

## 26 SCHEDULE 5 – TRAFFIC, ACCESS AND PARKING

### 26.1 Introduction

It is recognised that requiring car parking to be provided for activities in the Cove is likely to be detrimental to the Cove's urban character and heritage. Consequently, in general, car parking will not be required to be provided on-site for any use or development.

Any development involving the provision of on site car parking will have to demonstrate that the impact of that provision - either physically or operationally will not adversely impact on the character and heritage values of the Cove, on pedestrian movement and amenity.

Alternatively, car parking may be provided on nearby land that may be designated or proposed for public car parking. In the case of major redevelopment the Planning Authority may be prepared to enter into an agreement under Part 5 of the Land Use Planning and Approvals Act 1993 with relevant landowners or prospective landowners to secure the provision of car parking adequate to service the needs of a specific development and/or a particular area of the Cove.

For developments likely to generate a significant demand for the 'dropping off' of passengers, either from private, public or tourist transport, specific provision for such a facility may be needed.

### 26.2 Principles

The following Principles of development control shall apply to the assessment of traffic, access and parking within Sullivans Cove:

- Development will not be granted a permit unless:
  - (a) It will facilitate the mutual compatibility of public and private transport;
  - (b) It can demonstrate either:
    - (i) that it will not create traffic flows and movements that are detrimental to safety or amenity; or
    - (ii) that any such flows or movements can be accommodated through engineering works or traffic management arrangements – on or off site – that are satisfactory to the Planning Authority;
  - (c) It can make adequate provisions for the direction, access, turning and parking of all vehicular traffic;
  - (d) It can provide for pedestrian movement, in accordance with the requirements of the Planning Authority.

Unless particularly specified as a policy objective or requirement for all or part of an Activity Area, or approved as part of the guidelines for the redevelopment of a Key Site, developments will not be expected to incorporate on-site vehicle parking and it will only be approved to the extent that the car parking does not direct the design of the development and does not have a detrimental effect on the form and character of Sullivans Cove or on its pedestrian amenity and activity. Any development necessitating an exercise of discretion under the Scheme in relation to height to facilitate the

provision of on site parking would not be considered to be in keeping with the planning principles for the Cove.

Any provision for parking will aim to:

- (a) Encourage pedestrian and cycle access, amenity and safety; and
- (b) Address the essential and short term parking demands of customers/visitors in the Cove; and
- (c) Discourage long term commuter parking within the Cove.

## **26.3 Objectives for Traffic, Access and Parking in Activity Areas**

The following parking policy objectives apply to land within each of the following Activity Areas:

### ***Inner City Residential (Wapping) Activity Area 1.0***

Refer to the Wapping Local Area Plan.

### ***Sullivans Cove 'Mixed Use' Activity Area 2.0***

The provision of short term public car parking stations on appropriate sites in this Activity Area will be promoted. Such stations would be expected to serve a range of users for all days of the week and for 24 hours a day.

The Planning Authority will seek the joint involvement of private developers in the construction of such car parking facilities where this is seen as desirable to further the objectives of the Scheme overall.

Any car parking approved as part of the redevelopment of land for a single or mixed use development will be encouraged or required to be made available for public use and not restricted to traffic generated by the particular development.

Public transport, services and facilities which serve metropolitan Hobart will be encouraged in this Activity Area. Pedestrian safety is an important consideration in the location and design of access.

### ***'Domain Open Space' Activity Area 2.1***

The provision of parking in this Activity Area will be kept to a minimum. Such parking must be kept free for the short term parking needs of visitors, and not used for commuter parking.

### ***Sullivans Cove 'Gateway and Transport' Activity Area 3.0***

This Activity Area is characterised by traditionally large volumes of transport activity associated with the rail activity and more recently industrial and warehousing activities. Within this Activity Area there are opportunities for the provision of parking to cater for parking demand generated by visitors in the Cove. As with the 'Mixed Use' Activity Area, the Planning Authority will promote opportunities for the construction of short term car parking. There may also be potential for the provision of car parking for those working in the Cove or the nearby central business district. [See Introduction]

### ***'Macquarie Point Wharf' Activity Area 4.1***

This Activity Area is characterised by high volumes of transport activity associated with the transport interchange functions of the Port. Parking shall be provided in this Activity Area to cater for the parking demands of employees, visitors and other wharf related transport activities. Land within this Activity Area must not be used to provide car

parking for commuters or other activities unrelated to the operations of the port or other permissible activities within the Activity Area.

#### **'Regatta Point' Activity Area 4.2**

This Activity Area is characterised by low volumes of traffic. Parking shall be provided in this Activity Area to cater for the parking demands of employees, visitors and other maritime related activities. Land within this Activity Area will not be used for the parking demands of activities outside the Activity Area.

#### **Sullivans Cove 'Working Port' Activity Area 4.3**

Land within this Activity Area must be kept free for pedestrian access and the free movement of port vehicles (cargo handling, loading/unloading of goods, passengers, etc). Car parking in this Activity Area shall be limited to meet the short term parking demands of visitors to the Cove, and only be located in restricted areas throughout the Activity Area. The retention of a public ferry facility is appropriate in this Activity Area.

## **26.4 Guidelines for Development Control**

### **26.4.1 Traffic Generation**

Where a development (including subdivision) is approved that involves the provision of on site car parking, servicing or emergency access facilities that will result in a material increase in the volume of vehicular traffic entering or leaving a public road, then provision shall be made to accommodate such additional vehicles and their movement to the satisfaction of the Planning Authority, having regard to traffic safety or amenity as appropriate. Similar provision shall be made for pedestrians.

Any development needing or expected to generate a demand for the delivery of people to the site in relatively significant volumes, will be expected to make appropriate provision for accommodating the associated vehicular movement - whether generated by private, public or tourist transport, in a manner consistent with the principles of this schedule.

The location and form of any proposed access to an existing public road shall ensure that adequate sight distance in relation to the speed of through traffic is available.

The Planning Authority may require certain measures to be carried out at the developer's expense in order to accommodate additional vehicles or pedestrians resulting from an approved development.

All access, parking and traffic management works shall be constructed to the Planning Authority's current standards and in accordance with plans approved by the Planning Authority.

### **26.4.2 Access Requirements**

Unless existing buildings, topography, the requirements of the Disabilities Discrimination Act 1995 or heritage considerations dictate otherwise the maximum vehicle access widths and minimum footway widths shall be as set out below:

<b>Number of Parking Spaces to be Provided on Site</b>	<b>Maximum Allowable Vehicular Access Width</b>	<b>Minimum Number &amp; Width of Footways</b>
1-5 inclusive	One 3.0m lane	One 0.6m
6-20 inclusive	Two 2.5m lanes	One 1.0m
21 and over	Two 3.0m lanes	Two 1.5m

The Planning Authority, in pursuance of the intent of the Planning Scheme, and in particular Clause 26.1 and the Principles of this schedule (Clause 26.2), may for any development require:

- The deletion of any vehicular access or otherwise limit or accept a reduction in the number of accesses or require different dimensions of access widths; and
- The provision or deletion of any-footway and/or a variation in their dimensions.

Where appropriate, access and parking areas shall enable vehicles to enter and leave the site in a forward direction.

#### **26.4.3 Parking Standards**

The number of parking spaces which can be accommodated in a car parking area and the aisle widths within it, shall comply with the relevant Australian Standard, unless otherwise determined by the Planning Authority having regard to the impact on the site and its environs.

#### **26.4.4 Nature of Parking**

The Planning Authority may require the parking spaces approved as part of any development to be of a particular size, type, proportion and location to be suited to the likely nature of demand including turnover of use, type of use and user or visitor vehicles to be accommodated, and servicing needs. This will be determined by the Planning Authority after taking into consideration matters such as:

- Location of the site;
- The nature of the site;
- The nature of the surrounding area;
- Existing traffic and parking patterns;
- The nature of the operation and future growth plans or opportunities;
- Existing on street restrictions;
- Future on street or off street public parking proposals.

The Planning Authority may require specific parking spaces to be reserved for exclusive use by visitors to the development or for people with disabilities.

Any car parking spaces sought to be provided on site will only be approved if located in a manner appropriate to the character and appearance of development in the vicinity and/or with the Principles of this Schedule and the parking and other Objectives for the relevant Activity Area. The siting of parking spaces between the building line and the street boundary line shall generally not be 'permitted'.

### **26.5 Matters to be Considered**

The Planning Authority shall ensure that proposed development:

- Will not interrupt the efficient passage of port related vehicular movements;
- Will not generate vehicular traffic which is detrimental to other vehicle movements in Sullivans Cove;
- Will not utilise a key site identified in Part F, or other land considered appropriate, in a manner that would prevent its use for the provision of public parking purposes. The Planning Authority shall ensure the scope for the provision of significant public parking generated by the development - whether on-site or off-site is explored and evaluated, including the use of part Five Agreements;
- Minimises footpath crossovers and disruption to footpath movements;

- Providing parking, shall do so in accordance with requirements for the design and location of spaces and access as specified in this schedule;
- Providing parking, is designed to complement the form and detail of adjacent buildings and have a continuity of street level activity and/or visual interest;
- Providing parking, the vehicle access shall be discrete and where possible located so as to not disrupt traffic flows along streets through queuing; and
- Incorporates through-site and cross-block pedestrian links and access to the waterfront unless it can be demonstrated that there is no benefit to the enhancement of pedestrian movement and/or amenity in the Cove.

## **26.6 Applications Involving Only the Use of Land**

Where an application is submitted that involves only the use of land and not development the Planning Authority is nevertheless able to apply the provisions of this Schedule.



## 27 SCHEDULE 6 – SUBDIVISION

### 27.1 Introduction

The subdivision pattern of the Cove is one means of interpreting its history. This pattern has evolved over time, resulting in the creation of primary and secondary spaces, and public and private land.

The need for subdivision and consolidation of land to facilitate a range of activities is recognised. However, where possible the historic subdivision patterns must be interpreted and occasionally recreated.

### 27.2 Principles

- The importance of retention and recreation of the historic spatial and subdivision character of the Cove shall be given weight when considering any proposal to subdivide and consolidate land within the Cove.
- The subdivision of land shall not be 'permitted' unless it can be demonstrated that it is in conformity with the strategic framework of the Scheme and the objectives outlined for the relevant Activity Area.
- The subdivision of land containing existing buildings must not adversely impact on the heritage values of buildings and places.

### 27.3 Scope

- 27.3.1 A permit is required for all subdivision in the Cove. All such subdivision is 'discretionary' under this Scheme.

### 27.4 Subdivision Requirements

A proposed subdivision must satisfy the following requirements:

- A subdivision must reinforce the pattern of land use, activity and development sought by the provisions of the Scheme.
- Except in Activity Area 3.0 a subdivision should allow for interpretation of significant historic subdivision patterns of the site and surrounding land.
- All lots must provide suitable service infrastructure to the satisfaction of the Planning Authority.
- The layout and design of all subdivision must be in a manner to maximise energy efficiency and minimise impact on the environment.
- The size and shape of lots must preferably be compatible with the existing subdivision characteristics of the Activity Area.
- Except in Activity Area 3.0 on land without a frontage to Evans Street or the Tasman Highway proposals to consolidate land must be considered in light of the need to discourage the development and use of buildings with large, undifferentiated floor areas.
- The impact of the proposed subdivision on access, traffic movements and volumes must be considered in accordance with the provisions of Schedule 5.
- In the planning area there will be no minimum lot requirement.

## **27.5 Subdivision – Submission Requirements**

**27.5.1** An application for development to subdivide land shall satisfy the requirements of Clause 9.2. In addition applications involving subdivision are to provide sufficient information to enable the boundaries of proposed lots and their potential impact when developed to be assessed. Such information includes:

- lot boundary delineation and dimensions
- lot areas
- the location of existing and/or proposed easements and other encumbrances

**27.5.2** A proposal for subdivision will only be approved as part of an application for the use of development (other than subdivision) of the land in question, unless it is a boundary adjustment or is in accordance with a site development plan under Clause 31.4.

**27.5.3** Subdivision of a site may also be approved subsequent to the issue of a permit for use or other development of land.

## **28 SCHEDULE 7 – DEMOLITION**

### **28.1 Introduction**

‘Demolition’ refers to the demolition or partial demolition of any building, or works on land.

It is important that buildings, and works on land within the Cove are not demolished without due assessment of the implications of such demolition on the cultural heritage and urban character of the Cove.

Additionally, it is important that prior to approval being granted for demolition of buildings within the Cove, approval is granted for the construction of replacement buildings. This approach will avoid the creation of additional ‘lost space’ within the Cove.

### **28.2 Objectives**

The protection and promotion of the Cultural Heritage and Urban Character of the Cove is of primary concern in the consideration of proposals to demolish the built fabric of the Cove.

### **28.3 Scope**

**28.3.1** A permit is required for all demolition in the Cove. All such demolition is ‘discretionary’.

### **28.4 Exemptions**

**28.4.1** The following types of demolition are ‘exempt’:

- Demolition within the ‘Macquarie Point Wharf’ Activity Area 4.1.

### **28.5 Guidelines for Development Control**

The demolition of any building, or works on land shall not be ‘permitted’ unless; a replacement development has been approved, or such demolition is required by statutory order or is authorised by the Building Surveyor as essential to public safety.

Any application for demolition:

- (a) Shall be refused if the building is included as a cultural heritage place in Table 1 of the Conservation of Cultural Heritage Values Schedule of this Scheme, unless;
  - (i) The demolition is approved as part of a Conservation Plan approved by the Planning Authority or otherwise in its discretion under the Conservation of Cultural Heritage Values Schedule of this Scheme;
  - (ii) The building clearly detracts from the cultural values or significance of the place; or
  - (iii) There are overriding environmental, economic considerations in terms of the building or practical considerations for its removal, either wholly or in part.

- (b) May be refused if in the opinion of the Planning Authority the building contributes to the cultural heritage or urban character of the Activity Area and the building is capable of continued beneficial use.

## **28.6 Matters to be Considered**

In considering any proposal for demolition, the Planning Authority shall give regard to the following matters:

- The impact of the proposed demolition on the character of the Activity Area;
- The impact of the proposed demolition on the cultural heritage values of the Cove;
- The need to avoid creation of vacant sites and 'lost space' in the Cove.

## **28.7 Demolition – Submission Requirements**

An application for the demolition of a building shall satisfy the requirements of Clause 9.2 for the development proposed as a replacement.

## **28.8 Demolition on a Place of Cultural Significance**

**28.8.1** Where the application involves the demolition of a building on a Place included in Table 1 of Schedule 1 – Conservation of Cultural Heritage Values then the application must satisfy the following:

- The requirement of Clause 22.4.3 for the submission of a Conservation Plan, and
- The provision of street elevations or 'true perspectives' to show the scale and impact of the demolition on places of cultural significance and the streetscape.

**28.8.2** Where the application involves the demolition of any other building then the application must satisfy the following:

- The requirement of Clause 22.5.3 for the submission of a report identifying that the building does not have heritage value, and
- The provision of street elevations or 'true perspectives' to show the scale and impact of the demolition on places of cultural significance and the streetscape.

**28.8.3** Where the proposed demolition is required by statutory order or is authorised by the Building Surveyor as essential to public safety, and no replacement building is proposed, a plan shall be submitted showing how the site is to be landscaped and fenced for public urban space in a manner consistent with the intent of the Scheme, pending the granting of a permit for a new building.

## 29 SCHEDULE 8 – ENVIRONMENTAL MANAGEMENT

### 29.1 Introduction

The ecologically sustainable development of the Cove's natural and physical resources is a primary planning principle of this Scheme.

Whilst the protection and enhancement of the total natural resource stock of the Cove is important, there are a number of specific environmental issues to be addressed in the future planning for the Cove. These include protection of water quality in the Cove, minimisation of air pollution, assessment and management of land contamination on all land, waste minimisation and control of noise pollution and vibration.

This schedule outlines matters which must be considered when assessing applications for activities, and outlines the linkages of the Planning Scheme to the Environment Management & Pollution Control Act 1994.

### 29.2 Objectives

- To ensure that activities are managed in a way which facilitates the ecologically sustainable development of the Cove's natural and physical resources and the maintenance of ecological processes and genetic diversity.
- To ensure that activities are managed in a way which will not cause environmental nuisance or material or serious environmental harm.

### 29.3 Scope of Control

This control applies to the assessment of all permissible 'Level 1' and 'Level 2' activities in the Sullivans Cove Planning Area.

### 29.4 Definitions

#### **Best Practice Environmental Management**

Means the management of an activity to achieve an ongoing minimisation of the activities environmental harm through cost effective measures assessed against the current international and national standards applicable to the activity. In determining the best practice environmental management of an activity, regard must be had to the following:

- (a) strategic planning by the person carrying out, or proposing to carry out the activity;
- (b) administrative systems implemented by the person, including staff training;
- (c) public consultation carried out by the person;
- (d) product and process design;
- (e) waste prevention, treatment and design.

<b>Contaminated Site</b>	A site at which hazardous substances occur at concentrations above background levels and where assessment indicates that it poses, or is likely to pose, an immediate or long term hazard to human health or the environment.
<b>'Environmental Harm'</b>	Means 'environmental harm' as described in s.5 of the Environment Management and Pollution Control Act 1994.
<b>'Level 1' Activity</b>	Means as defined in the Environmental Management and Pollution Control Act 1994.
<b>'Level 2' Activity</b>	Means an activity specified in Schedule 2 of the Environment Management and Pollution Control Act 1994.
<b>'Level 3' Activity</b>	Means an activity which is a Project of State Significance under the State Policies and Projects Act 1993.
<b>Permissible Activity</b>	Means an activity in respect of which a Planning Authority has the discretion to refuse a permit or is bound to grant a permit either unconditionally or subject to conditions.
<b>Waste Management</b>	A plan which details a strategy to systematically reduce waste generation. It includes the assessment of waste, options for eliminating or reducing waste, and actions and associated time-frames for the implementation of waste minimisation measures.

## 29.5 Environmental Objectives

Where an activity constitutes either a Permissible 'Level 1' activity or a Permissible 'Level 2' activity within the relevant Activity Area, the following environmental objectives must be satisfied in determining such an application.

### *Air Quality*

Activities shall demonstrate 'Best Practice Environmental Management' in respect to the minimisation and mitigation of all discharges to the atmosphere.

### *Energy Efficiency*

Use and development must demonstrate measures undertaken to improve energy efficiency in the design, layout and use of new and existing buildings.

### *Flora and Fauna*

Flora and fauna of significance within the Sullivans Cove Planning Area must be protected. In particular, the habitats of the Derwent Estuary and Sullivans Cove water environment must be protected from the adverse environmental impacts of activities.

### *Hazard and Risk*

Land within the Cove must be used and developed in a manner which provides a safe working and living environment. In doing so, best practices must be employed in respect to the handling of dangerous goods and all relevant dangerous goods and environmental laws complied with.

### ***Land Contamination***

New activities which are proposed on land with a known history of industrial or other use where potential for contamination exists shall be accompanied by an environmental audit including an assessment of site condition.

Contaminated land shall be managed in a manner which is compatible with the intended future use of the area. New activities on known contaminated sites must only be 'permitted' to occur after appropriate clean-up of the site, or where it is clearly demonstrated that the proposed activity will not result in an immediate or likely long term hazard to human health or the environment.

### ***Land Reclamation***

Land forming and reclamation activities, where required, shall be carried out in a manner which minimises adverse environmental consequences.

### ***Noise***

Buildings shall be sited and designed having regard to current noise levels in the area as well as their intended use.

Where activities with the potential to generate significant noise are proposed in proximity to residential accommodation and other 'noise sensitive' activities, appropriate measures to mitigate and minimise noise emissions must be undertaken.

New 'noise sensitive' activities such as residential accommodation shall be located and where necessary incorporate acoustic measures to minimise the potentially adverse impacts of existing or likely future activities on nearby land.

### ***Waste Minimisation***

Activities must demonstrate how the practices and process associated with the activity will reduce as much as possible the amount of waste generated or the amount which requires subsequent treatment, storage or disposal. Activities must address waste minimisation from the source (source reduction) and recycling.

Where appropriate, applications for new activities must include a waste management plan.

Activities within roads and other public spaces must incorporate where relevant suitable waste and litter management facilities.

### ***Water Quality***

Activities shall demonstrate 'Best Practice Environmental Management' in respect to water use and management. Water use and disposal shall be managed in a manner which seeks to minimise off site disposal and which seeks to protect and, where possible, improve ambient water quality. The principles of minimising water sewage and waste water generation and the re-use, recycling and pre-treatment of waste water prior to disposal must be encouraged.

## **29.6 Referral Requirements**

- 29.6.1** The Planning Authority **may** refer any 'Level 1' activity to the Director of Environmental Management for consultation.
- 29.6.2** The Planning Authority **must** refer any 'Level 1' activity to the Board of Environmental Management and Pollution Control where required under s.24 of the Environmental Management and Pollution Control Act 1995.

**29.6.3** The Planning Authority **must** refer all 'Level 2' activities to the Board of Environmental Management and Pollution Control pursuant to s.25 of the Environmental Management and Pollution Control Act 1995.

## 30 SCHEDULE 9 – TELECOMMUNICATIONS INFRASTRUCTURE

### 30.1 Principles

- To accommodate the provision of telecommunications infrastructure to allow equitable access by all residents, whilst minimising the impact of such infrastructure on community values in accordance with the objectives of the Resource Management and Planning System.
- To encourage co-location and sharing of facilities, where such capacity exists, and where doing so will not compromise the objectives as stated in Table 1.
- To ensure proposals for the installation of telecommunications infrastructure form part of a local or regional network plan to enable consideration of the proposal on a broader and potentially regional basis.

### 30.2 Use or Development

- Any development in compliance with Clause 30.3 of this Schedule is deemed to be exempt and does not require planning approval.
- All other development requires planning approval and is required to demonstrate compliance with the objectives as specified in Table 1 of this Schedule and to which the provisions of section 57 of the *Land Use Planning & Approvals Act 1993* apply.

#### 30.2.1 Relationship To The Scheme

To the extent that any statement contained in this Schedule is inconsistent with any other provision of this Scheme the provisions of the Schedule shall apply in relation to telecommunications infrastructure.

#### 30.2.2 Matters For Consideration

In determining any application for issue of a planning permit, Planning Authority must be satisfied the proposal has demonstrated that the objectives and performance criteria in Table 1 will be achieved during the installation and operation of the proposed telecommunications infrastructure.

#### 30.2.3 Definitions

**Areas of environmental significance** are as defined in the *Telecommunications (Low-impact Facilities) Determination 1997*.

**Line** means a wire, cable, optical fibre, tube, conduit, waveguide or other physical medium used, or for use, as a continuous artificial guide for, or in connection with, carrying communications by means of guided electromagnetic energy. (This adopts the *Telecommunications Act 1997* definition).

##### Low Impact Facilities

- (i) A facility described in Clause 30.3 and the Schedule of the *Telecommunications (Low-impact Facilities) Determination 1997*, is a low-impact facility only if it is installed, or to be installed, in the areas described in Part 2 of the *Telecommunications (Low-impact Facilities) Determination 1997*.
- (ii) However, the facility is not a low-impact facility if the area is also an area of *environmental significance*.

**Performance criteria** are statements identifying the means or achieving the stated objectives.

**Telecommunications infrastructure** means any part of the infrastructure of a telecommunications network and includes any line, equipment, apparatus, tower, antenna, tunnel, duct, hole, pit or other structure used, or for use, in or in connection with a telecommunications network.

**Telecommunications network** means a system, or series of systems, that carries or is capable of carrying communications by means of guided and/or unguided electromagnetic energy. (This adopts the *Telecommunications Act 1997* definition).

**Tower** means a tower, pole, mast or similar structure used to supply a carriage service by means of Telecommunication.

To assist clarification of definitions arising from the implementation of this Schedule, reference is also to be made to the following Commonwealth Government documents:

- *Getting the Message: Guidelines for the Management of Telecommunications Infrastructure June 1997*
- *Telecommunications Code of Practice 1997*
- *Telecommunications (Low-impact Facilities) Determination 1997.*

### 30.3 Exemptions

The following development is exempt from requiring a planning permit:

- the installation and development of *low-impact facilities*;
- works involved in the inspection of land by a carrier to identify suitability for its purposes;
- the installation and development of a facility granted a facility installation permit by the Australian Communication Authority;
- works involved in the maintenance of telecommunication facilities;
- works meeting the transitional arrangements defined in Part 2 of Schedule 3 of the *Telecommunications Act 1997*; and
- the connection of a telecommunications line forming part of a telecommunications network to a building, structure, caravan or mobile home.

### 30.4 Information Required

#### 30.4.1 Application Requirements

An application for a permit must be submitted to the Planning Authority. The application shall include the following:

- (a) a completed application for development in a form prescribed by the Planning Authority;
- (b) sufficient information to demonstrate to the satisfaction of the Planning Authority that the objectives and performance criteria in Appendix 1 will be achieved during the installation and operation of the proposed telecommunications infrastructure;
- (c) a complete copy of the certificate of title of the land on which the development is proposed;
- (d) where the applicant is not the owner, the application must be signed by the owner or be accompanied by an authorisation in writing from the owner for submission of the application;

- (e) details of the proposed telecommunications network proposed within the local area and its relationship to the proposed development;
- (f) any plans or other information prescribed for development in 30.4.2; and
- (g) any fees prescribed by the Planning Authority.

### **30.4.2 Plans to Accompany Applications**

**30.4.2A** A site plan for the proposed development at a scale of not less than 1:200, which includes a north point and shows:

- (a) the boundaries and dimensions of the site or the area affected by the development;
- (b) the location of any existing buildings on the site indicating those to be retained or demolished;
- (c) location of any proposed buildings on the site, and their relationship to buildings on adjacent sites, streets and accessways;
- (d) the use of adjoining properties;
- (e) Australian Height Datum Levels;
- (f) natural drainage lines, watercourses, coastal dunes, beach systems and wetlands; and
- (g) any proposals for the rehabilitation of the land on which the development is to occur.

**30.4.2B** A detailed layout plan with dimensions at a scale of not less than 1:100 showing:

- (a) plans and elevations of proposed and existing buildings showing the materials to be used on external walls and roofs;
- (b) trees and vegetation to be retained and removed;
- (c) the dimensions, layout and surfacing materials of all access roads, turning areas and parking areas;
- (d) the relationship of the elevations to natural ground level, showing any proposed cut or fill;
- (e) the location and capacity of any existing services or easements on the site or connected to the site; and
- (f) a plan of the proposed landscaping of the site.

**30.4.2C** Where the Planning Authority is satisfied that any of the above information is not relevant to the assessment of the proposal, that information may be omitted from the application.

**30.4.2D** In accordance with section 54 of the Act, the Planning Authority may require the applicant to provide additional information including an Environmental Impact Report prepared in accordance with Table 2 of this Schedule, before it considers the application.

**Table 1: Objectives and Performance Criteria**

Objectives	Performance Criteria
<b>Visual Amenity</b>	
<p>To minimise any detrimental impact upon the visual amenity of a locality by reducing prominence of telecommunications infrastructure.</p>	<p>The location of infrastructure is within existing utility corridors and sites and uses existing infrastructure, unless a need to do otherwise is demonstrated.</p> <p>Aerial telecommunication lines or additional supporting structures are erected and operated in residential and commercial areas only where overhead cables operated by other utilities are in existence.</p> <p>Best practice methods are used to reduce the visual impact of infrastructure or to conceal infrastructure within the surrounding natural or built environment.</p> <p>Clearing for infrastructure corridors and facilities is minimised to limit visible prominence while responding to functional and safety requirements.</p> <p>Infrastructure:</p> <ul style="list-style-type: none"> <li>• avoids skyline positions (i.e.. where a structure would be seen in silhouette);</li> <li>• crosses hills diagonal to the principal slope or crosses at the low point of a saddle between hills; or</li> <li>• is located around the base of hills or along the edge of existing clearings.</li> </ul> <p>Unless a need to do otherwise is demonstrated.</p> <p>Equipment housing and other visually intrusive infrastructure is screened or concealed from public areas.</p> <p>The height of freestanding aerials, towers and masts is within the following limits:</p> <ul style="list-style-type: none"> <li>• industrial areas            45 metres</li> <li>• commercial areas        40 metres</li> <li>• residential areas         20 metres</li> </ul> <p>Telecommunications infrastructure may only exceed specified height limits if:</p> <ul style="list-style-type: none"> <li>• a pattern of infrastructure or vegetation above the specified height limit exists in a particular location; and</li> <li>• it has no adverse impact on heritage or ecological values or visual amenity.</li> </ul>
<p>To protect important public views such as vistas to significant public buildings, streetscapes and heritage areas.</p>	<p>Telecommunications infrastructure does not intrude into identified important public views or measures are taken to minimise intrusion.</p>
<p>To avoid obstruction of private views from the building line/principal windows by telecommunication lines.</p>	<p>Placement of telecommunication lines avoids or minimises obstruction of private views.</p>
<b>Residential Amenity</b>	
<p>To protect residential amenity.</p>	<p>Infrastructure servicing a network (facilities not requiring installation on an individual street basis) is not located in residential areas unless a need to do otherwise is demonstrated.</p>

Objectives	Performance Criteria
<b>Environmental values</b>	
To protect threatened species or species at risk of becoming a threatened species (as defined in the Threatened Species Protection Act 1995) and the habitats, ecological communities or access essential to their continuing existence.	The proposed infrastructure does not adversely impact on identified threatened species or species at risk of becoming a threatened species.
To protect areas identified as having significant natural values.	The proposed infrastructure does not adversely affect areas identified as having significant natural values.
To protect flora and fauna, habitats and ecological communities.	The proposed infrastructure uses best practice environmental management to minimise harm to the environment.
<b>Land Stability</b>	
To ensure that telecommunications infrastructure does not cause land instability.	<p>Telecommunications infrastructure (including specific access routes) does not cause erosion or cause land instability during installation and operation.</p> <p>Telecommunications infrastructure is not located in areas of known unstable land where the risk is identified as unacceptable for development or installation of infrastructure.</p>
<b>Heritage Values</b>	
To protect items, places or areas identified as having aboriginal, natural, cultural, or maritime heritage significance.	Proposals for construction and operation of telecommunications infrastructure are approved by the Tasmanian Heritage Council in accordance with the requirements of the Historic Cultural Heritage Act 1995 and/or are consistent with recommendations by the Aboriginal Heritage Section of DELM.
<b>Access</b>	
To ensure that telecommunications infrastructure does not impede movement of vehicular and other modes of transport.	The location of aerial telecommunications infrastructure allows adequate clearance for vehicular traffic and will not pose a danger or encumbrance to other land users or aircraft.

**Table 2: Checklist for Environmental Impact Report by Carriers**

Item	Comment
1. Type of facility and location	Location of the facility (antenna and ground installation).
2. Purpose and need for the proposed facility	<ul style="list-style-type: none"> <li>• The need for the facility and its role within a network.</li> <li>• The anticipated need for, and likely locations of, further installations to provide an overall appreciation of the impact</li> <li>• Liaison with other Carriers.</li> <li>• The feasibility of co-location, etc.</li> <li>• Siting options.</li> <li>• Installation option.</li> </ul>
3. Design	<ul style="list-style-type: none"> <li>• Design drawings of the facility: antenna(s), towers, ground installation, etc.</li> <li>• Explain choice of structure.</li> <li>• Details of adjacent land uses.</li> <li>• Details of any adjacent structures.</li> <li>• Details of access (roads, etc).</li> <li>• Description of materials and finishes.</li> <li>• Details of existing vegetation to be removed or damaged in the vicinity, including identification of any trees to be removed.</li> <li>• Details of revegetation and site stabilisation.</li> <li>• Arrangement for provision of power to site.</li> <li>• Details of any external lighting.</li> </ul>
4. Description of the physical environment and possible physical impacts	<ul style="list-style-type: none"> <li>• Address potential impacts arising from the construction and maintenance of the facility, (eg. Flora, fauna, noise, erosion and runoff control, construction of access and power supply, areas of special significance.</li> <li>• Focal on aspects which are particular to the site.</li> <li>• Details of measures to protect local environment (including flora and fauna) during construction (eg. Erosion and runoff control, vehicle management, stockpiling and storage).</li> </ul>
5. EME	Projected EME levels for proposed sites.
6. Visual Assessment	Assessment of the impact of their proposal in visual terms. Refer to separate checklist.
7. Social Issues (if appropriate)	<ul style="list-style-type: none"> <li>• Discussion of community concerns.</li> <li>• Impact on areas of special significance.</li> </ul>
8. Consultations	<ul style="list-style-type: none"> <li>• Details of consultations with the land owners/occupants.</li> <li>• Carriers must consult with owners before lodging application.</li> </ul>

Item	Comment
9. Conclusion and Recommendations	<ul style="list-style-type: none"> <li>• Summary of the relevant issues.</li> <li>• Alternative technical and design options.</li> <li>• Alternative locations including co-masting options.</li> <li>• Discussion of cumulative impacts.</li> <li>• Recommend actions to mitigate or minimise impacts.</li> <li>• Justification of the proposal.</li> <li>• Conclusions.</li> </ul>
10. Plans	<ul style="list-style-type: none"> <li>• Location Plan.</li> <li>• Site Plan/Landscape Plan.</li> <li>• Design of facility (plan and elevations of antenna and ground installation).</li> </ul>

**Table 3: Visual Assessment Checklist**

<p><b>Context</b></p>	<ul style="list-style-type: none"> <li>• The visual catchment of the site (and installation).</li> <li>• The elements that go to make up the landscape or townscape context, including slope, cover, colour, vegetation or built environment, and major features.</li> <li>• The physical scale of the proposed telecommunication infrastructure.</li> <li>• Presence of other antennas and vertical elements.</li> <li>• Any special landscape value of the site.</li> <li>• Cumulative impact of this and further antennas.</li> <li>• Relationship to existing vegetation and the potential intrusiveness of the installation.</li> <li>• Relationship to buildings/structures.</li> </ul>
<p><b>Siting</b></p>	<ul style="list-style-type: none"> <li>• Height of the antenna in relation to the surrounding landform.</li> <li>• Topographical features and natural vegetation.</li> <li>• Impact on skyline or treeline.</li> <li>• Distance from sensitive receptors.</li> </ul>
<p><b>Appearance</b></p>	<ul style="list-style-type: none"> <li>• Materials (particularly relevant for ground installations).</li> <li>• Colour.</li> <li>• Reflectivity.</li> <li>• Design.</li> <li>• Height.</li> <li>• Antenna type and bulk.</li> <li>• Plant and room.</li> <li>• Proposed landscape work.</li> </ul>
<p><b>Plans and Photos</b></p>	<ul style="list-style-type: none"> <li>• A plan is to be prepared indicating the view shed of the antenna, the location of any key viewing points. The scale of the plan will depend on the extent of visual impact.</li> </ul>