheme. The planning scheme governs the use and development of land, rather than the mechanisms by which land is acquired or transferred. Land acquisition, where required, is undertaken under separate statutory processes and does not of itself give rise to a change in land use for the purposes of land use categorisation under the Scheme.

15.1 Planning Scheme

The applicable planning scheme is the *Tasmanian Planning Scheme – Clarence*.

15.2 Proposed Land Use

The proposal comprises two distinct but related components:

1. upgrades to the Acton Road / South Arm Road junction; and
2. works to the existing car parking area associated with Lauderdale Primary School.

Each component has been considered separately for the purposes of land use categorisation under the Tasmanian Planning Scheme.

In land use terms:

- the junction upgrade is categorised as *Utilities (transport networks)*;
- the school car parking works are ancillary to the existing *Educational and Occasional Care* use; and
- no new land uses are introduced, and no change to the established use of any site is proposed.

15.2.1 Lauderdale Primary School car parking works

The proposal includes a minor expansion and reconfiguration of the existing car parking area at Lauderdale Primary School, comprising the provision of five (5) additional parking spaces and associated circulation improvements. The works are confined to the school site and do not involve any increase in school floor area, student enrolments or staffing.

The primary use of the site is Educational and Occasional Care, specifically a primary school, as defined in Table 6.2 of the Scheme.

Pursuant to clause 6.2.2 of the Tasmanian Planning Scheme, a use or development that is directly associated with and a subservient part of another use on the same site must be categorised into the same Use Class as that principal use. In this instance, the car parking area exists solely to service the operational needs of the school and does not function as an independent or standalone land use.

Accordingly, the car parking works are appropriately categorised as development ancillary to the *Educational and Occasional Care Use Class*. The proposal does not introduce a separate Vehicle Parking use and does not alter the established land use of the site.

15.2.2 Junction upgrade works

The junction upgrade involves works within the existing road network, including carriageway widening, access modification, realignment, and associated traffic control and safety infrastructure.

Under clause 6.2.1 of the Tasmanian Planning Scheme, each use or development must be categorised into a Use Class listed in Table 6.2. The use class that most specifically describes the junction upgrade is *Utilities*, being the use of land for utilities and infrastructure including transport networks. Roads are expressly identified as an example within this Use Class.

For completeness, clause 3.1 of the Scheme defines:

- Road as land over which the general public has a permanent right of passage, including the full width of the road reserve and associated infrastructure; and
- Junction as an intersection between two or more roads at a common level.

The proposed works therefore fall squarely within the *Utilities* use class as development associated with a transport network. While the broader project area includes multiple lots, the land use remains that of road infrastructure, and no change in land use is proposed or created as a result of the junction upgrade.

15.2.3 Ancillary Infrastructure and Landscaping Associated with Road and Footpath Works

The proposal also includes ancillary infrastructure such as footpaths, landscaping and streetscape treatments, pedestrian and cycling connections, and stormwater management elements. These works are consistent with the definition of minor utilities in clause 3.1 of the Scheme, being utilities for local distribution or reticulation of services, including footpaths, cycle paths and stormwater infrastructure.

The proposed landscaping is directly associated with, and forms an integral part of, the road and footpath works, providing verge treatment, streetscape enhancement and support for pedestrian and cycling infrastructure. Such works are expressly contemplated as part of road works under clause 4.2.4(b) of the Scheme and do not constitute a separate land use.

Collectively, these elements do not give rise to separate land uses and are appropriately considered as ancillary infrastructure within the Utilities Use Class, or as development associated with the existing lawful use of the land.

15.3 Applicable Planning Exemptions

As the onus of proof that a proposal meets the relevant exemption criteria falls to the proponent (*Bartlett v Gray* [2024] TASSC 81), this section identifies and explains the applicable exemptions under the Tasmanian Planning Scheme that apply to components of the proposal.

The assessment below is confined to those elements of the overall project that are capable of proceeding without a planning permit and demonstrates how each relevant exemption is satisfied, having regard to the nature, scope and purpose of the works and the limitations of the applicable exemption provisions.

The proposal comprises a range of infrastructure works that are ancillary to the existing lawful use of the land and the established road network, including road upgrades, footpaths, pedestrian and cycling connections, landscaping and associated stormwater management infrastructure. These works are functional in nature, do not establish new or intensified land uses, and are undertaken for the purpose of improving safety, accessibility, connectivity and environmental performance.

In this context, reliance is placed on the exemptions contained in clause 4.2 of the Scheme relating to infrastructure, including road works, minor infrastructure and stormwater infrastructure, as well as the vegetation exemptions in Table 4.4 where relevant. Collectively, these provisions anticipate and expressly enable works of this nature to proceed without the need for a planning permit, provided the stated exemption requirements are met and no contrary overlay provisions apply.

The exemptions relied upon do not operate to remove planning oversight entirely; rather, they reflect the Scheme's intent that routine, ancillary and public-benefit infrastructure associated with existing lawful uses and

transport corridors should not be subject to duplicative approval processes. Each exemption has therefore been considered conservatively and applied only where the works fall squarely within the scope of the relevant clause.

Accordingly, the following subsections set out the specific exemption pathways relied upon and explain how the relevant components of the proposal satisfy the applicable requirements of the Scheme.

15.3.1 Exemption justification

Correspondence from Clarence City Council dated 4 March 2024 (PDPLIMPLN-2024/042115) states that:

“We have examined the proposal against the relevant standards of the zone and have found that the development does not require planning approval. This is on the basis that the works are to be undertaken by the Department of State Growth and meet those tests identified by Clauses 4.2.4, 4.2.5 and 4.2.7 of the Scheme.”

Therefore, the project has proceeded on the basis that the works associated with the upgrading of the existing junction are exempt from a planning assessment.

Clause 4.2.4 of the Scheme exempts road works that are within 3m distance of the road reserve; however, as indicated on the plans the road is more than 3m outside the road reserve. Prior to the acquisition of land and the dedication of that land as road reserve the project does not rely on exemption cl. 4.2.4 of the Scheme.

The purpose and scope of the project is to upgrade the existing junction of Acton Road and South Arm Road, as the upgrade involves increasing the capacity of the junction, the approach roads to the junction must also be upgraded.

Pursuant to cl. 4.2.5 of the Scheme the development of vehicle crossings and junctions if:

- (a) development of a vehicle crossing, junction or level crossing:
 - (i) by the road or rail authority; or
 - (ii) in accordance with the written consent of the relevant road or rail authority; or
- (b) use of a vehicle crossing, junction or level crossing by a road or railway authority.

It is reiterated that a junction is defined by the Scheme to mean an intersection between two or more roads at a common level, including the intersections of on and off ramps, and grade-separated roads (cl. 3.1). There is no scale, size, or alignment requirement within the wording of the standard cl.4.2.5, as there is within cl. 4.2.4 of the Scheme.

Additionally, the “provision, maintenance and modification of footpaths, cycle paths... bus stops and bus shelters, street lighting, telephone booths... and the like by, or on behalf of, the Crown, a council or a state authority”, are regarded as exempt under cl. 4.2.7 of the Scheme.

Any removal or clearance of vegetation within “2m of lawfully constructed buildings or infrastructure including roads, tracks, footpaths, cycle paths... for maintenance, repair and protection” is exempt under cl. 4.4.1(f) of the Scheme.

As a result, the junction upgrade is exempt pursuant to the applicable standards of the Part 4 of the Scheme. The exemption includes the associated traffic lights, footpaths and cycle paths and approaches to the existing junction, and the removal of vegetation.

The expansion of the staff car park and bus manoeuvring area for Lauderdale Primary School are not works that are directly or intrinsically associated with upgrading of the existing junction, and as such are not considered exempt pursuant to cl. 4.2.5 of the Scheme.

15.3.2 No Planning Permit Required

In accordance with clause 6.6.1 of the Tasmanian Planning Scheme, a planning permit is not required where a use is classified as “No Permit Required” under the applicable Use Table. Under the Open Space Zone Use Table, Utilities that are minor in nature are identified as a No Permit Required use. The proposed bioretention basin is defined as a minor utility under clause 3.1 of the Scheme, being a retention basin for local stormwater management, and is therefore considered a No Permit Required use at the proposed location.

Without limiting the above, it is also noted that the bioretention basin may alternatively be exempt from planning approval under Table 4.2, clause 4.2.2 of the Scheme, which provides an exemption for the provision, maintenance and modification of stormwater infrastructure by or on behalf of the Crown, a council or a State authority.

In addition, the expanded exemption under clause 4.2.4 (road works), as recently clarified to include associated water management and drainage works, may also apply where the bioretention basin is constructed as part of, and for the purpose of, the road upgrade works.

These provisions provide multiple, overlapping pathways under the Scheme by which the proposed bioretention basin does not require a planning permit.

15.4 General Provisions – Part 7

The project does not rely on the standards listed under Part 7 of the Scheme.

15.5 Zones

The site is zoned Utilities and Community Purpose (as per Figure 6); therefore, subject to the applicable standards listed under Part 26 and Part 27 of the Tasmanian Planning Scheme – Clarence applies to the assessment of the project. It is observed that adjacent to the development site is land zoned Rural Living.

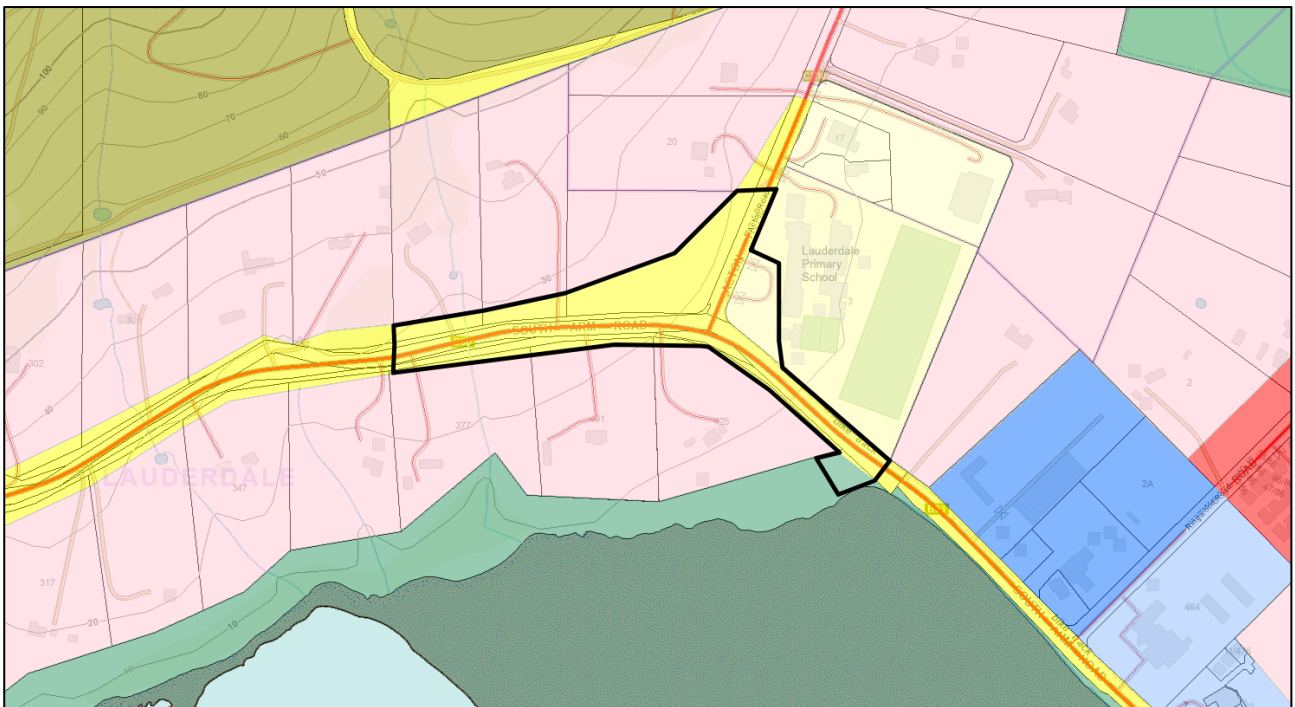


FIGURE 6: SITE ZONING MAP, THE DEVELOPMENT SITE (THICK OUTLINE) COVERS UTILITIES ZONE (GOLD), COMMUNITY PURPOSE ZONE (YELLOW), LAND ADJACENT TO THE DEVELOPMENT IS ZONED RURAL LIVING (PINK) WITH OPEN SPACE (LIGHT GREEN) ADJACENT TO THE SOUTHERN END OF THE SITE. THE EAST (SOURCE: LIST MAP)

The land subject to the development application is affected by the following planning overlays under the Tasmanian Planning Scheme – Clarence:

- **Airport Obstacle Limitation Area**
The site is located within the Airport Obstacle Limitation Area. The proposal does not involve any buildings or structures that would exceed the applicable AHD height limits for the site. The Safeguarding of Airports Code is addressed in subsection 15.9 below.
- **Priority Vegetation Area (Natural Assets Overlay)**

Parts of the site are mapped within the Priority Vegetation Area overlay. As confirmed by the Natural Values Assessment, no native vegetation communities are present within the footprint of the proposed car park works, and no clearance of priority vegetation is required. The implications of the Natural Assets Code are addressed in subsection 15.9 below.

No other mapped overlays apply to the land subject to this application.

15.6 Planning Codes

The table below identifies the applicable codes and those which are not applicable.

Code	Comment
C1.0 Signs	The proposed signage associated with the car park is exempt from planning approval under the State Planning Provisions. Regulatory signs (such as stop, give way, speed limit and other traffic management signage) are exempt under Table C1.4 as statutory or regulatory signs. Wayfinding and directional signage located wholly within the site and not intended to be visible from outside the site is exempt under Clause C1.4.2. All proposed signs are non-illuminated, are not third-party advertising, and are not located on a heritage place or within a heritage precinct. No planning approval is required.
C2.0 Parking and Sustainable Transport	Applies – see subsection 18.1 below.
C3.0 Road and Railway Assets	Applies – see subsection 18.2 below.
C4.0 Electricity and Transmission Infrastructure Protection	Not applicable. No electricity transmission infrastructure is affected by the proposal.
C5.0 Telecommunications	Not applicable. The proposal does not involve telecommunications infrastructure
C6.0 Local Historic Heritage	Not applicable. The site is not identified as a heritage place under the planning scheme or the Tasmanian Heritage Register.
C7.0 Natural Assets	Applicable (exempt) The site is mapped within the Priority Vegetation Area overlay. A Natural Values Assessment has confirmed that no native vegetation communities are present within the footprint of the proposed car park works and that no clearance of priority vegetation is required. Accordingly, while the overlay mapping applies, the operative provisions of the Natural Assets Code are not engaged, as the proposal does not involve vegetation removal or clearance regulated by the Code. Vegetation removal associated with the junction upgrade forms part of works that are exempt under Part 4 of the Tasmanian Planning Scheme. As those works are exempt, the Natural Assets Code does not apply to the junction upgrade component of the broader project. The bioretention basin is located within a disturbed area identified as being infested with blackberry. The purpose of the basin is stormwater treatment and water quality improvement prior to discharge to Ralphs Bay. The works do not involve clearance of native vegetation or priority vegetation and do not trigger assessment under the Natural Assets Code.

Code	Comment
	
C8.0 Scenic Protection	Not applicable. The site is not subject to scenic protection overlays.
C9.0 Attenuation	Not applicable. The proposal does not involve activities subject to attenuation requirements.
C10.0 Coastal Erosion Hazard	Not applicable. The site is not affected by coastal erosion hazard overlays.
C11.0 Coastal Inundation Hazard	Not applicable. The site is not affected by coastal inundation hazard overlays.
C12.0 Flood-Prone Area Hazards	Not applicable. The car parking area is not subject to flooding; therefore, pursuant to cl. 12.2 of the Scheme, the Code is not applicable to the site or the assessment of this proposal.
C13.0 Bushfire-Prone Areas	Not applicable. While bushfire mapping applies more broadly in the locality, the proposal does not involve subdivision or a vulnerable or hazardous use as defined by Clause C13.3, and the Code is therefore not engaged.
C14.0 Potentially Contaminated Land	Not applicable. There is no evidence to suggest contamination of the site. Adjacent land uses do not indicate a history of contamination, and no PFAS-related activities have been identified.
C15.0 Landslip Hazard	Not applicable. The site is not affected by landslip hazard overlays.
C16.0 Safeguarding of Airports	Applicable (exempt) Exempt under C16.4.1(b) as it does not involve the construction of any buildings or structures and does not penetrate the applicable obstacle limitation surface for the site.

16. Planning Assessment

16.1 Zone Purpose

The proposed works are located within land zoned Utilities and Community Purpose under the Tasmanian Planning Scheme.

Pursuant to clause 26.1, the purpose of the Utilities Zone is:

- 26.1.1 To provide land for major utilities installations and corridors; and
- 26.1.2 To provide for other compatible uses where they do not adversely impact on the utility.

Pursuant to clause 27.1, the purpose of the Community Purpose Zone is:

- 27.1.1 To provide for key community facilities and services including health, educational, government, cultural and social facilities; and
- 27.1.2 To encourage multi-purpose, flexible and adaptable social infrastructure.

The proposed works comprise upgrades to the existing school car park and improvements to vehicular access for school buses and staff vehicles serving Lauderdale Primary School. These works are directly associated with the operation of an established educational facility and are compatible with the purpose statements of both the Utilities Zone and the Community Purpose Zone.

This discussion is provided for completeness only to demonstrate zone consistency. It does not alter or qualify the applicable planning pathway for the works, which is addressed separately in the exemption section of this report.

The land containing the proposed bioretention basin is zoned Open Space under the Tasmanian Planning Scheme.

The purpose of the Open Space Zone is:

- 29.1.1 To provide land for open space purposes, including for passive recreation and natural or landscape amenity; and
- 29.1.2 To provide for use and development that supports the use of the land for open space purposes or for other compatible uses.

The proposed bioretention basin is located within an existing open space area and is designed to manage stormwater runoff and improve water quality outcomes for Ralphs Bay. While the infrastructure does not itself provide a recreational facility, it supports the environmental and landscape values of the open space by reducing pollutant loads and protecting downstream ecological systems.

In this respect, the bioretention basin is compatible with the purpose of the Open Space Zone and with the ongoing passive recreational and landscape function of the land. This discussion is provided for completeness to demonstrate zone consistency only. The applicable planning pathway for the bioretention basin, including the operation of relevant exemptions, is addressed separately in the exemption section of this report.

16.2 Zone Use Standards

The land within the Community Purpose Zone forms part of the established Lauderdale Primary School site. The primary and ongoing use of the land is Educational and Occasional Care, specifically a primary school, as defined in Table 6.2 of the Tasmanian Planning Scheme.

The existing car parking area within the school grounds is not available for use by the general public and functions solely to service staff, visitors and school operations, including school buses. As such, the car parking area is directly associated with and subservient to the school use. Pursuant to clause 6.2.2 of the Scheme, development that is directly associated with and a subservient part of another use on the same site must be categorised into the same Use Class as that principal use. Accordingly, the car parking area is correctly classified as part of the Educational and Occasional Care Use Class, rather than as a separate Vehicle Parking use.

The scope of works within the school grounds comprises re-delineation and minor reconfiguration of an existing car parking area to improve safety, functionality and compliance with Australian Standards, together with adjustments to the bus turning area to facilitate safer access and manoeuvring by larger buses. The works do not result from, nor do they facilitate, an expansion of the school, an increase in floor area, or an increase in staffing or student numbers. No new land use is established and there is no intensification of the existing Educational and Occasional Care use.

A small portion of the car parking works extends into land zoned Utilities, being part of the Acton Road Road reserve. In this location, the works remain ancillary to the school use and do not establish an independent

vehicle parking function. The land use character of the area remains infrastructure-related and consistent with the purpose of the Utilities Zone.

The proposed bioretention basin is located within land zoned Open Space along the Crown land foreshore. The basin is a form of stormwater management infrastructure and is regarded as a minor utility under clause 3.1 of the Scheme. In land use terms, it does not introduce a new or competing use within the Open Space Zone and is compatible with the environmental, landscape and passive recreation values of the land.

16.3 Development Standards for Buildings & Works

Each zone sets out standards to determine an acceptable level of scale, size, or impact development may have within the specified location. However, it is observed that LUPAA delineates a difference between interpretation of development, building, and work.

16.3.1 Staff Car Park & Bus Turning

The proposed expansion of the existing Lauderdale Primary School staff parking area and the bus turning area does not involve any structures that would be defined as a building under LUPAA, other than the continuation of the existing rail and wire-mesh fence.

In reference to the standards listed under cl. 27.4 Development Standards for Buildings & Works within the Community Purpose Zone, Clause 27.4.1 refers to building height with no reference to the term “works”; therefore, the standard is not applicable for the determination of this project.

As the definition of a setback is defined by the Scheme as the distance from a lot boundary to a building, the standards listed under cl. 27.4.2 A1, A2, & A3, are not applicable to the determination of the project, as there is no building proposed and the standard has no reference to “works” within the ordinance of the Clause.

It is reiterated that the fencing is a continuation of the existing steel fence from the side of the school to around the current carpark (Section 1.2 of this Report). The design improves the safety needs for the school and maintains the current passive surveillance needs of the location whilst being compatible with the streetscape.

The new section of the fence is located within the Utilities Zone; therefore, cl. 27.4.3 is not applicable to the proposal. Pursuant to cl. 4.6.3 (a) fences within 4.5m of the frontage are exempt if the fence design is open and uniformly transparent within the Utilities Zone. Additionally, the Utilities Zone Fence Standard cl. 26.4.3 relates to fences on common boundaries with other zones that are not applicable to this project.

16.4 Development Standards for Subdivision

The scope of this application does not involve subdivision.

17. Local Provision Schedule

There is no Clarence - Local Provisions Schedule (C-LPS) standards that are applicable to the location of this project or the site.

18. Tasmanian Planning Scheme – Code Requirements

18.1 Parking & Sustainable Transport Code C2.0

The scope of this proposal is to provide a new vehicle entrance and egress to the Lauderdale Primary School and reorganise the existing staff car parking area. The staff car parking area is to be expanded from approximately thirty-six (36) delineated spaces to fifty-four (54) car parking spaces, two (2) accessibility car parking spaces, and five (5) motorcycle spaces. The staff car park is to be accessed through the school bus stop.

It is observed that currently, parking is not restricted to the delineated spaces, and these spaces are not consistent with the dimensions of the *Australian Standard AS 2890- Parking facilities*.

The new layout results in five car parking spaces located within the current Acton Road reserve, with all other spaces within the footprint of the current car park.

Pursuant to Clause C2.2.1 this Code applies to the assessment of the proposal; however, it is reiterated that within the scope of this development application there is no change of use to the site, nor is there any expansion or development within the Lauderdale Primary School that involves either an increase in floor area or staffing numbers to generate additional parking demand.

18.1.1 Parking & Sustainable Use Standards – cl. C2.5

Car parking numbers – cl. C2.5.1

The current Lauderdale Primary School staff car park has delineation for around thirty-six car parking spaces; however, these spaces are not consistent with the Australian Standards for parking space dimension or within a layout that optimises the space available.

The staff car parking area is to be expanded from approximately thirty-six (36) delineated spaces to fifty-four (54) car parking spaces, two (2) accessibility car parking spaces, and five (5) motorcycle spaces. The staff car park is to be accessed through the school bus stop.

Pursuant to cl. C2.5.1 A1(d)(i) the project does not intensify or generate the need for additional on-site car parking spaces.

Other parking numbers

The following standards are not applicable to this proposal:

- Bicycle cl. C2.5.2
- Motorcycle cl. C2.5.3; and
- Loading bays cl. C2.5.4.

Regardless, these matters have been facilitated on the site, where applicable.

Car Parking within the General Residential & Inner Residential Zone – cl. C2.5.5

The site is not zoned either General Residential or Inner Residential; therefore, this standard is not applicable to this project.

18.1.2 Development Standards for Parking – cl. C2.6

Construction of parking area – cl. C2.6.1

The proposal is to re-surface the asphalt car park which is an all-weather durable pavement and to drain the stormwater into the public stormwater system, compliant with cl. C2.6.1 A1 of the Scheme.

Design & Layout of parking areas – cl. C2.6.2

The objective of cl. C2.6.2 is to ensure that “...*parking areas are designed and laid out to provide convenient, safe and efficient parking*”, as shown on the site plan. The purpose of the proposed works associated with the school is to ensure that the established car parking space is safe and efficient for staff and that buses can enter and exit the site safely.

The realignment and expansion of the existing car parking areas and manoeuvring spaces is compliant with cl. C2.6.2 A1.1(b) and with cl. C2.6.2 A1.2 of the Scheme, as demonstrated by the engineer plans.

Number of accesses for vehicles – cl. C2.6.3

This proposal maintains the same number of accesses onto the Acton Road; therefore, this proposal complies with the Acceptable Solution of cl. C2.6.3 A1 of the Scheme.

The matters listed under cl. C2.6.3 A2 are not applicable as the site is not within the Central Business Zone.

Lighting of parking areas – cl. C2.6.4

The matters listed under cl. C2.6.4 are not applicable as the site is not within the General or Central Business Zone.

Pedestrian access – cl. C2.6.5

As demonstrated within Figure 2.2b of this Report, the pedestrian access is provided separate to the car parking spaces with wheel stops separating the parking spaces from the verge that further separates the footpath.

The design and layout is consistent with the acceptable solution cl. C2.6.5 of the Scheme.

Loading Bays – cl. C2.6.6

Not applicable to the scope of this proposal, as no loading bays are required.

Bicycle storage in General & Central Business Zone – cl. C2.6.7

Not applicable to the scope of this proposal.

Siting of parking & turning areas – cl. C2.6.8

The site does not involve a listed zone within this clause.

Parking Precinct Plan – cl. C2.7

The proposed development is not within a Parking precinct plan; therefore, this standard is not applicable to the proposal.

18.2 Road & Railway Assets Code – C3.0

18.2.1 Application of the Road & Railway Assets Code Standards

The Road & Railway Assets Code applies to the proposal, as the development involves works within and adjacent to the road environment and includes the reconfiguration of vehicle access and parking areas.

Notwithstanding this, an assessment against Clause C3.2.1 confirms that the proposal does not adversely affect the safety, function or efficiency of the surrounding road network. In particular:

- (a) The proposal does not generate additional traffic demand, with vehicle movements limited to existing school staff and service vehicles that are already accessing the site.
- (b) The works involve the reorganisation of existing access, parking and manoeuvring arrangements and form part of an upgrade to an established junction and school access environment.
- (c) The proposal does not involve subdivision, the construction of a habitable building, or the establishment of a new sensitive use within a road or railway attenuation area.

Accordingly, the development satisfies the relevant standards of the Road & Railway Assets Code and does not trigger any additional requirements or referrals under the Code.

19. Conclusion

This planning report has assessed the proposed staff car park expansion and bus turning works at Lauderdale Primary School against the relevant provisions of the *Tasmanian Planning Scheme – Clarence*, including applicable zone standards, overlay controls and development codes.

The application is strictly limited to works within the school site that require a planning permit, being the reconfiguration and minor expansion of the existing staff car parking area and improvements to internal bus access and manoeuvring. All junction upgrade works, road realignment, traffic signals, drainage infrastructure and the bioretention basin are exempt from planning approval and are expressly excluded from the scope of this application.

The proposal is ancillary to the established *Educational and Occasional Care* use of the site and does not introduce a new use or intensify the existing use of Lauderdale Primary School. No additional floor area, staffing or student capacity is proposed. The works are limited to safety, circulation and operational improvements within an existing, highly modified school and road environment.

The development is located within land zoned *Community Purpose* and *Utilities* and is consistent with the purpose and intent of both zones. The proposal supports the continued operation of an essential community facility and associated transport infrastructure and will not result in adverse impacts on adjoining land or the surrounding road network.

The proposal has been assessed against, and satisfies, the relevant requirements of the following planning codes:

- C2.0 Parking and Sustainable Transport
- C3.0 Road and Railway Assets

All other codes and overlays either do not apply or apply but are exempt, including the Natural Assets Code and the Safeguarding of Airports Code, as detailed in this report.

Access, parking, circulation and safety considerations have been addressed at a proportionate level through the design of the proposed works, supported by detailed drawings and having regard to the ancillary nature of the development and its relationship to the exempt junction upgrade works. The proposal does not generate additional traffic demand, does not compromise road safety or efficiency, and is compatible with the operation of the surrounding road network.

This planning assessment concludes that the proposal represents an orderly and appropriate use and development of land, complies with the Tasmanian Planning Scheme, and is suitable for approval subject to reasonable conditions.

**Pitt & Sherry
(Operations) Pty Ltd**
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Located nationally —
Melbourne
Sydney
Brisbane
Hobart
Launceston
Newcastle
Devonport

11 June 2026

Mr Ian Nelson
Chief Executive Officer
City of Clarence
Email: cityplanning@ccc.tas.gov.au

Attention City Planning: Ms Thurston-Doyle (Senior Planner)



Dear Mr Nelson

**Re: FURTHER INFORMATION REQUEST – 3 ACTON ROAD, LAUDERDALE
(PDPLANPMTD-2026/061135)**

Reference is made to Council's request for further information pursuant to Section 54(1) of the *Land Use Planning and Approvals Act 1993* (LUPAA), dated 4 June 2026, in relation to the development application for improvements to the existing vehicle access to Lauderdale Primary School and realignment of the staff car park at 3 Acton Road, Lauderdale (PDPLANPMTD-2026/061135).

As outlined in the supporting Planning Report, the proposal involves:

- a new vehicle entrance and egress to facilitate safer bus pick-up and drop-off
- reconfiguration of the existing staff car park with marked spaces in accordance with Australian Standards; and
- improved pedestrian access through defined, separated pathways.

Council's correspondence issued under Section 54(1) of LUPAA seeks clarification on the following matters to assist in the assessment of the application:

- whether title consolidation, boundary adjustment or subdivision is required, including provision of a plan of subdivision
- compliance with the pedestrian access requirements under clause C2.5.6
- clarification of the extent of flood-prone hazard mapping and whether the Flood-prone Hazard Code applies

Council's request appears to extend beyond the provision of further information necessary to determine the application and instead introduces matters that would expand the scope of the proposal (including title consolidation and additional design considerations).

Section 54 of LUPAA facilitates requests for information to assist in the assessment of the proposal as lodged; it is not intended to require redesign or substantive alteration of an application beyond what is necessary to enable its assessment. This position is supported by decisions such as *Woodhouse v Kingborough Council [2022] TASCAT 45* and *Tomaszewski v Hobart City Council [2020] TASSC 48*.

Having regard to the scope and nature of the proposal, no additional drawings or design amendments are required to enable Council's assessment for the following reasons:

1. Lot consolidation

While the site comprises multiple titles, the proposed works are limited to modifications to an existing access arrangement and do not involve buildings or infrastructure that span titles in a manner requiring title consolidation, boundary adjustment, or subdivision for the purposes of assessment under the Scheme.

Should the development be approved, any consideration of title consolidation can occur as a subsequent step and is not a prerequisite to determination of the application.

2. Pedestrian Considerations

The proposal has been designed to satisfy the intent of clause C2.5.6 in providing safe, convenient, and clearly defined pedestrian access between parking areas and the school buildings. As shown on Sheet No. 3038, pedestrian access is provided along two sides of the triangular car park, connecting directly to existing pedestrian entry points to the school.

These pathways exceed 1 metre in width, are clearly delineated, and are separated from vehicle areas through a combination of bollards, fencing, and planting. Pedestrian crossing points are identified where accessways intersect with vehicle movement corridors, ensuring safe and legible movement through the site.

On this basis, the proposal achieves the outcomes of the acceptable solution under clause C2.5.6.

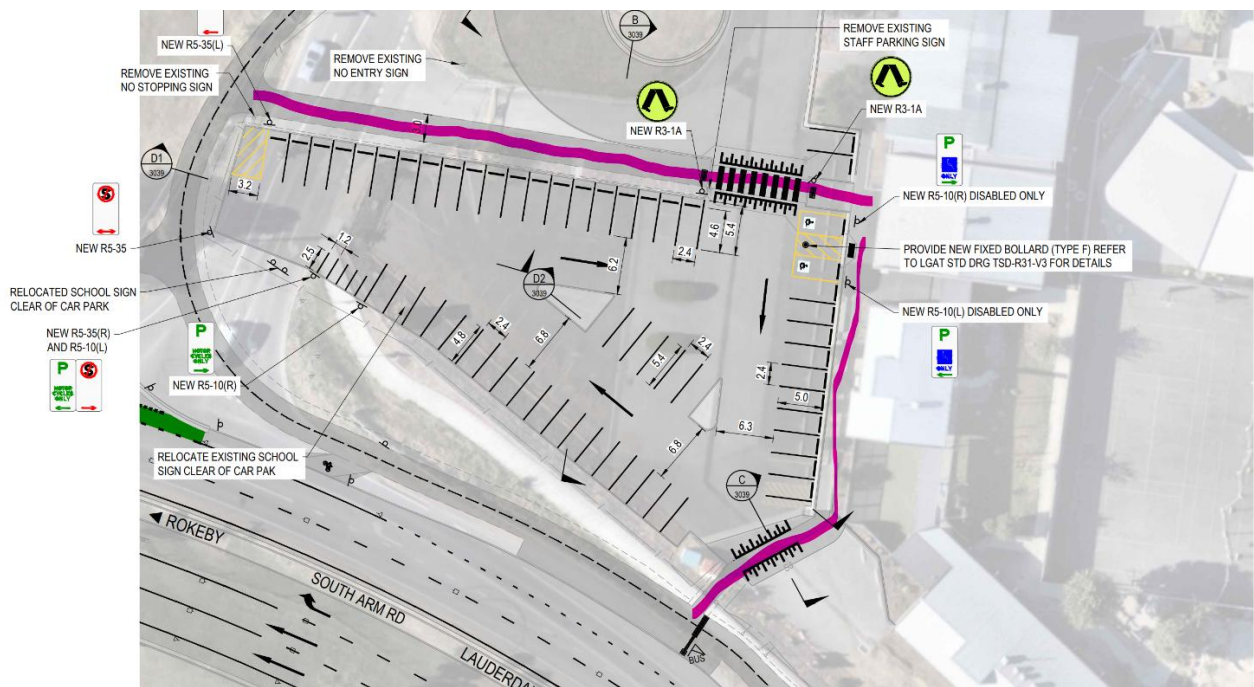


Figure 1 – Extract from Sheet No. 3038, showing pedestrian access notated in purple.

3. Flooding

The existing car park area subject to this application is not identified as being within a mapped flood-prone hazard area. While Acton Road is mapped as flood-prone, the works within the road reserve are not part of this application.

The existing carpark footprint is outside the mapped flood-prone hazard area; however, for completeness, the extent of the mapped flood-prone hazard area can be illustrated on the site plan if required.

This mapping does not overlap with the development footprint subject to this application. On this basis, the Flood-prone Hazard Code is not triggered as part of the assessment, as:

- the proposal does not involve a new use or building (clauses C12.5.1 and C12.5.2), and
- the proposed works do not materially alter levels, overland flow paths, or flood storage (clause C12.6.1).

This response addresses each of the matters raised in Council's request for further information dated 4 June 2026.

On this basis, there are no outstanding matters that prevent Council from proceeding with assessment of the application as lodged.

No further plans, reports, or technical documentation are required to enable assessment of the application.

In summary, the information accompanying the application is sufficient to enable Council to undertake a full assessment of the proposal. The matters raised do not necessitate a redesign or expansion of the application.

We respectfully request that the application proceed to determination without further delay.

Yours sincerely



Trent Henderson RPIA
Principal Planning Consultant

Appendix A

Title Information

FILE NUMBER A.20222 GRANTEE PART OF 700 ACRES LOC. TO EDWARD SAMUEL PICKARD BEDFORD		CONVERSION PLAN LOCATION CITY OF CLARENCE CONVERTED FROM 34/9741 (P.859 D.O.) NOT TO SCALE LENGTHS IN METRES		Registered Number P.150227 APPROVED 26 MAR 2007 <i>Alice Kawa</i> Recorder of Titles	
MAPSHEET MUNICIPAL CODE No. 107 (5224-15)	LAST UPI No. GNS98 GMC72	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN		DRAWN L.M.R.	

SKETCH BY WAY OF ILLUSTRATION ONLY

'EXCEPTED LANDS':

LOT 1, (P.202147), 10·1m²

SECTION 139 AMENDMENT

C.T.202147-1 EXCLUDED FROM LOT 1 PURSUANT
TO SECTION 139 LAND TITLES ACT 1980.

Alice Kawa

Recorder of Titles

24 SEP 2008

Date

SEARCH OF TORRENS TITLE

VOLUME 150227	FOLIO 1
EDITION 7	DATE OF ISSUE 24-Sept-2008

SEARCH DATE : 24-Apr-2026

SEARCH TIME : 09.26 am

DESCRIPTION OF LAND

City of CLARENCE

Lot 1 on Plan [150227](#)

Being the land described in Conveyance No. 34/9741

Derivation : Part of 700 Acres located to Edward Samuel

Pickard Bedford

Derived from A20222

Excepting out Lot 1 on Plan No.202147

SCHEDULE 1

THE CROWN

SCHEDULE 2

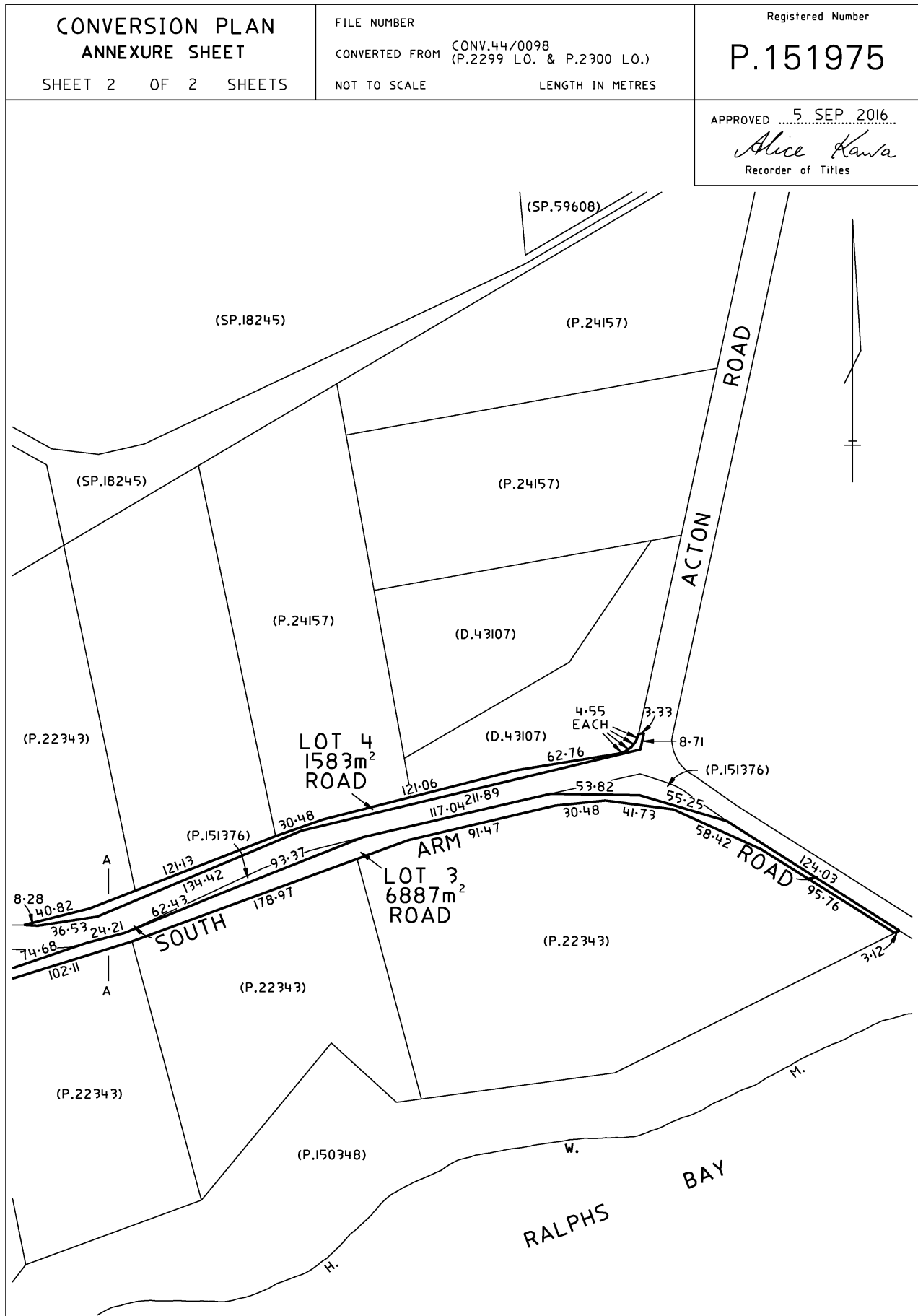
Reservations and conditions in the Crown Grant if any

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

FILE NUMBER A.23632		CONVERSION PLAN LOCATION CITY OF CLARENCE		Registered Number P.151975	
GRANTEE PART OF 160AC. & 50AC. LOC. TO DANIEL STANFIELD		CONVERTED FROM CONV.44/0098 (P.2299 LO. & P.2300 LO.) NOT TO SCALE LENGTHS IN METRES		APPROVED ... 5 SEP 2016 <i>Alice Kawa</i> Recorder of Titles	
MAPSHEET MUNICIPAL CODE No. 107 (5224-15)		LAST UPI No.		ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN	
				DRAWN NC	

SKETCH BY WAY OF ILLUSTRATION ONLY
"EXCEPTED LANDS"



SEARCH OF TORRENS TITLE

VOLUME 151975	FOLIO 4
EDITION 1	DATE OF ISSUE 19-Jan-2017

SEARCH DATE : 24-Apr-2026

SEARCH TIME : 09.29 am

DESCRIPTION OF LAND

City of CLARENCE

Lot 4 on Plan [151975](#)

Being the land described in Surrender No.44/0098

Derivation : Part of 160A-0R-0P Gtd.to Daniel Stanfield &

50A-0R-0P Loc.to Daniel Stanfield

Derived from A23632

SCHEDULE 1

THE CROWN

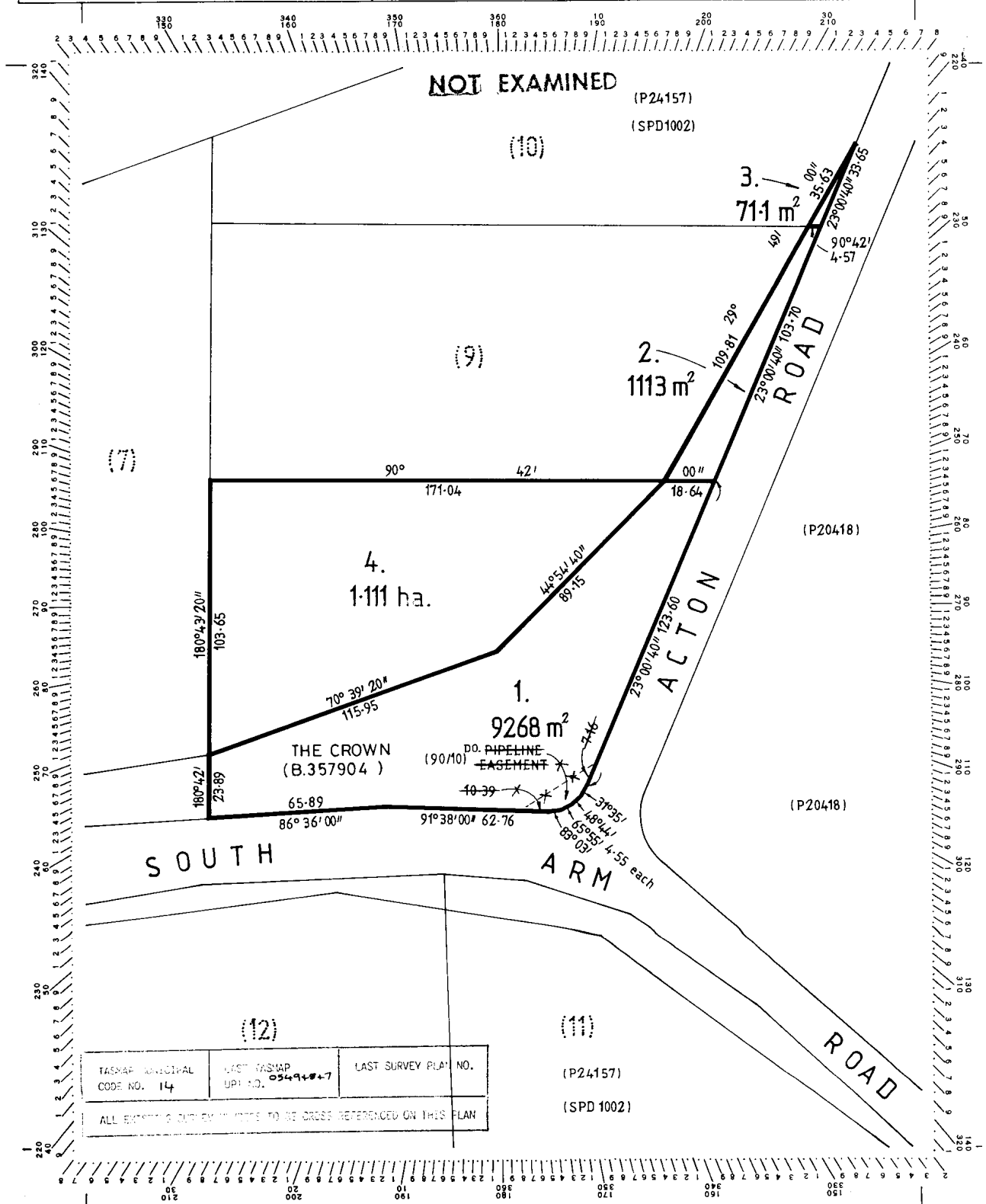
SCHEDULE 2

Reservations and conditions in the Crown Grant if any

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

Owner: Lots 1 & 4. George Pavlides, Efsthios Pavlides & Haralambos Pavlides. Lot 2. Brian Edward Coleman & Sandra Joyce Coleman, Lot 3. Braith Hartley Wedd & Cecelia Beverley Wedd, by Surveyor E. Duede of Title Reference: Lots 1 & 4. C.T. 4518-52 Lot 2. C.T. 4509-90 Lot 3. C.T. 4518-52 Grantee: 60 C.T. 4690-7 Part of 110 ac. Located to D. Stanfield.		PLAN OF SURVEY E. Duede of DEPARTMENT OF MAIN ROADS 10 MURRAY ST, HOBART CITY OF CLARENCE SCALE 1:1500 MEASUREMENTS IN METRES	Registered Number: D43107 Approved Effective from:
		Recorder of Titles	



SEARCH OF TORRENS TITLE

VOLUME 43107	FOLIO 1
EDITION 2	DATE OF ISSUE 23-June-1999

SEARCH DATE : 24-Apr-2026

SEARCH TIME : 09.28 am

DESCRIPTION OF LAND

City of CLARENCE

Lot 1 on Diagram [43107](#)

Derivation : Part of 60 Acres Located to D. Stanfield

Prior CT [4712/60](#)SCHEDULE 1

THE CROWN

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

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UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations



No.	Amendment Description	Initials	Date
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SCALE IN METRES - 1:1000

Co-ordinate System:

Height Datum:

pitt&sherry



DESIGNED M.P

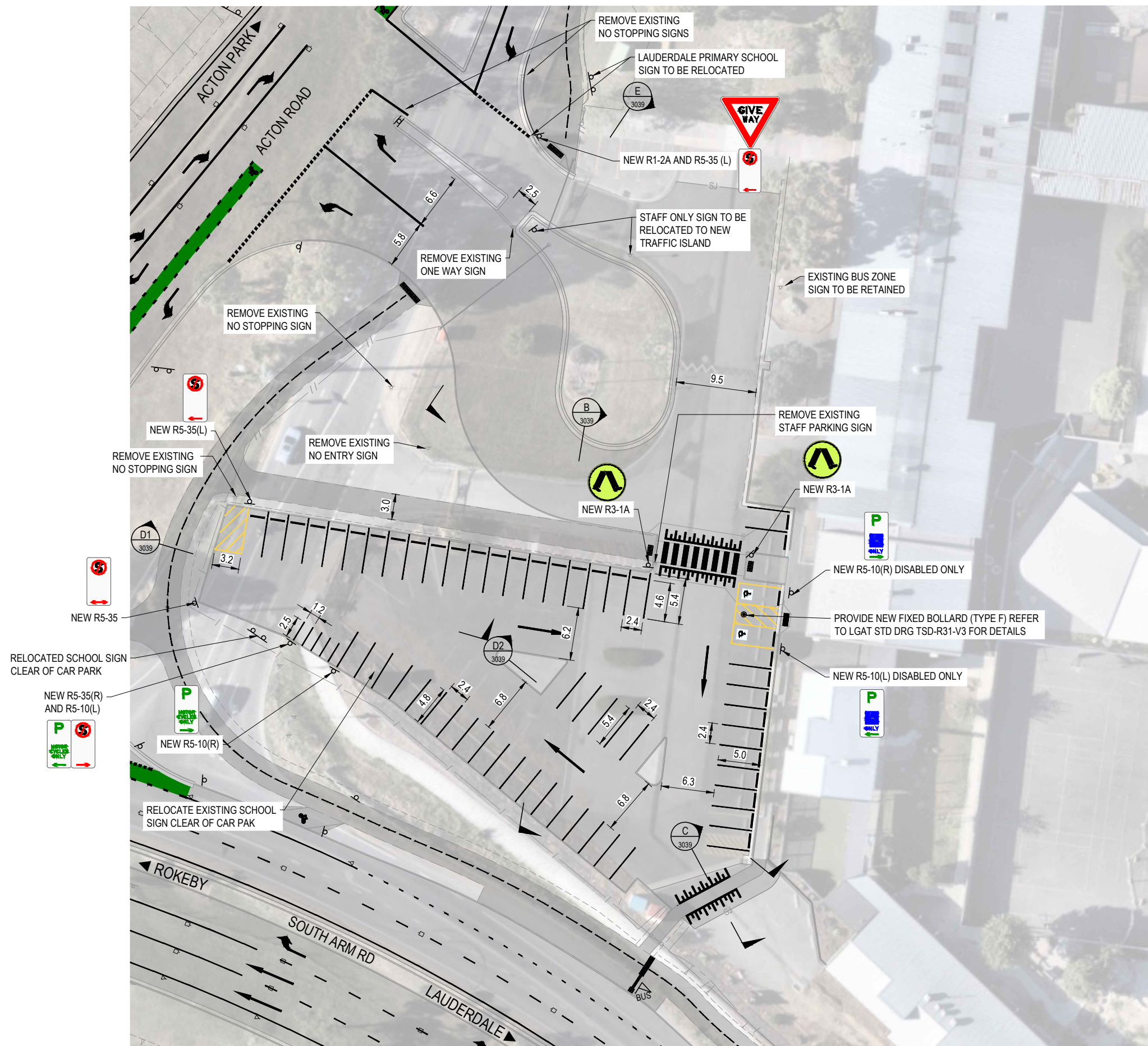
REVIEWED R.M

Department of State Growth

SOUTH ARM SECONDARY ROAD (A2069)
ACTON ROAD JUNCTION
JUNCTION UPGRADE

DESIGN OVERVIEW

CONTRACT No.	DRAWING S-P.21.1428-00-CIV-SKT-3140.dwg	PRINTED DATE 13-Jun-25, 4:01 PM	SHEET No. 3140
REGISTRATION NUMBER A2069.003			REVISION



NOTES:

1. 56 No OF CAR PARKING SPACES
2. 5 No OF MOTORCYCLE PARKING SPACES
3. FOR LINEMARKING SET OUT OF EXTENDED SCHOOL CAR PARK REFER TO AS 2890.1
4. 2 No OF ACCESSIBLE PARKING SPACES. BOLLARD AND LINEMARKING TO BE INSTALLED IN ACCORDANCE WITH AS2890.6
5. FOR ALL PEDESTRIAN ACCESS RAMPS AND TGSi DETAILS REFER TO LGAT STD DRG TSD-R18-V3 UNLESS SPECIFIED OTHERWISE
6. BICYCLE SYMBOL SIZES FOR ROAD WAYS AND PATHS REFER AS1742.9
7. ALL WHEEL STOPS TO BE 100mm HIGH AND POSITIONED 620mm FROM FRONT OF PARKING SPACE IN ACCORDANCE WITH AS2890.1

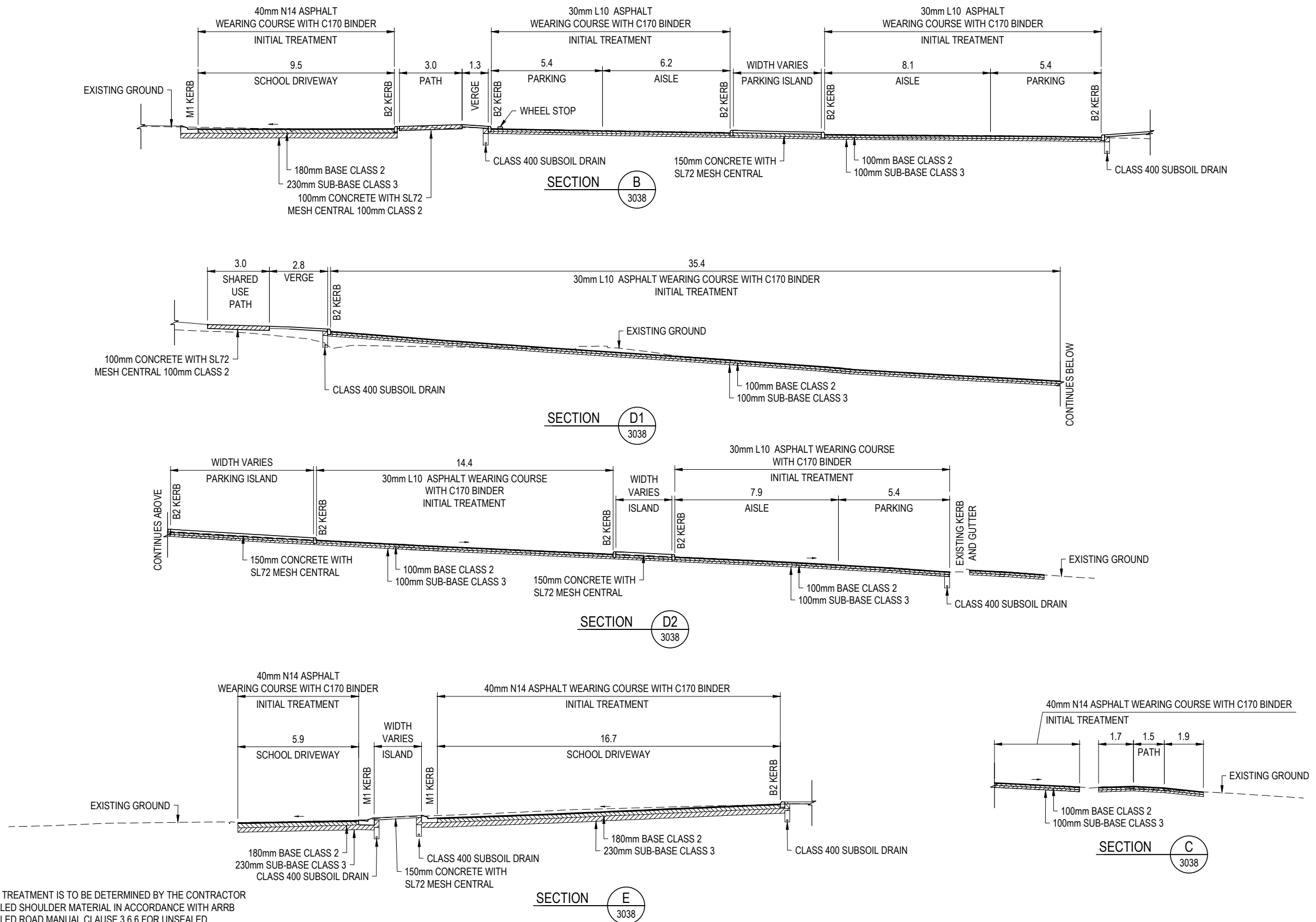
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Co-ordinate System: MGA-Z55 GDA20
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pltt&sherry	
DESIGNED M.P.	
REVIEWED R.M.	

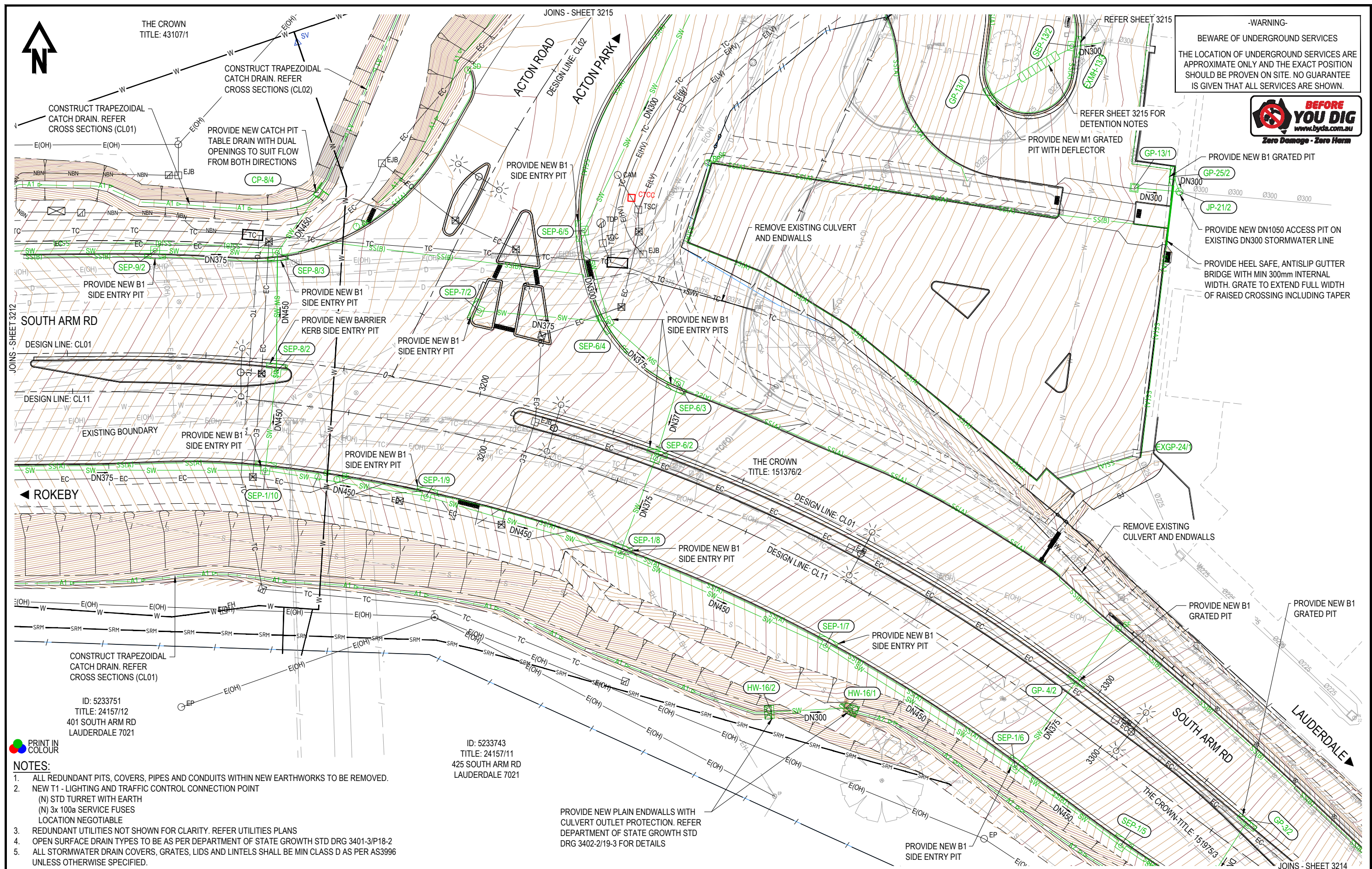
Department of State Growth
SOUTH ARM SECONDARY ROAD (A2069)
ACTON ROAD JUNCTION
JUNCTION UPGRADE
GENERAL ARRANGEMENT - CAR PARK

CONTRACT No.	DRAWING	PRINTED DATE	SHEET No.
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REGISTRATION NUMBER			REVISION
A2069.003			

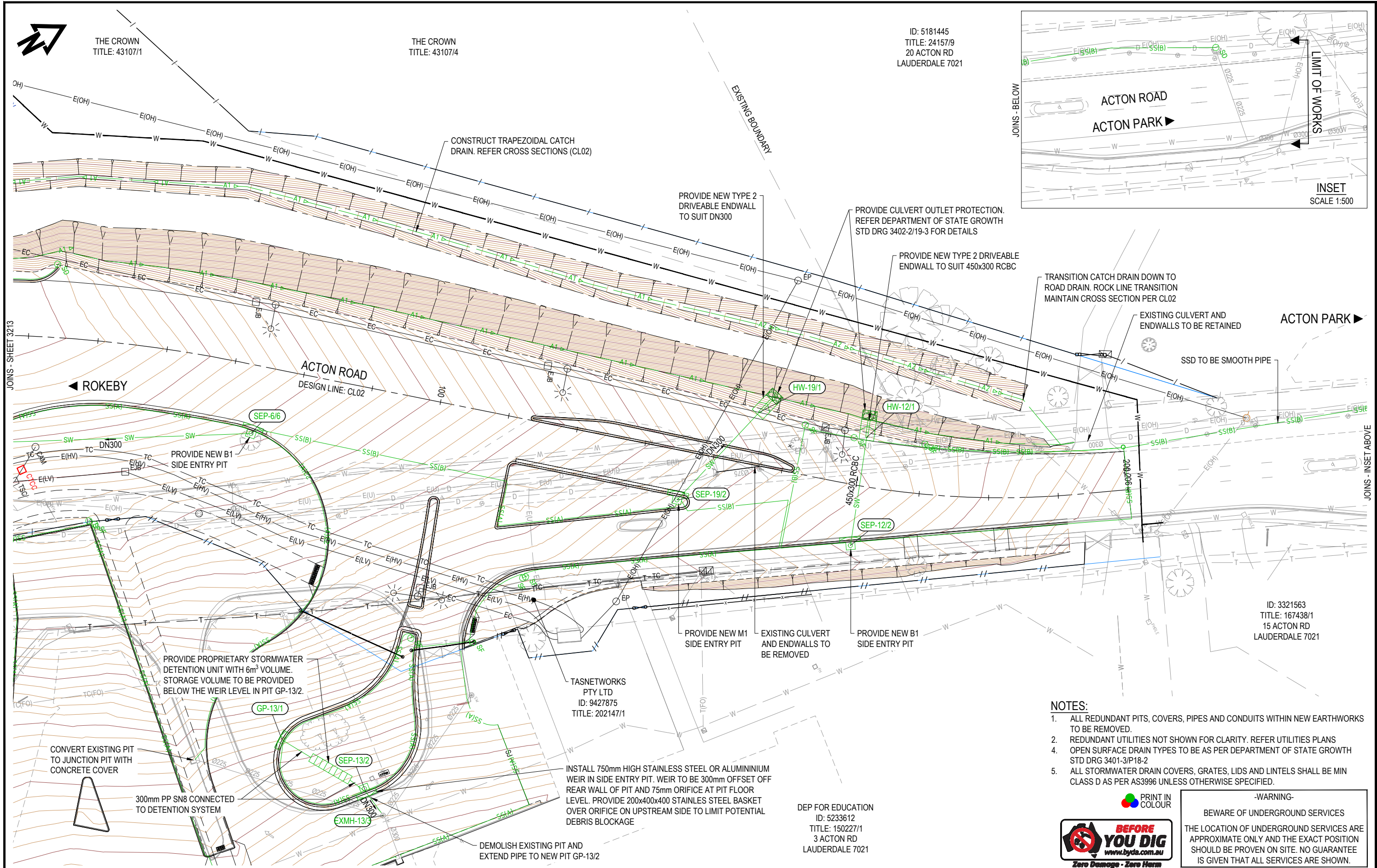


- NOTES:**
- INITIAL TREATMENT IS TO BE DETERMINED BY THE CONTRACTOR
 - UNSEALED SHOULDER MATERIAL IN ACCORDANCE WITH ARRB UNSEALED ROAD MANUAL CLAUSE 3.6.6 FOR UNSEALED WEARING COURSE MATERIAL
 - ALL WHEEL STOPS TO BE 100mm HIGH AND POSITIONED 620mm FROM FRONT OF PARKING SPACE IN ACCORDANCE WITH AS2890.1

				SCALES 1:200 SCALE IN METRES - 1:200	 	Department of State Growth SOUTH ARM SECONDARY ROAD (A2069) ACTON ROAD JUNCTION JUNCTION UPGRADE CARPARK CROSS SECTIONS	CONTRACT No. S-P.21.1428-00-CIV-DRG-3039	DRAWING 12-Feb-26, 11:20 AM	PRINTED DATE 12-Feb-26, 11:20 AM	SHEET No. 3039
No.	Amendment Description	Initials	Date	DESIGNED M.P. REVIEWED R.M.		REGISTRATION NUMBER A2069.003				REVISION
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				SCALES 1:500  SCALE IN METRES - 1:500		pltt&sherry 		Department of State Growth SOUTH ARM SECONDARY ROAD (A2069) ACTON ROAD JUNCTION JUNCTION UPGRADE				CONTRACT No. DRAWING PRINTED DATE SHEET No.	
								REGISTRATION NUMBER A2069.003				3213	
No.		Amendment Description		Initials		Date		DESIGNED M.P.		REVIEWED R.M.		REVISION	
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No.	Amendment Description	Initials	Date
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Co-ordinate System: MGA-Z55 GDA20
Height Datum: A.H.D.

pltt&sherry
Therian Government

DESIGNED M.P.
REVIEWED R.M.

Department of State Growth
SOUTH ARM SECONDARY ROAD (A2069)
ACTON ROAD JUNCTION
JUNCTION UPGRADE
DRAINAGE PLANS - DRG 5

CONTRACT No.	DRAWING S-P.21.1428-00-CIV-DRG-3215	PRINTED DATE 12-Feb-26, 11:25 AM	SHEET No. 3215
REGISTRATION NUMBER A2069.003			REVISION

POLE & STAY INSTALLATION TABLE

STREET	POLE	PID	SET OUT CO-ORDINATES	SIZE	SINK	FILL	SOIL	STAY	ANCHOR	ATTACH HT	OFFSET	BRG (True)	TORQUE	COMMENTS
Acton Rd	(N) P1	521432	X=538865.25, Y=5249670.43	14m / 8kN	2.4m	EB	CC	GROUND	200mm	11.5m	6m	160°	1300 N.m	Wood Pole - Side Stay
Acton Rd	(N) P2	521433	X=538959.14, Y=5249773.79	14m / 8kN	2.4m	EB	CC	GROUND	200mm	11.5m	6m	230°	1300 N.m	Wood Pole - Side Stay
Acton Rd	(N) P1:2	521434	X=538988.15, Y=5249727.95	12.5m / 8kN	2.1m	EB	CC	GROUND	200mm	10m	6m	150°	1300 N.m	Titan Pole - LBS - HV Cable - B/Stay - Op Earth
South Arm Rd	(E) P154A	167052	X=538589.91, Y=5249620.60	N/A	N/A	N/A	CC	GROUND	200mm	10m	6m	135°	1300 N.m	Side Stay on Existing Pole
South Arm Rd	(N) P155A	521435	X=538660.85, Y=5249661.51	12.5m / 8kN	2.1m	EB	CC	N/A	N/A	N/A	N/A	N/A	N/A	Wood Pole
South Arm Rd	(N) P155AA	521436	X=538720.94, Y=5249668.50	12.5m / 8kN	2.1m	EB	CC	N/A	N/A	N/A	N/A	N/A	N/A	Titan Pole - LBS - HV Cable - Earths
South Arm Rd	(N) P155AAA	521437	X=538791.84, Y=5249670.16	12.5m / 8kN	2.1m	EB	CC	N/A	N/A	N/A	N/A	N/A	N/A	Titan Pole - LBS - Op Earth
South Arm Rd	(N) P156	521438	X=538714.92, Y=5249618.57	14m / 8kN	2.4m	EB	CC	N/A	N/A	N/A	N/A	N/A	N/A	Wood Pole
South Arm Rd	(N) P157	521439	X=538786.34, Y=5249606.56	14m / 8kN	2.4m	EB	CC	N/A	N/A	N/A	N/A	N/A	N/A	Titan Pole - LBS - Op Earth
South Arm Rd	(N) P158	521440	X=538902.16, Y=5249602.12	14m / 8kN	2.4m	EB	CC	N/A	N/A	N/A	N/A	N/A	N/A	Titan Tf Pole - Earths
South Arm Rd	(N) P159	521441	X=538981.83, Y=5249571.57	14m / 6kN	2.4m	EB	CC	N/A	N/A	N/A	N/A	N/A	N/A	Wood Pole
South Arm Rd	(N) P160	521442	X=539061.75, Y=5249518.64	14m / 8kN	2.4m	EB	CC	N/A	N/A	N/A	N/A	N/A	N/A	Wood Pole

FILL TYPES: NB - Natural Backfill, EB - Enhanced Backfill, EBW - Enhanced Backfill (Wide), GC - Gravel Collar, BL - Breast Log, CO - Concrete, SP - Special (to be specified)
SOIL TYPES: WR - Weathered Rock, CA - Cohesive (Hard), CB - Cohesive (Stiff), CC - Cohesive (Firm), CD - Cohesive (Soft), PA - Particulated (Dense), PB - Particulated (Loose)
STAY TYPES: Aerial, Ground, Vertical
ANCHOR TYPES: 200mm Helix, 300mm Helix, Block, Rock

NOTES:

*TRAFFIC CONTROL, NBN & STREET LIGHTING CONNECTION POINT AT TURRET 1 - ADJ TO POLE 1

*STREET LIGHTING DESIGN & CONSTRUCTION DONE BY OTHERS

*STLIGHT POLES, PITS & CONDUITS INSTALLED BY CUSTOMER'S CONTRACTOR

*CONDUCTORS WITHIN THE POLE TO THE STLIGHT PITS TO BE INSTALLED BY CUSTOMER'S CONTRACTOR

*CONDUCTORS BETWEEN ST/LIGHT PITS TO BE SUPPLIED & INSTALLED BY TASNETWORKS

*STREETLIGHT HEADS TO BE SUPPLIED, INSTALLED & FITTED OFF BY TASNETWORKS

*ALL FITTING OFF OF CONDUCTORS IN TURRET AND ST/LIGHT PITS TO BE COMPLETED BY TASNETWORKS

CABLE SCHEDULE

DO NOT EXCEED CABLE MAXIMUM PULLING TENSION OR MINIMUM BENDING RADIUS
REFER TO CABLE SPECIFICATION SHEETS TO OBTAIN THESE VALUES

CABLE	95mm²	185mm²	240mm²	300mm²	400mm²	CABLE TYPE
L1		18m				a 4/c x pvc LV

CABLE	95mm²	185mm²	240mm²	300mm²	400mm²	CABLE TYPE
H1		15m				a 3/c xshc pvc hdpe 11 kV
H2		95m				a 3/c xshc pvc hdpe 11 kV
TOTAL		110m				a 3/c xshc pvc HDPE 11 kV

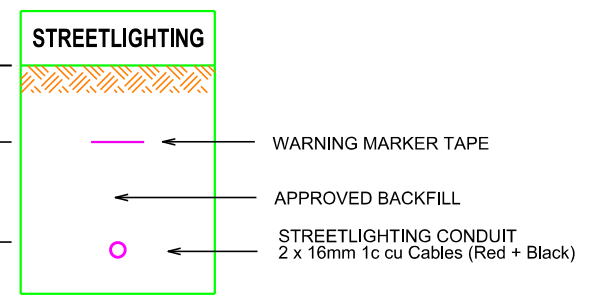
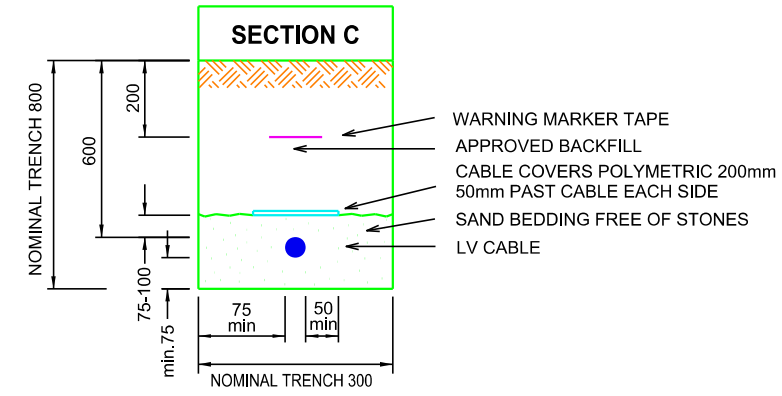
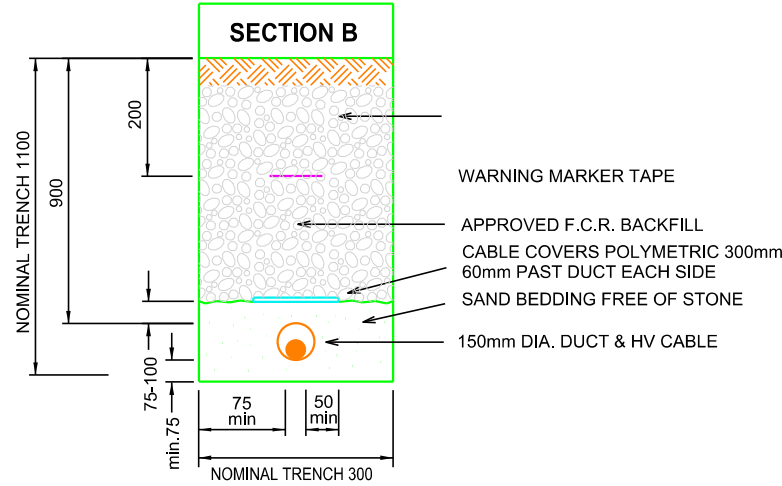
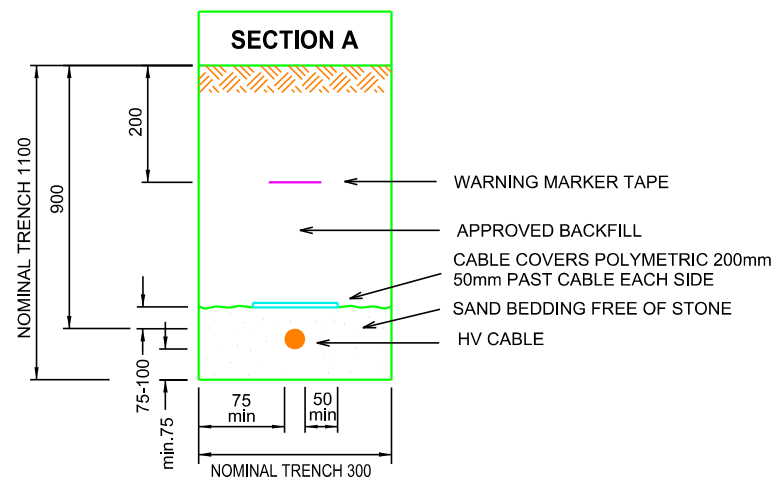
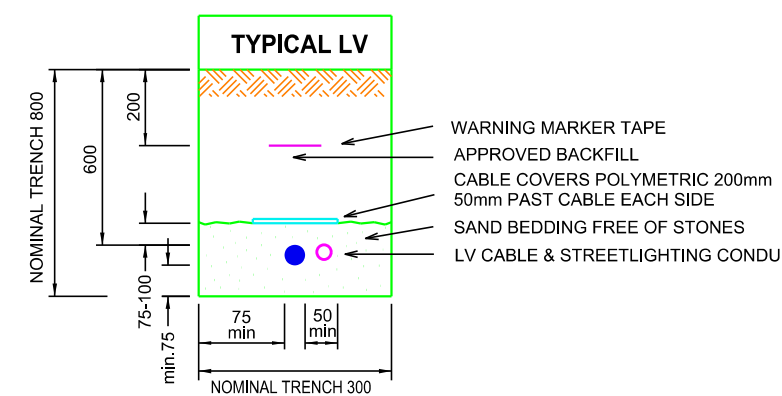
HV CONDUITS	36m	125mm Dia, H.D. ORANGE ELECTRICAL
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ST/LIGHT CONDUCTOR	880m	2 x 16mm 1c cu - Red + Black
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LEGEND

EXISTING (E)	REMOVE (R)	NEW (N)
--- HV OH LINE	--- HV OH LINE	--- 11kV HV OH LINE
--- LV OH LINE	--- LV OH LINE	--- LV OH LINE
--- SERVICE POLE	--- HV POLE	--- ST/LIGHT CONDUIT & CONDUCTORS
--- LV POLE	--- HV/LV POLE	--- HV POLE
--- HV POLE	--- TRANSFORMER	--- HV/LV POLE
--- HV/LV POLE	--- STAY	--- TRANSFORMER
--- TRANSFORMER	--- STAY POLE	--- EARTH
--- EARTH	--- HV U/G CABLE	--- STAY
--- STAY		--- HV U/G CABLE - 11kV
--- HV U/G CABLE		--- LV U/G CABLE
--- LV U/G CABLE		--- DUCT
--- DUCT		--- TURRET (STD)
--- SUBSTATION ENCLOSURE		--- STREET LIGHT PIT AND EARTH PIN
		--- ST/LIGHT POLE - XXW HEADS

TRENCH SECTIONS



AS BUILT RECORDS

CONSTRUCTED TO DESIGN	NAME	SIGNED	DATE
Civil Contractor Representative			
TasNetworks Works Team Leader Advised			
TasNetworks Construction Crew			
TasNetworks Works Team Leader			
As-Built attached in WASP			
Z1 Number			

PRELIMINARY
NOT FOR CONSTRUCTION

