

Disclaimer

This report is based on the conditions of the site encountered at the time of the inspection only. In the event of significant delays in the commencement of this project it is recommended that a further investigation be conducted to verify the conditions found in this report.

This assessment has been prepared on the basis of the plans and details provided for this development only. This assessment should not be applied to any project other than that originally specified at the time this report was issued.

This report should not be used without further consultation from the wastewater designer if significant changes to the development occur. Change may include but are not limited to variations in the location of the proposed building(s) and/or irrigation areas, septic tank location, earthworks or other work that may impact upon the building settlement or slope stability.

Please note that because there are many factors affecting the successful operation of a septic tank it is likely that at some time in the future additional work may be required to maintain the system operation.

The designer will not be responsible for the interpretations of the report finding by others involved in the design and construction process for this project. Where any confusion exists clarification should be obtained from the wastewater consultant.

A handwritten signature in black ink, appearing to read 'J Doherty', written in a cursive style.

James Doherty  
Date:1.3.2016

**Appendix G**  
**Noise Report**



transport  
community  
mining  
industrial  
food & beverage  
carbon & energy

**Launceston**  
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Incorporated as  
Pitt & Sherry  
(Operations) Pty Ltd  
ABN 67 140 184 309



Member Firms



23 June 2016

Anthony Edwards  
A and K Futures Pty Ltd  
c/- **pitt&sherry**  
113 Cimitiere Street  
LAUNCESTON TAS 7250

Dear Anthony

**Noise Assessment - 832 Hobart Road**

This noise assessment has been prepared to support your development application for the above site, to accommodate; 24 holiday cabins, 22 RV/Caravan sites, a Manager's Residence (including reception area and related facilities) and a waste water treatment system.

A similar application was approved by Northern midlands Council in 2015.

**Site**

The subject site is comprised in Certificate of Title Volume 109407 Folio 1. The site has an area of 5.0 hectares. It has road frontage to Hobart Road and the Midland Highway. The site is currently used for grazing of sheep.



**Exposure to Noise**

The site is subject to noise from road traffic (Hobart Road and the Midlands Highway), air traffic arriving and departing Launceston Airport and occasional blasting, trucking and fixed plant noise from nearby quarries. Of these noise sources, noise from the Midlands Highway is the dominant noise source apparent on site.

Noise measurements were conducted on the site between 2pm and 5pm on the 26th of November 2013. The results of the measurements were  $Leq^1_{(20\text{ minutes})}$  values between 56.8 and 60.1 dB(A).

Traffic volumes reduce in the evening and overnight, so night time noise levels can be expected to be significantly lower than these levels. Noise levels from the Bass Highway can be expected to reduce in the near future as the construction of the Perth Bypass, will move a significant percentage of the existing traffic, further away from the site.

The noise levels inside the cabins and the manager's residence, will be further reduced by the noise attenuation capability of the building fabric. Taking this into account the expected maximum inside noise level is likely to be no more than 22 dB(A)<sup>2</sup>. This is well below the Tasmanian EPP (Noise) indicator level of 30 dB(A) for the avoidance of sleep disturbance, inside bedrooms.

### Conclusion

On this basis it may be concluded that the proposed development will not be adversely affected by noise.

Please do not hesitate to contact me.

Yours sincerely



Douglas Ford  
Senior Mechanical Engineer / Noise Specialist

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<sup>1</sup> An  $Leq$  or "Continuous Equivalent Noise Level" can be thought of as the "average" noise level across an extended period of time, in this case 20 minutes.

<sup>2</sup> The noise reduction provided by the building fabric was calculated, for the expected type of construction to be used on the site, in accordance with AS 3671 – 1989 *Acoustics – Road traffic noise intrusion – Building siting and construction*.

**Contact**

Ian Abernethy

(03) 63231943

[labernethy@pittsh.com.au](mailto:labernethy@pittsh.com.au)

transport | community | mining | industrial | food & beverage | carbon & energy



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Member Firm





transport  
community  
mining  
industrial  
food & beverage  
carbon & energy

8 July 2016

Anthony Edwards  
A and K Futures Pty Ltd  
c/- pitt&sherry  
113 Cimitiere Street  
LAUNCESTON TAS 7250

Dear Anthony

**Additional Noise Information - 832 Hobart Road, Breadalbane**

Council have requested additional information regarding how the level of noise from the Midland Highway might affect patrons occupying the campsites at the proposed tourist park.

Noise levels were recently measured at 16662 Midland Highway, using a noise logger located approximately 50 metres off the centreline of the Midland Highway, for a period of 10 days. The average night time (10pm to 7am) ambient noise level recorded over this period was 56 dB(A), expressed as  $Leq_{10 \text{ minute}}$ .

The nearest campsite site in the proposed development is approximately 80 metres from the centreline of the Midland Highway. After correcting for the increased distance, the estimated night time noise level is 55 dB(A).

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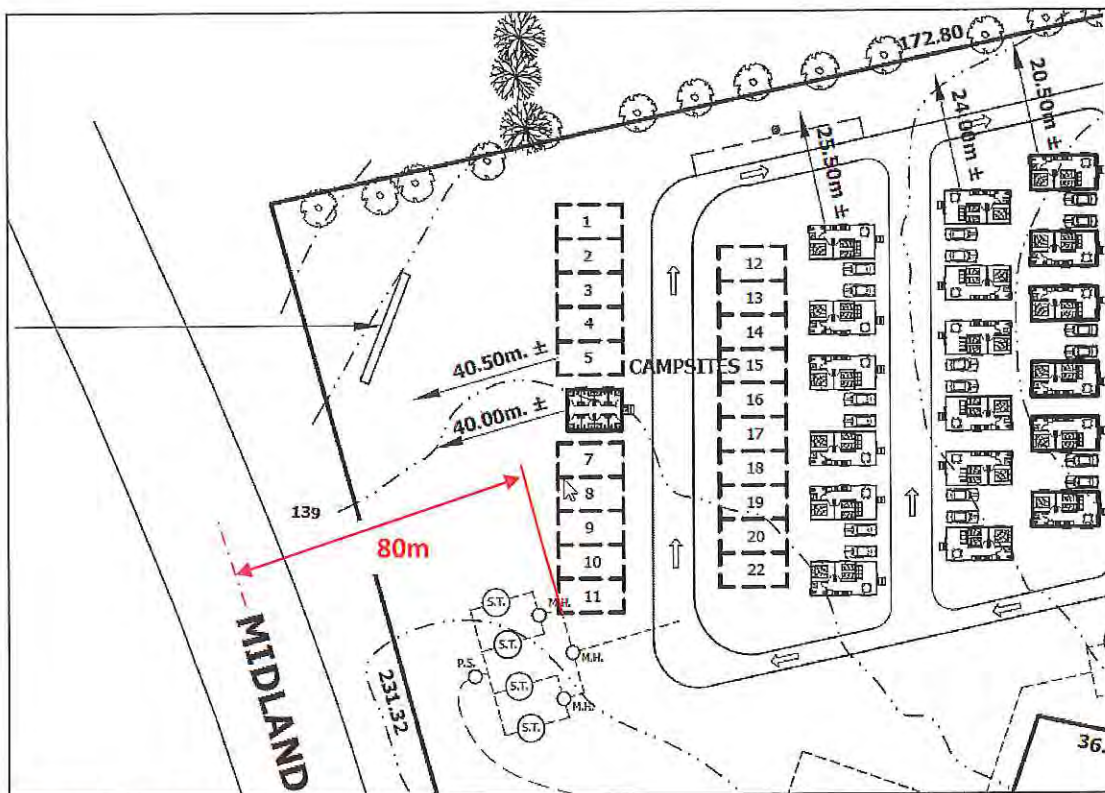


Figure 1 - Extract from Site Plan

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The campsites will mostly commonly be occupied by caravans, campervans and motor homes.

The noise level experienced inside these vehicles will be further reduced by the noise attenuation effect of the vehicle construction fabric. Taking this into account the expected maximum inside noise level is likely to be approximately 32 dB(A)<sup>1</sup>. This is marginally above the Tasmanian EPP (Noise ) Acoustic indicator level of 30 dB(A)(expressed as Leq 8 hours) for the avoidance of sleep disturbance inside bedrooms.

The smaller number of patrons of the tourist park who occupy the campsites in tents are likely to experience night time noise levels of about 55 dB(A). At this noise level some degree of sleep disturbance may be experienced. However as patrons camping tents will not occupy the campsites for more than a few days, no long term health impacts are likely to occur.

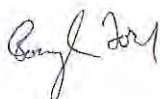
Patrons of campsites typically spend much of their time eating and socialising outside. The estimated noise level of 55 dB(A) meets the EPP acoustic indicator level for "Outdoor living areas " for avoiding "Serious annoyance".

It should be noted that the Tasmanian EPP (Noise) Acoustic environment indicator levels are reproduced from the World Health Organisation publication; *Guidelines for Community Noise* (Berglund B, Lindvall T and Schwela DH, 1999). They are indicative, not mandatory. It should be further noted that the guidelines do not explicatively cover caravan parks, camping grounds, hotels or other short term accommodation establishments.

On this basis it may be concluded that noise levels are sufficiently low to have no significant impact on the majority of the patrons of the proposed Tourist Park. While night time noise levels are not ideal for patrons sleeping in tents, noise is unlikely to have any significant health or other impact on these of patrons.

Please do not hesitate to contact me if you have any further queries regarding this work.

Yours sincerely



Douglas Ford  
**Noise Specialist**

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<sup>1</sup> The noise reduction provided by the vehicle construction fabric was calculated, for a typical campervan using the methodology defined in AS3671 – 1989 *Acoustics – Road traffic noise intrusion – Building siting and construction*.

Our ref: 203300.091; P16-052; A & K Futures Pty Ltd  
Enquiries: Erin Boer

Reminder 10-5-16  
7/6



**NORTHERN  
MIDLANDS  
COUNCIL**

24<sup>th</sup> March 2016

A & K Futures Pty Ltd  
C/- Pitt & Sherry, 113 Cimitiere Street  
LAUNCESTON 7250  
via email: iabernethy@pittsh.com.au

24/3

Revised Submission  
red 24/6/16

Dear Mr Abernethy

**Additional Information Required for Planning Application P16-052 - Tourist facility (visitor accommodation, caretaker's dwelling/reception, wastewater treatment system & 4 signs) at 832 Hobart Road, Breadalbane**

I refer to the abovementioned application, which has been reviewed by Council's Planning Officers. The following information is required to allow consideration of your application under the *Northern Midlands Interim Planning Scheme 2013*:

- **Revised site plan**

A revised plan that details the proximity of the proposed works to the site boundaries is required.

Doesn't show measurements ✓

✓ 24/6

- **Signage Details**

Signage elevations and a submission against the relevant provisions of the Signs Code of the *Northern Midlands Interim Planning Scheme 2013* to assist in determining the type of signage proposed, is required. The site plan should also clarify what is meant by the signs showing 'entry and exit' at opposite ends of the block, as it appears from the Site Plan and Traffic Impact Assessment (TIA) that only one access is proposed to be used.

? check

- **Corrected reports**

Corrected reports are required that relate explicitly to the proposed development. It is not acceptable to have reports that refer to works that do not form part of the proposal, as this creates confusion when the development is placed on public exhibition. The Submission Report, Agricultural Report and Noise Report will require updating.

- **Highway Realignment**

If, once the site plan is revised, it appears that works will be located within 50m of the Midland Highway road reserve, a revised TIA/Noise report in accordance with clause E4.7.1 P1 will be required to address this, including consideration of the realignment of the Midland Highway within the vicinity of the Breadalbane Roundabout.

check ✓

✓ 11/7



Therefore, in accordance with Section 54 of the *Land Use Planning and Approvals Act* 1993, the statutory period for processing the application will not recommence until the requested information has been supplied to the satisfaction of the Planning Authority. It is a requirement of the Planning Authority that all correspondence, if emailed, is sent to [Planning@nmc.tas.gov.au](mailto:Planning@nmc.tas.gov.au) and referenced with the planning application number P16-052. If you have any queries, please contact Council's Planning Section on 6397 7301, or e-mail [Planning@nmc.tas.gov.au](mailto:Planning@nmc.tas.gov.au).

Yours sincerely



Erin Boer  
**PLANNING OFFICER**

Our ref: 203300.091; P16-052; A & K Futures Pty Ltd  
Enquiries: Erin Boer



**NORTHERN  
MIDLANDS  
COUNCIL**

29<sup>th</sup> June 2016

A & K Futures Pty Ltd  
C/- Pitt & Sherry, 113 Cimitiere Street  
LAUNCESTON TAS 7250  
via email: iabernethy@pittsh.com.au

*emailed 29/6/16.*

Dear Mr Abernethy

**Additional Information Required for Planning Application P16-052 - Tourist facility (visitor accommodation, caretaker's dwelling/reception, wastewater treatment system & 4 signs) at 832 Hobart Road, Breadalbane**

I refer to the abovementioned application, which has been further reviewed by Council's Planning Officers and acknowledge receipt of the further information supplied on the 24<sup>th</sup> June 2016. The following further information is required to allow consideration of your application under the *Northern Midlands Interim Planning Scheme 2013*:

- **Highway noise and camping sites**

It is noted that the revised plans detail the proposed campsites as being 40-40.5m from the western boundary. Accordingly, under clause E4.7.1 P1 (b) a noise report has been provided. This report details that measured Leq noise values were between 56.8 and 60.1 dB(A) (2pm-5pm). Further information is required to demonstrate that night time noise levels will be less than the outside bedrooms sleep disturbance levels of 45 dB(A) as detailed in Table 1 of the Environment Protection Policy (Noise) 2009, as the campsites will not benefit from building fabric to further reduce night time noise.

*Recd  
12/7*

- **Amended site/layout plan in accordance with TIA recommendations**

A revised site/layout plan in accordance with the TIA recommendations is required. As these revisions require a slight relocation of the amenities block, it is felt that these plans are better provided up front, rather than be conditioned by a future permit, so that the exhibited plans match the endorsed plans if a permit is issued and it is clear to the public what is proposed during the exhibition period.

- **Signage**

It is noted that the application proposes four pole signs with minimum ground clearance of 1.2m. As clause E15.5.3 A36 (c) requires a minimum ground clearance of 2.7m, with no corresponding performance criteria relating to ground clearance, the proposed signage in its current form is not allowable under the planning scheme. The ground clearance may be amended or the signage may be better defined as an 'other' sign (ground base sign). If the latter, the submission should be updated accordingly.

Therefore, in accordance with Section 54 of the *Land Use Planning and Approvals Act* 1993, the statutory period for processing the application will not recommence until the requested information has been supplied to the satisfaction of the Planning Authority. It is a requirement of the Planning Authority that all correspondence, if emailed, is sent to [Planning@nmc.tas.gov.au](mailto:Planning@nmc.tas.gov.au) and referenced with the planning application number P16-052. If you have any queries, please contact Council's Planning Section on 6397 7301, or e-mail [Planning@nmc.tas.gov.au](mailto:Planning@nmc.tas.gov.au).

Yours sincerely



Erin Boer  
**PLANNING OFFICER**

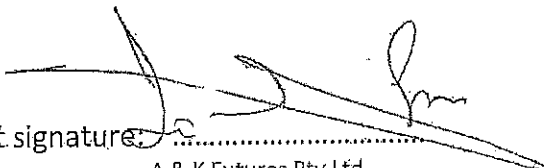
Our Ref: 203300:091; P16-052

Attention: Planning Section  
Northern Midlands Council  
PO. Box 156  
LONGFORD Tas 7301

Fax: 6397 7331  
Pdf via email: Planning @nmc.tas.gov.au

**PLANNING APPLICATION – EXTENSION OF TIME**  
**Tourist facility (visitor accommodation, caretaker's dwelling/reception,**  
**wastewater treatment system & 4 signs) at 832 Hobart Road, Breadalbane**

I agree to an extension of time for Council to make a decision in this matter until **23.9.16**.

Applicant signature:   
A & K Futures Pty Ltd  
C/- Pitt & Sherry, 113 Cimitiere Street  
LAUNCESTON 7250

Date: 9/8/16



## Submission to Planning Authority Notice

Council Planning Permit No.	P16-052	Council notice date	18/07/2016
<b>TasWater details</b>			
TasWater Reference No.	TWDA 2016/00997-NMC	Date of response	28/07/2016
TasWater Contact	David Boyle	Phone No.	6345 6323
<b>Response issued to</b>			
Council name	NORTHERN MIDLANDS COUNCIL		
Contact details	planning@northmidlands.tas.gov.au		
<b>Development details</b>			
Address	832 HOBART RD, BREADALBANE	Property ID (PID)	2736214
Description of development	Tourist facility (24 x 2 bedroom cabins, caretakers units & 22 RV sites)		
<b>Schedule of drawings/documents</b>			
Prepared by	Drawing/document No.	Revision No.	Date of Issue
Wilkin Design	DA-15981 1 to 4		29/02/2016
<b>Conditions</b>			
Pursuant to the <i>Water and Sewerage Industry Act 2008 (TAS)</i> Section 56P(1) TasWater imposes the following conditions on the permit for this application:			
<b>CONNECTIONS, METERING &amp; BACKFLOW</b>			
<b>ADVICE</b>			
The land is within a limited water supply area, fed by a 63mm $\emptyset$ OD water main.			
The 63mm $\emptyset$ OD water main does not have sufficient surplus capacity to provide the proposed 24 cabins, caretakers residence and 22 RV sites with a water supply which meets the TasWater water supply service level.			
The development of the land may require the installation of onsite water storage tanks, one for general use and one dedicated for fire-fighting purposes.			
<b>CONDITION</b>			
1. A DN20mm $\emptyset$ water supply with metered connection for this Tourist Facility development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit.			
2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost.			
3. Prior to commencing construction, a boundary backflow prevention device and water meter must be installed, to the satisfaction of TasWater.			
<b>DEVELOPMENT ASSESSMENT FEES</b>			
4. The applicant or landowner as the case may be, must pay a development assessment fee to TasWater, as approved by the Economic Regulator and the fees will be indexed, until the date they			



are paid to TasWater, as follows:

- a. \$644.73 for development assessment; and

The payment is required within 30 days of the issue of an invoice by TasWater.

#### Advice

For information on TasWater development standards, please visit  
<http://www.taswater.com.au/Development/Development-Standards>

For application forms please visit <http://www.taswater.com.au/Development/Forms>

The developer is responsible for arranging to locate existing TasWater infrastructure and clearly showing it on any drawings. Existing TasWater infrastructure may be located by TasWater (call 136 992) on site at the developer's cost, alternatively a surveyor and/or a private contractor may be engaged at the developers cost to locate the infrastructure.

#### Advice to Planning Authority (Council) and developer on fire coverage

TasWater cannot provide a supply of water for the purposes of firefighting to this lot on the plan.

#### Declaration

The drawings/documents and conditions stated above constitute TasWater's Submission to Planning Authority Notice.

#### Authorised by

**Jason Taylor**  
 Development Assessment Manager

#### TasWater Contact Details

Phone	13 6992	Email	development@taswater.com.au
Mail	GPO Box 1393 Hobart TAS 7001	Web	www.taswater.com.au

**REFERRAL OF DEVELOPMENT APPLICATION P16-052  
TO WORKS & INFRASTRUCTURE DEPARTMENT**

**Property No:** 203300.091

**Date:** 18-Jul-2016

**Applicant:** A & K Futures Pty Ltd

**Proposal:** Tourist facility (visitor accommodation, caretaker's dwelling/reception, wastewater treatment system & 4 signs)

**Location:** 832 Hobart Road, Breadalbane

Please inspect the property and advise regarding stormwater/drainage, access, traffic, and any other engineering concerns.

Is there is a house on the lots?	No
Is it connected to all Council services?	No
Are any changes / works required to the house lot?	N/A
Are the discharge points for stormwater, infrastructure that is maintained by Council? (This requires a check to ensure the downstream infrastructure is entirely owned, maintained, operated by Council and have been taken over as Council assets.)	Yes <i>Discharges to open drain on Hobart Rd</i>

**Stormwater:**

Does the physical location of stormwater services match the location shown on the plan? (Requires an on-site inspection)	N/A
Is the property connected to Council's stormwater services?	N/A
If so, where is the current connection/s?	<i>Land generally falls to Hobart Rd</i>
Can all lots access stormwater services?	Yes
If so, are any works required?	No
<b>Stormwater works required:</b>	
<i>To be covered under plumbing permit if required</i>	
Is there kerb and gutter at the front of the property?	No
Are any kerb-and-gutter works required?	No

**Road Access:**

Does the property have access to a made road?	Yes
If so, is the existing access suitable?	No
Does the new lot/s have access to a made road?	N/A
If so, are any works required?	Yes, see below
Is off-street parking available/provided?	Yes
<b>Road / access works required:</b>	
<i>Works to be in accordance with Standard Drawing TSD R0-5 and design plans provided by Pitt and Sherry</i>	
Is an application for vehicular crossing form required?	Yes
Is a footpath required?	No
Extra information required regarding driveway approach and departure angles	No
Are any road works required:	No
Are street trees required?	No
Additional Comments:	An Engineer's design <b>is not</b> required.

Engineer's comment:

**WORKS & INFRASTRUCTURE DEPARTMENT CONDITIONS****W1 Stormwater**

- a) Stormwater from the site shall be contained on site or drained to the Council drainage system.
- b) Concentrated stormwater must not be discharged onto Council roads or neighbouring properties

**W2 Access**

- a) A hotmix sealed driveway access must be constructed to access the site in accordance with TSD R05 and the approved design plans provided by Pitt and Sherry.
- b) Access works must not commence until an application for vehicular crossing has been approved by Council.

**W3 Municipal standards & approvals**

Unless otherwise specified within a condition, all works must comply with the Municipal Standards including specifications and standard drawings. All works must be constructed to the satisfaction of Council. Where works are required to be designed prior to construction, such designs and specifications must be approved by Council prior to commencement of any *in situ* works.

**W4 Works in Council road reserve**

- a) Works must not be undertaken within the public road reserve, including crossovers, driveways or kerb and guttering, without prior approval for the works by the Works & Infrastructure Manager.
- b) Twenty-four (24) hours notice must be given to the Works & Infrastructure Department to inspect works within road reserve, and before placement of concrete or seal. Failure to do so may result in rejection of the vehicular access or other works and its reconstruction.

**W5 Pollutants**

- a) The developer/property owner must ensure that pollutants such as mud, silt or chemicals are not released from the site.
- b) Prior to the commencement of the development works the developer/property owner must install all necessary silt fences and cut-off drains to prevent soil, gravel and other debris from escaping the site. Material or debris must not be transported onto the road reserve (including the naturestrip, footpath and road pavement). Any material that is deposited on the road reserve must be removed by the developer/property owner. Should Council be required to clean or carry out works on any of their infrastructure as a result of pollutants being released from the site the cost of these works may be charged to the developer/property owner.

**W6 Works & Infrastructure damage bond**

- a) Prior to the application for a building permit, a \$500 bond must be provided to Council, which will be refunded if Council's infrastructure is not damaged.
- b) This bond is not taken in place of the Building Department's construction compliance bond.
- c) The nature strip, crossover, apron and kerb and gutter and stormwater infrastructure must be reinstated to Council's standards if damaged.
- d) The bond will be returned after building completion if no damage has been done to Council's infrastructure and all engineering works are done to the satisfaction of the Works & Infrastructure Department.

*Jonathon Galbraith (Works & Infrastructure Officer)*

*Date: 20/7/16*



**From:** Hills, Garry (StateGrowth) <Garry.Hills@stategrowth.tas.gov.au>  
**Sent:** Thursday, 28 July 2016 2:16 PM  
**To:** NMC Planning  
**Subject:** RE: Referral to Department of State Growth of Planning Application P16-052 - 832 Hobart Road, Breadalbane

Our Ref: D16/131221 & A0087-96

Jan,

Thank you for the above mentioned referral. I advise that State Growth do not object to the proposal however the proponent should be made aware of the following point;

- The Department of State Growth will not be responsible for any future issues relating to current or further increases in traffic noise arising from the Midland Highway. This is inclusive of funding and / or providing any form of sound mitigation or attenuation treatments and signage. The applicant shall consider the impacts from traffic noise including potential increases that may occur from future traffic volume growth. Provision and associated costs of any appropriate sound mitigation measures are the responsibility of the applicant and if undertaken, must be outside the State Road reserve boundary.

Thanks,

**Garry Hills** | Senior Traffic Engineering Officer  
State Roads Division | Department of State Growth  
287 Wellington Street, Launceston TAS 7250 | GPO Box 536, Hobart TAS 7001  
Phone: (03) 6777 1940  
[www.stategrowth.tas.gov.au](http://www.stategrowth.tas.gov.au)

**From:** Chris Wicks  
**Sent:** Monday, 29 August 2016 1:32 PM  
**To:** Erin Boer <erini.boer@nmc.tas.gov.au>  
**Subject:** RE: EHO REFERRAL - to complete by early next week - P16-052 - 832 Hobart Road, Breadalbane

Hi Erin

My referral comments are:

Based on the area of land available for on-site wastewater disposal and, the information provided by JD Consulting in their On-site Wastewater Disposal Assessment report, there is sufficient land available to safely manage all wastewater produced at the maximum level of occupancy predicted in the report for each stage of the development and for each wastewater section of the proposed development. However, there is insufficient information in the report to determine whether the proposed absorption design is of sufficient capacity and has sufficient redundancy incorporated to safely manage all wastewater under peak load. Additional information will be required from the designer to determine this, prior to the building approval stage.

*Chris Wicks*



NORTHERN  
MIDLANDS  
COUNCIL

Environmental Health Officer | Northern Midlands Council  
Council Office, 13 Smith Street (PO Box 156), Longford Tasmania 7301  
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E: [chris.wicks@nmc.tas.gov.au](mailto:chris.wicks@nmc.tas.gov.au) | W: [www.northernmidlands.tas.gov.au](http://www.northernmidlands.tas.gov.au)

*T a s m a n i a ' s H i s t o r i c H e a r t*

1-319

NO.		CC	
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852 Hobart Road,  
Breadalbane, 7258  
23 July 2016

ATTACHMENT C

Attn. General Manager,  
Northern Midlands Council,  
13 Smith Street,  
Longford, 7301

Dear Sir/Ms,

**Objection to Development Application – Tourist Facility Ref. P16-052**

Pursuant to the Land Use Planning and Approvals Act 1993, ss57(5) we wish to lodge an objection to the Development Application P16-052 (the DA).

We were quite disturbed to receive details of the proposed Caravan Park construction adjacent to our property, as this is significantly different to the earlier development that was approved by Council for the site for eight short term accommodation cabins (approval number P14-106).

**Summary**

While understanding the owner’s desire to increase the size of the previously approved development application to “make it more financially sustainable” we believe we have essentially been ignored in the DA process.

We are very concerned at the apparent change in, and expansion of use at the proposed development, leading to the potential detrimental effect on our ‘Amenity’ and personal safety, particularly with regard to

- Increased vehicle movements (addressed in the TIA, but nonetheless concerning to us),
- Increased security risk to persons and property from site patrons and guests due to increase in use and expected patronage of the development site,
- No mention of a protective security plan, including mitigation treatments such as boundary fence or wall construction, CCTV systems, etc.,
- No mention of a lighting plan, and
- No consideration of the potential environmental nuisance to the neighbouring properties, both as part of the initial construction phase as well as the ongoing operational phase of the site

Hence at this stage we wish to lodge an objection to the DA pending the generation of

- a formal Security Risk Assessment (SRA),
- a lighting plan,
- a boundary treatment plan, and
- a revised noise and TIA statement with consideration to the residents of Breadalbane in general and our property in particular,

to be provided to Council by the developer/owner of 832 Hobart Road, Breadalbane. We also believe that Council has a Duty of Care to ensure the safety and security of residents and visitors to the Breadalbane area, and that this extends to our own concerns for our persons and property.

## Background

At the time of purchase of our property we were aware of the earlier approval for an eight cabin site and in agreement with it. However our level of discomfort increased enormously when we realised that the new proposal is for a caravan park with the cabins increased from eight to twenty four, with an additional 22 camp and RV sites added, and a proposed doubling of the caretaker residence to two units.

This is no small change. Eight cabins established for temporary accommodation, with easy oversight and control, combined with a 'berry growing venture' on five hectares is considerably less onerous than the level of control and maintenance required for twenty four cabins and twenty two camp/RV fully occupied sites, pressed onto the same area of land.

We are sure that the dynamics of increased occupancy, increased local site traffic, lighting spill-over, and potential trespass intrusions into our property by occupants and visitors to the proposed site, combine to significantly and adversely affect our current peaceful existence ('Amenity') in this semi-rural environment.

We note that the DA is supported by an extensive report provided by the Engineering Consultants *pitt&sherry*<sup>1</sup>. We also note that the guiding document used by *pitt&sherry*, and the associated Agricultural Report by Macquarie Franklin to address the Council's DA requirements is the "Northern Midlands Interim Planning Scheme 2013"<sup>2</sup> (the Interim Scheme).

Any reference to existing residences throughout the Council's Interim Scheme document includes a detailed section on 'Amenities', except for those dwellings in a Rural Resource Zone. That is, the performance criteria for each zone's amenity is clearly articulated except for those residences in the Rural Resource Zone (*Un-serviced Settlements*), including Breadalbane. The mention of amenity in the Rural Resource Zone section of the Interim Scheme is minor in comparison, but nonetheless very important for any residence in this zone.

As we are a designated Rural Community<sup>3</sup> in this zone and have the same rights as residents living in other zones within the NMC council area, we would expect that the same provisions will tacitly apply to our residence, as well as to any of our immediate neighbours likely impacted by this DA. (For example see the note in the Rural Living Zone, Section 13, paragraph 13.1.1.2<sup>4</sup> "To provide for compatible use and development **that does not adversely impact on residential amenity.**")

Certainly 'amenity' is mentioned for dwellings in this zone in the Development Standards, for example see 'Building Location and Appearance'<sup>5</sup> under P1 Building height, b) to '*protect the amenity of adjoining uses from adverse impacts as a result of the proposal*', as is also noted in the supporting report from *pitt&sherry*. **So it is not unreasonable that the concept of amenity and its expanded definition as detailed throughout the Interim Scheme document will apply equally to residences in the 'Rural Resource Zone' in the same way as residents in the 'Rural Living Zone'.**

<sup>1</sup> *pitt&sherry*, 113 Cimitiere Street, Launceston TAS 7250, Report to support a Development Application for 832 Hobart Road Breadalbane, 23 June 2016

<sup>2</sup> [http://www.northernmidlands.tas.gov.au/files/Planning\\_Forms/NMC\\_Interim\\_Planning\\_Scheme\\_2013.pdf](http://www.northernmidlands.tas.gov.au/files/Planning_Forms/NMC_Interim_Planning_Scheme_2013.pdf), Version 6, 18 June 2014

<sup>3</sup> *Ibid.*, Rural Resource Zone, Page D26-2

<sup>4</sup> *Ibid.*, Rural Living Zone, Page D13-1

<sup>5</sup> *Ibid.* 26.4 Development Standards, 26.4.1 *Building Location and Appearance*, Rural Resource Zone, Page D26-8

It is in this context that we believe the (new) DA will significantly and adversely affect our current living conditions or 'Amenity'.

We are yet to be convinced that the significantly increased number of cabins and greater use of the site by caravans/RV's and campers will not adversely affect our amenity, particularly under performance criteria of Rural Living Zone 13.3<sup>6</sup> -

*P1: "The use must not cause or be likely to cause an environmental nuisance through emissions including noise and traffic movement, smoke, odour, dust and illumination."*

*P2: "Commercial vehicle movements for discretionary uses must not unreasonably impact on the amenity of occupants of adjoining and nearby dwellings."*

We note in *pitt&sherry's* report that the DA is subject to the Council's Interim Scheme. Section 3.1 of the Interim Scheme addresses the 'Social and Economic Context' for the planning scheme and comments at the outset that there is a "*strong attachment to the existing scale, lifestyle, character and values expressed through the physical environment of our towns and villages*".

While the Interim Scheme document expands this to say that there is a requirement to balance this with growth and investment into the future, we are very concerned that a social and economic assessment of the likely effects on our small community has not been completed for the DA.

Also at first blush, the reports attached to the DA seem comprehensive, and address the requirements of the Interim Scheme. However, on closer examination they do not consider anything of the likely impact and disruption to the amenities of any of the neighbours adjacent or near to the proposed DA site. Nor do they provide us with any level of comfort that potential increased criminal act(s) have been considered.

Additionally, even within the Interim Scheme's discretionary use standards there is acknowledgment of potential environmental nuisance<sup>7</sup> - see table 26.3.1, objective c) aims to minimise the conversion of non-prime land in regards to P3, a) ii) surrounding use and development; that is rural residences; and that P4, a) *emissions are not likely to cause and environmental nuisance* (refer the Environmental Management and Pollution Control Act 1994., ss53(3), 53A.<sup>8</sup>). **We are concerned that we may be affected in this way, but the potential has so far not been addressed in the DA process.**

For example the noise report considers likely noise levels for campsite patrons only, but NO Assessment is made of how any noise generated by the development will affect adjoining or nearby residences: "*Council have requested additional information regarding how the level of noise from the Midland Highway might affect patrons occupying the campsites at the proposed tourist park.*"<sup>9</sup>

The TIA report estimates an additional 27 vehicle movements in peak hour, typically weekday afternoons, dropping to 23 on weekends. The report suggest that this is an insignificant increase, however it does not factor in the increased order of difficulty for manoeuvring large towed vehicles

<sup>6</sup> Ibid., Rural Living Zone Page D13-2

<sup>7</sup> Ibid., 26.3 Use Standards, 26.3.1 Discretionary Uses if not a single dwelling, Rural Resource Zone, Page D26-5

<sup>8</sup> Environmental Management and Pollution Control Act 1994., ss53(3), 53A,  
[http://www.thelaw.tas.gov.au/tocview/index.w3p;cond=:doc\\_id=44%2B%2B1994%2BAT%40EN%2B2016072000000;histon=:pdfauthverid=:prompt=:rec=:rtfauthverid=:term=:webauthverid=](http://www.thelaw.tas.gov.au/tocview/index.w3p;cond=:doc_id=44%2B%2B1994%2BAT%40EN%2B2016072000000;histon=:pdfauthverid=:prompt=:rec=:rtfauthverid=:term=:webauthverid=)

<sup>9</sup> libid., pitt&sherry, Appendix G, *Additional Noise Information - 832 Hobart Road, Breadalbane*, D. Ford

such as caravans and 'fifth wheel' articulated vehicles.<sup>10</sup> What effect will there be for us during hours of operation outside the schemes nominated hours (of between 8.00am and 6.00pm Monday to Saturday inclusive)?

Also within *pitt&sherry's* supporting report there is:

- no assessment of potential increased crime due to patronage of the site,
- no security plan, including planned mitigations identified in such a plan,
- no comment on boundary controls or barriers, and
- no lighting assessment (light pollution, security aspects, etc.).

## Increased Crime

We are concerned that unless additional measures are implemented the adjacent site will provide ready access to our property for persons with intent to trespass for reasons of theft, malicious damage, or worse. This is a particular worry as Mrs Westgarth is a shift worker and so is often at home alone during the day.

Note our current boundary fence is consistent with *The Boundary Fences Act 1908*, and is a 'sufficient fence' under this Act - defined as a fence which is ordinarily capable of resisting the trespass of sheep and cattle. **But this existing fence will provide no impediment to a human intruder intent on gaining access to our property.**

## Crime Prevention Through Environmental Design (CPTED)

Interestingly 'Safety and Security' are not a prominent part of the Council's Interim Scheme document:

**"10.4.15.4 Interaction, Safety and Security"<sup>11</sup>**

This clause was not used in this planning scheme"

That said, we note that CPTED is included in the development standards for public open spaces in the Interim Scheme.<sup>12</sup>

CPTED is a well-known and practiced methodology in Policing, as well as being used by urban planners across the board. It is listed in Part G – Appendices as a reference in the Interim Scheme, and so as a minimum we believe that this methodology should be considered in any new development – including this one.

CPTED is based on three general principles:

1. **Natural surveillance** - increases the perceived risk of attempting deviant actions by improving visibility of potential offenders to the general public
2. **Natural access control** - limits the opportunity for crime by taking steps to clearly differentiate between public space and private space. By selectively placing entrances and

<sup>10</sup> Infrastructure Australia, National Code of Practice, *Tow Couplings Fifth Wheel*,

[https://infrastructure.gov.au/roads/vehicle\\_regulation/bulletin/files/VSB6\\_SectionP\\_TowCoupling.pdf](https://infrastructure.gov.au/roads/vehicle_regulation/bulletin/files/VSB6_SectionP_TowCoupling.pdf)

<sup>11</sup> *Ibid.*, Interim Scheme, Page D10-37

<sup>12</sup> *Ibid.*, E10.6 Development Standards, E10.6.1 Provision of Public Open Space, P1 c) v), Recreation and Open Space Code, Page E10-2

exits, fencing, lighting and landscape to limit access or control flow, natural access control occurs.

3. **Territorial reinforcement** - promotes social control through increased definition of space and improved proprietary concern.

A CPTED Practical Worksheet tool is available on the Queensland Police web site referenced in the Interim Scheme document appendices, which would augment the SRA recommended for the DA. See <https://www.police.qld.gov.au/.../CPTED%20Practical%20Worksheet.pdf>

Another excellent reference document is the West Australian "Designing Out Crime Planning Guidelines"<sup>13</sup> document, which incorporates a strong CPTED theme. See [http://www.planning.wa.gov.au/dop\\_pub\\_pdf/docguidelines.pdf](http://www.planning.wa.gov.au/dop_pub_pdf/docguidelines.pdf)

### Security Risk Assessment (ISO31000 and HB167)

Given the variability of patronage, we believe that a formal security risk assessment (SRA) should have been undertaken as part of the reporting process for this DA in addition to CPTED principles. A SRA is usually undertaken in accordance with the Australian Standards **AS/NZS ISO 31000:2009** Risk management—Principles and guidelines<sup>14</sup> and **HB 167:2006** Security Risk Management.

The SRA would also reference crime statistics for similar facilities across the State and nationally to help determine the *likelihood* component of the risk assessment process.

This SRA would then be used to inform the design of the caravan park in terms of security features, (also using CPTED principles) such as type of boundaries, access controls, lighting and surveillance (CCTV, natural oversight, etc.).

### Lighting

**The DA and supporting report(s) make no mention of site lighting.**

Different forms of lighting perform different functions, from general area lighting, flood lighting, specific area lighting, perimeter lighting, and security lighting. If designed well the latter function can be a valuable component of any security plan.

When considering a neighbour's *amenity* adjacent to the proposed caravan park we believe that the Use Standards for the Interim Scheme's Recreation Zone apply.

Clause 18.3.1 Amenity, 'Acceptable Solutions' A2.1 and A2.2 mentions flood and security lighting respectively, and Performance Criteria P2 requires that any lighting '*will not unreasonably impact on the amenity of the adjoining land; and all direct light will be contained within the boundaries of the site.*'<sup>15</sup>

<sup>13</sup> Designing Out Crime Planning Guidelines, June 2006, Western Australian Planning Commission, Perth, WA., [http://www.planning.wa.gov.au/dop\\_pub\\_pdf/docguidelines.pdf](http://www.planning.wa.gov.au/dop_pub_pdf/docguidelines.pdf)

<sup>14</sup> Note, **AS/NZS ISO31000:2009** supersedes '**AS/ NZS 4360:2004** Risk Management: Risk consequence and likelihood' referenced in Part G of Northern Midlands Interim Planning Scheme 2013. Refer [http://infostore.saiglobal.com/store/getpage.aspx?path=/publishing/shop/promotions/AS\\_NZS\\_ISO\\_31000:2009\\_Risk\\_Management\\_Principles\\_and\\_guidelines.htm&site=RM](http://infostore.saiglobal.com/store/getpage.aspx?path=/publishing/shop/promotions/AS_NZS_ISO_31000:2009_Risk_Management_Principles_and_guidelines.htm&site=RM)

<sup>15</sup> [http://www.northernmidlands.tas.gov.au/files/Planning\\_Forms/NMC\\_Interim\\_Planning\\_Scheme\\_2013.pdf](http://www.northernmidlands.tas.gov.au/files/Planning_Forms/NMC_Interim_Planning_Scheme_2013.pdf), Version 6, 18 June 2014, 18.3 Use Standards, 18.3.1 Amenity, Recreation Zone, Page D18-2

## Boundary Delineation and Protection

As previously mentioned, the existing side boundary fence is suitable for cattle and sheep but not suitable to deter human intrusion. The result of the CPTED process and preferably a formal SRA will help determine the type and size of any boundary treatments for the site adjacent to neighbouring properties, to be provided by the developers.

## General

Rather than summarise the above we will quote the Interim Scheme in regards Non Residential Developments in the Residential Zone - which should apply to those residents in Breadalbane regardless of the settlement currently being included in a defined Rural Resource Zone

### Objective

To ensure that all non-residential development undertaken in the Residential Zone is sympathetic to the form and scale of residential development and does not affect the amenity of nearby residential properties.

**P1** Development must be designed to protect the amenity of surrounding residential uses and must have regard to:

- d) the level and effectiveness of physical screening by fences or vegetation; and*
- e) the location and impacts of traffic circulation and parking and the need to locate parking away from residential boundaries; and*
- f) the location and impacts of illumination of the site; and*
- g) passive surveillance of the site;<sup>16</sup>*

## Social Impact

Perhaps because of the neighbourhood being defined as a Rural resource Zone there is less focus on social impact for the existing residents of Breadalbane, however we strongly believe that this should have been addressed in the DA. Other LGA councils in Australia require this and we would expect that a Social Impact Statement would have been incorporated as part of the DA process in this instance as well, especially as a proposed development impacts on public **safety and security** (and on this latter point **Council has a Duty of Care** to the existing residents and the public at large).

We look forward to Council's consideration and response in regards our concerns in this matter.

Sincerely,



N. & L. Westgarth  
852 Hobart Road, Breadalbane

Email: npaw.tas@gmail.com

0427 436 428

<sup>16</sup> Ibid., General Residential Zone, Page D10-34



28 July 2016

Planning Application P16-052 832 Hobart Road Breadalbane

I write with a number of concerns regarding this development, as noted by Pitt & Sherry (PS) a previous development application had been granted for this site on a much smaller scale and did not contain provision for caravans/motorhomes

Specific concerns are, traffic flows, effluent management and light pollution

Traffic flows:

PS report notes that a traffic impact assessment has been undertaken. The proposed entrance appears to be where the southbound overtaking lane terminates, the signed speed limit is 80km/hr however this limited is exceeded frequently with many speed infringements being issued. I have concerns that large caravans turning south onto Hobart Road will impact on traffic flow. The proposed entrance on the plan does appear to be wide enough to accommodate 2 vehicles entering/leaving at the same time and it appears to be at right angle to the road, long vehicles would need to cross the median to safely enter. I believe this would compromise function and safety

Effluent management - I have concerns regarding odour from waste management system. Reference is made in PS report to a dump point toward the north west corner of the site, which will require a holding tank which will be emptied by a tankard waste contractor, how is this odour managed

Light pollution - at the moment there is no light coming from the north of my property, I couldn't see a lighting plan in the documents, but would expect that lighting would be downward and subdued

Finally, in the document reference is made to "development of buildings in 26.4.1 states they must be unobtrusive and complement the character of the landscape" I hardly think 22 caravan sites and 24 cabins, amenities block and caretakers residences could be considered to be unobtrusive and complementary of the landscape

Faithfully



James R K Smith  
854 Hobart Rd

10 August 2016

The General Manager  
Northern Midlands Council  
13 Smith Street  
LONGFORD TAS 7301

Dear Sir

## **Representations received to Planning Application P16-052 - 832 Hobart Road, Breadalbane**

Thank you for the opportunity to comment on representations received in regard to the above development.

Our client respects the right of people to comment on planning matters and notes that such comments should relate to provisions within the relevant Planning Scheme.

Representation starting with "Pursuant to the Land Use Planning....."

The fixation within this representation seems to be with security and the assumption that those using/visiting a caravan/cabin park will somehow be more inclined to criminal activity. There is no hard evidence to suggest that such an assumption has merit.

There is also an attempt to manipulate the provisions of the Rural Resource zone to draw in matters which are not included in that zone. This is not the way planning works. What is in the zone cannot be changed without going through a formal process. To continually refer to zones other than Rural Resource is fruitless.

In regard to lighting – there will be security lighting around the site. This is generally covered by planning condition which will require that there be no light spill outside of the site. This is accepted by our client.

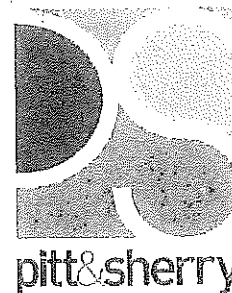
There is no need to revise or amend the noise report – indeed it is our firm believe (drawing on our noise expert) that noise levels should not be applied in the way they are to camping areas. Having a resident manager will ensure that noise levels from the site are kept to a reasonable level.

The TIA has been amended to reflect the greater level of development on the site. There is no need to further amend the TIA.

The representation acknowledges the comprehensive nature of the reports which support the application and indeed admits the reports address the requirements of the planning Scheme – that is their intention. The supporting reports cannot examine or comment on matters not in the Planning Scheme.

This representor has no real understanding of the planning process or the workings of planning schemes and on that basis the submission has little merit.

The second representation raises matter of traffic, effluent management and lighting.



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(Operations) Pty Ltd  
ABN 67 140 184 309



The application is supported by an expert traffic report which considers all aspects of access and egress; traffic volumes; turning vehicles; etc. The development is deemed to be acceptable given the volumes of traffic using the road and sightlines into and out of the site.

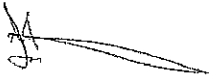
Lighting has been covered above – but to reinforce we would expect a condition relating to lighting spill.

The waste management system has been designed by an accredited person. There is nothing to suggest that the system installed as designed and managed in accordance with manufacturers specifications will not function correctly. It is in the best interest of the site owner/operator to ensure the system does not smell – to protect the amenity of guests and others.

The third representation raises issues of traffic which have been previously covered. They make a comment about Business and Professional Services use – basically answering their own question. This is a Visitor Accommodation use not Business and Professional Services.

The final point relates to a clause in the Local Area Objectives and the local economy. The use Visitor Accommodation is a use which can be considered in a rural area. Indeed encouraging tourist related activities is a use specifically mentioned in the Objectives to the Rural Resource zone. To that end it is perfectly acceptable to propose a Visitor Accommodation use in this area.

Yours sincerely



Ian Abernethy  
**Principal Planner**

1-328

Kaylene + Michael Challis  
 843 Hobart Rd  
 Breadalbane  
 7258

Northern Midlands Council.

To Whom it may Concern,

re: Proposal for 832 Hobart Rd, Breadalbane  
 Ref No: P16-050.

We would like to strongly object to the planning application submitted by A+K Futures as a tourist facility.

Some of our concerns are:

1. This proposal has gone from 8 cabins to a massive 24 Cabins, plus 22 camp/RV sites, and 8x managers dwellings.

2. We have noted in the paperwork from Pat + Sherry re: 2 - Site Analysis that it mentions that Hobart Rd is 100km, while this is partially true, the area where the proposed cabins are to be where we live is actually 80km.

Our main problem with this is practically. everyday we nearly have an accident coming into our driveway with the traffic as it is at the moment, with more traffic and the proposed driveway being extended by another 3 metres, this will make it directly opposite our driveway.

3. In response to 4.5- Use of Standards Scheme Provision P1.2. "The proposed is not for business and professional services" How does this "Tourist Park" fall into this category.

4. Clause 26.1.5 'Local area objectives.'  
 a) Provide contribution to the rural economy + long term sustainability. - How does a cabin - Tourist Park support this and how do they propose to provide "Employ casual labour"?

1-329

(2)

5. Clause 26.32 a) Development MUST be for the alteration, extension or replacement of dwellings? - There are no dwellings existing on 832 Hobart Rd

We live in a very small village and enjoy the country scenery & quietness of this.

We are extremely concerned about the increase in noise level this proposal will entail, as well as the increase in traffic. It is also known that where there are caravan parks that theft in surrounding areas also increase.

Lannceston has a Tourist Park that is in the process of expanding. There is accommodation at Youngtown. There is also a caravan Park & Camping site in Langford and Free RV parking at Evandale.

This proposal if it goes ahead will also DECREASE the value of our house, who will want to purchase a house opposite a Tourist / cabin Park?

We demand that our concerns are noted and addressed.

We look forward to hearing from you.

Kind regards

Kaylene & Michael Challis

4 August, 2016

The General Manager  
Northern Midlands Council

via email [planning@nmc.tas.gov.au](mailto:planning@nmc.tas.gov.au)

Regarding Development Application Ref P16-052 832 Hobart Road, Breadalbane, Tasmania

NO.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
NAME																				
DATE																				
REMARKS																				
TOTAL																				

RECD 4 AUG 2016

In relation to the above proposed development I, Mary-Jane Wright, of 847-851 Hobart Road, Breadalbane, would like my concerns to be taken into consideration by council when assessing the proposal. I am opposed to the development. In addition to the following, if the proposal goes ahead, I have major concerns over safety, privacy and noise and lowering current land valuations.

1. Prior to purchasing 847-851 Hobart Road a previous, much smaller, development at 832 Hobart Rd had been rejected by your council. As a result purchase was made and subsequent planning approval was granted for a proposed dwelling for 847 Hobart Road.
2. Traffic Impact point 2.2 notes two access points. Point 3.2 notes the proposed vehicle access at the southernmost point. I am completely opposed for several reasons. The breaking, accelerating, headlights, guests of the park car doors opening and closing on entry into the park, will all impact on my quality of living directly opposite the proposed development.
3. Current traffic completely ignore the white lines on either side of Hobart Road and always go onto the dirt around residents turning into their properties from the opposite lane. Vehicles entering the proposed development traveling south along Hobart Road will mean avoiding traffic will be driving over my driveway to keep traveling south as opposed to stopping behind vehicle turning into the proposed development.
4. Council have chosen to ignore previous attempts by residents to have speed reduced in our township to 60kms per hour. I have three children, no footpaths, 80kms per hour traffic, many vehicles over white lines into the dirt and am opposed to any further danger to their lives with an increase hazard directly opposite my driveway at 847 Hobart Road.
5. Increased noise. We already have impact from additional quarry activity from trucks entering Hobart Road from Raeburn Road. The proposal will have them accelerating to the entrance, opposite my intended dwelling at 847 Hobart Road, then breaking to allow entrants into the park, then accelerating again.
6. If the development is to go ahead I would like to propose, as per attached drawing on Land Capability Assessment, the entrance to the proposed development be at the Northernmost entrance into the park, along with the reception, and 2 x caretaker units. I further propose a round about be established for ease of entry for Raeburn Rd and proposed guests in the development to easily access Hobart Road and not impact on residents at that point.
7. As per attached drawing on Land Capability Assessment I, once again, request council to consider safety of all residents, especially children accessing school buses to finally make the necessary sensible decision to lower the speed limit to 60 kms per hour. I propose this between the two roundabouts as mentioned above if that comes to fruition.

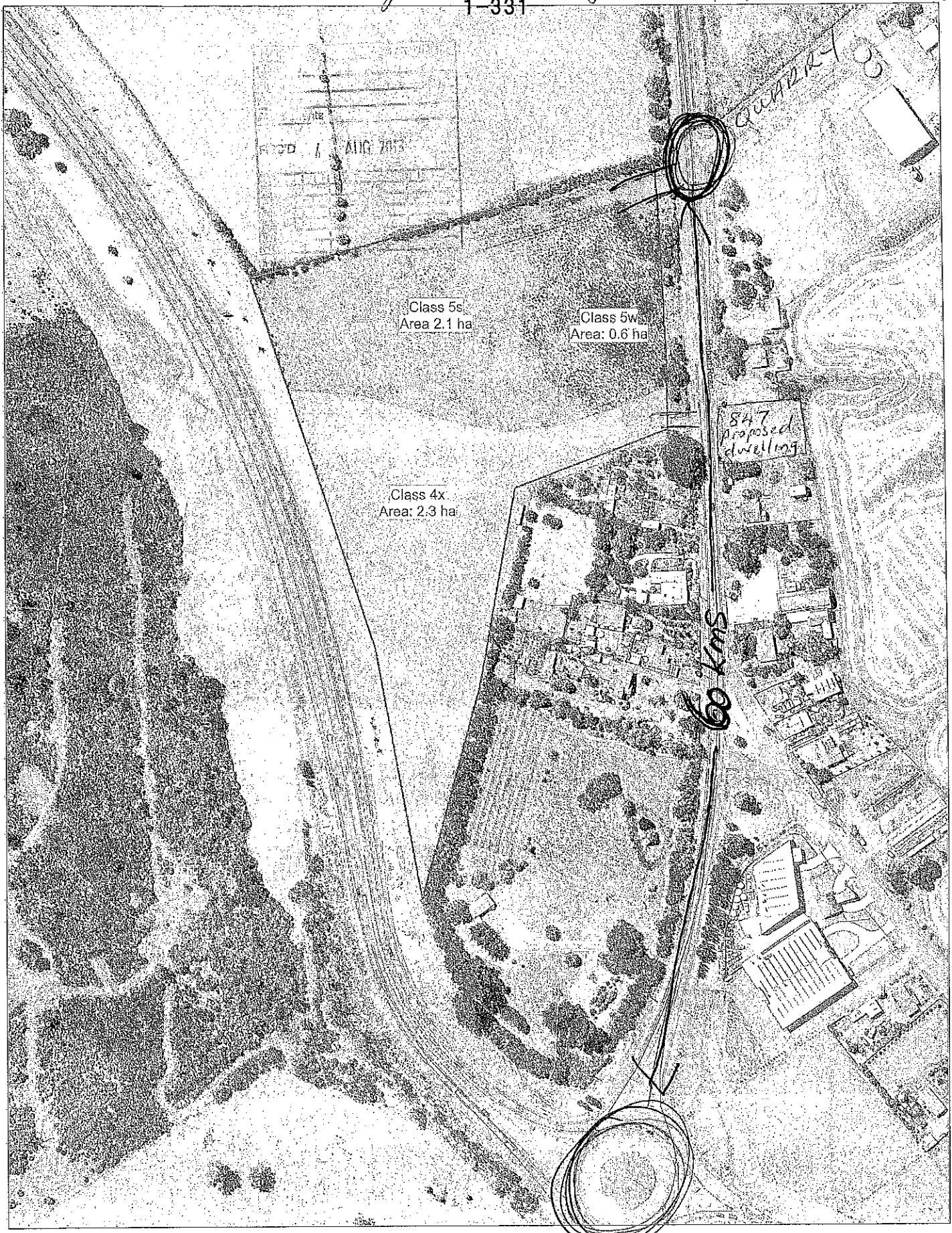
On a general note with the considerable impact the proposal has on my families ease of living I am very disappointed council showed me no courtesy by way of directly informing me of this development and the small time frame allocated for objections.

Kind regards

Mary-Jane Wright

851 Hobart Road, Breadalbane, Tas., 7258

Attachment (1) Land Capability Assessment



**Land Capability Assessment**  
 832 Hobart Road, Breadalbane

**MACQUARIE FRANKLIN**  
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 East Devonport Tas 7310  
 Ph: (03) 6472 3300  
 www.macquariefranklin.com.au

0 25 50  
metres

1:2,000 @ A3

Print Date: 21st June 2016

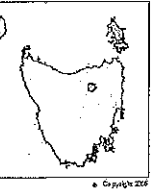
Datum: GDA94 (Zone5)  
 Created by: Mick Lehman  
 Reference: LP\_38resd **GDA**

**LEGEND**

- Cadastral Boundary
- Highway
- Major Road
- Contour 10m

**LAND CAPABILITY CLASS**

- Class 4x (2.3 ha)
- Class 5x (2.1 ha)
- Class 5w (0.6 ha)



10 August 2016

The General Manager  
Northern Midlands Council  
13 Smith Street  
LONGFORD TAS 7301

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www.pittsh.com.au  
1300 pittsh

Incorporated as  
Pitt & Sherry  
(Operations) Pty Ltd  
ABN 67 140 184 309





The application is supported by an expert traffic report which considers all aspects of access and egress; traffic volumes; turning vehicles; etc. The development is deemed to be acceptable given the volumes of traffic using the road and sightlines into and out of the site.

Lighting has been covered above – but to reinforce we would expect a condition relating to lighting spill.

The waste management system has been designed by an accredited person. There is nothing to suggest that the system installed as designed and managed in accordance with manufacturers specifications will not function correctly. It is in the best interest of the site owner/operator to ensure the system does not smell – to protect the amenity of guests and others.

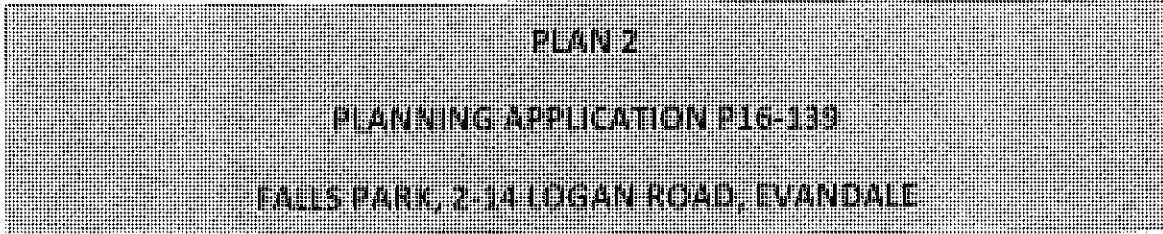
The third representation raises issues of traffic which have been previously covered. They make a comment about Business and Professional Services use – basically answering their own question. This is a Visitor Accommodation use not Business and Professional Services.

The final point relates to a clause in the Local Area Objectives and the local economy. The use Visitor Accommodation is a use which can be considered in a rural area. Indeed encouraging tourist related activities is a use specifically mentioned in the Objectives to the Rural Resource zone. To that end it is perfectly acceptable to propose a Visitor Accommodation use in this area.

Yours sincerely



Ian Abernethy  
**Principal Planner**



**ATTACHMENTS**

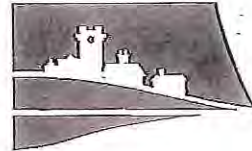
- A Application & plans, correspondence with applicant
- B Responses from referral agencies
- C Representations & applicant's response
- D Planning scheme assessment

This planning application is open for public comment until 11-Aug-2016

Reference no	<b>P16-139</b>
Site	<b>FALLS PARK, 2-14 LOGAN ROAD EVANDALE</b>
Proposed Development	<b>New pedestrian entrances &amp; gates to Falls Park (heritage precinct)</b>
Zone	<b>Open Space - Heritage precinct</b>
Use class	General retail and hire
Development Status	<b>Discretionary</b>

Written representations may be made during this time to the General Manager;  
mailed to PO Box 156, Longford 7301,  
delivered to Council offices or  
a pdf letter emailed to [Planning@nmc.tas.gov.au](mailto:Planning@nmc.tas.gov.au).

(no special form required)



NORTHERN  
MIDLANDS  
COUNCIL

# PLANNING APPLICATION

## Proposal

<i>Description of proposal:</i>	New pedestrian entrance to Falls Park at Huxtables Lane corner (heritage precinct)
<i>Site address:</i>	2-14 LOGAN ROAD, EVANDALE
<i>CT:</i>	26819/1
<i>Estimated cost of project (include cost of landscaping, car parks etc for commercial / industrial uses)</i>	\$ 40,000 (Budgeted Figure)
<i>Are there any existing buildings on this property?</i>	Yes
<i>If yes – use of main building:</i>	Market pavilion
<i>If variation to Planning Scheme provisions requested, justification to be provided:</i>	N/a
<i>Is any signage required? (if yes, provide details)</i>	No

### PRIVACY STATEMENT

The Northern Midlands Council abides by the *Personal Information Protection Act 2004* and views the protection of your privacy as an integral part of its commitment towards complete accountability and integrity in all its activities and programs.

**Collection of Personal Information:** The personal information being collected from you for the purposes of the *Personal Information Protection Act, 2004* and will be used solely by Council in accordance with its Privacy Policy. Council is collecting this information from you in order to process your application.

**Disclosure of Personal Information:** Council will take all necessary measures to prevent unauthorised access to or disclosure of your personal information. External organisations to whom this personal information will be disclosed as required under the *Building Act 2000*. This information will not be disclosed to any other external agencies unless required or authorised by law.

**Correction of Personal Information:** If you wish to alter any personal information you have supplied to Council please telephone the Northern Midlands Council on (03) 6397 7303. Please contact the Council's Privacy Officer on (03) 6397 7303 if you have any other enquires concerning Council's privacy procedures.

Exhibited

APPROVED 30 AUG 1985 <i>Anthony Lee</i> DEPUTY RECORDER OF TITLES	CONVERSION PLAN CONVERTED FROM 61/3705	REGISTERED NUMBER D.26819
FILE NUMBER Y4776	GRANTEE: PART OF 31.3.18 HENRY JENNINGS AND WILLIAM DAWSON GRUBB	DRAWN <i>J.E.</i> 22.8.85

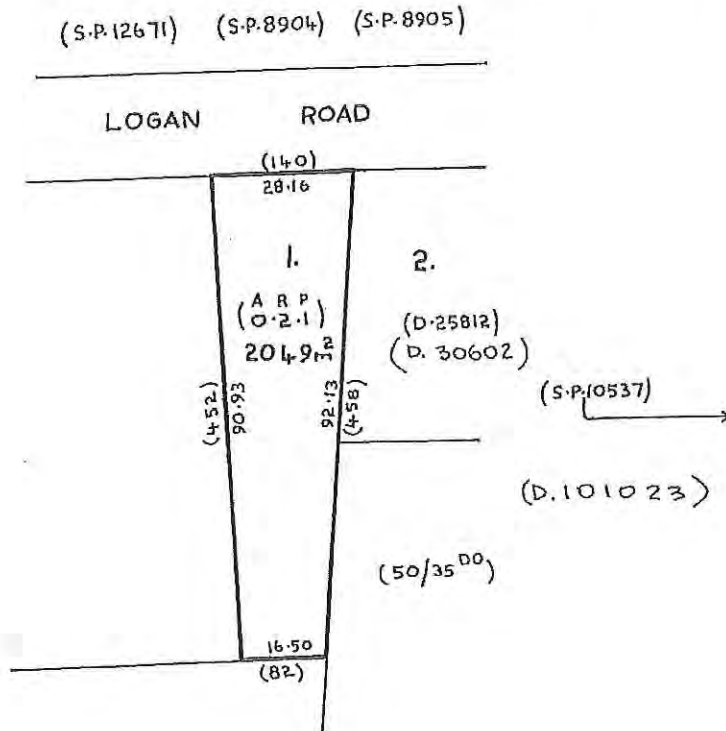
SKETCH BY WAY OF ILLUSTRATION ONLY

CITY/TOWN OF EVANDALE  
LAND DISTRICT OF  
PARISH OF  
LENGTHS ARE IN METRES. NOT TO SCALE.  
LENGTHS IN BRACKETS IN LINKS/FEET & INCHES.

SEE INSIDE D.25812

D.26819

SEE SURVEY NOTES  
FOR RE-MARK PLAN  
(INSIDE D.25812)

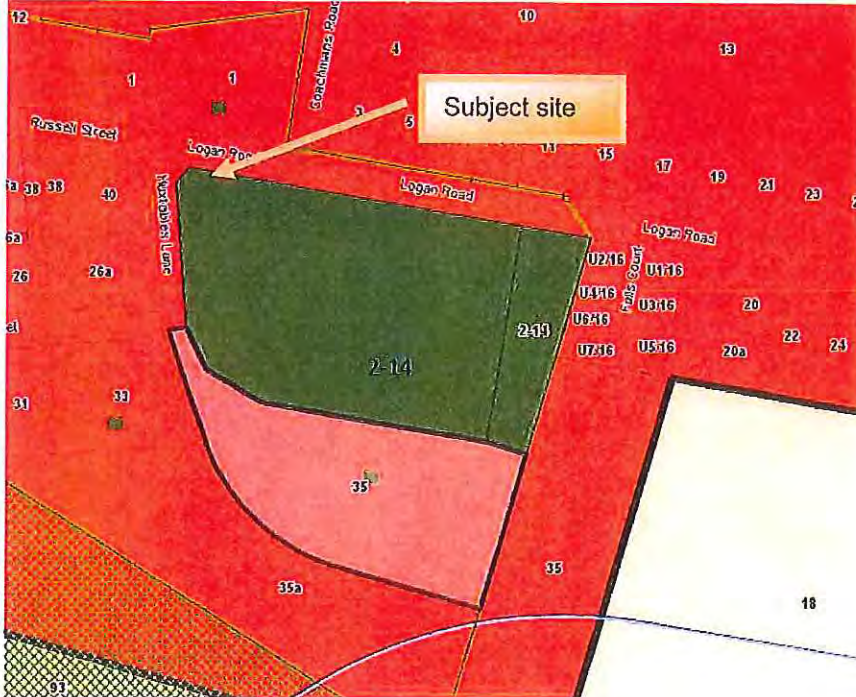


Exhibited

AERIAL PHOTOGRAPH & SERVICES MAP for 2-14 LOGAN ROAD, EVANDALE



ZONING MAP - OPEN SPACE



Exhibited

Exhibited

Stage one is to remove 2m of hedge at both ends of the park  
Stage two is install gates at both ends of the park. We will install the gates at a later date if we believe they are required, but Duncan advised that we should submit the application in two stages to save the need for another application at a future date.

Please let me know if you have any further questions.

Regards,

*Jonathan Galbraith*



NORTHERN  
MIDLANDS  
COUNCIL

Engineering Officer | Northern Midlands Council  
Council Office, 13 Smith Street (PO Box 156), Longford Tasmania 7301  
T: (03) 6397 7303 | M: 0400 935 642 | F: (03) 6397 7331  
E: [jonathan.galbraith@nmc.tas.gov.au](mailto:jonathan.galbraith@nmc.tas.gov.au) | W: [www.northernmidlands.tas.gov.au](http://www.northernmidlands.tas.gov.au)

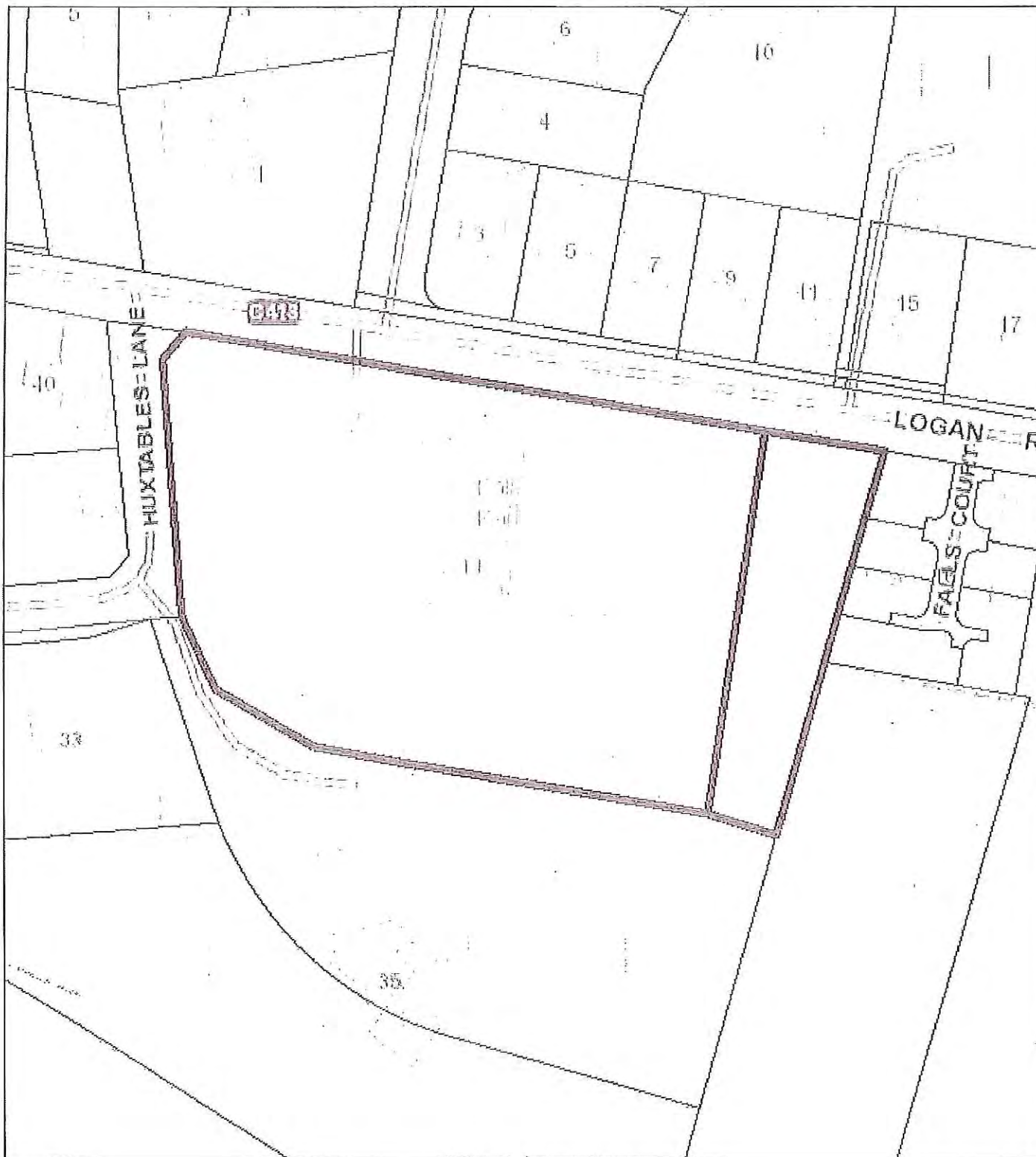
T a s m a n i a s H i s t o r i c H e a r t

PROPERTY ID: 2000717

PROPERTY ADDRESS: EVANDALE MARKET  
2-14 LOGAN RD  
EVANDALE TAS 7212

Prohibited

CONSTRUCTION YEAR: 1868







1-341

STAGE 1 - Remove 2m of hedges as access point  
 STAGE 2  
 Construct gate if required, design to be similar to existing main access gate (photos supplied),

APPROVED

C413



Rev	Revision note	Date	Chkd

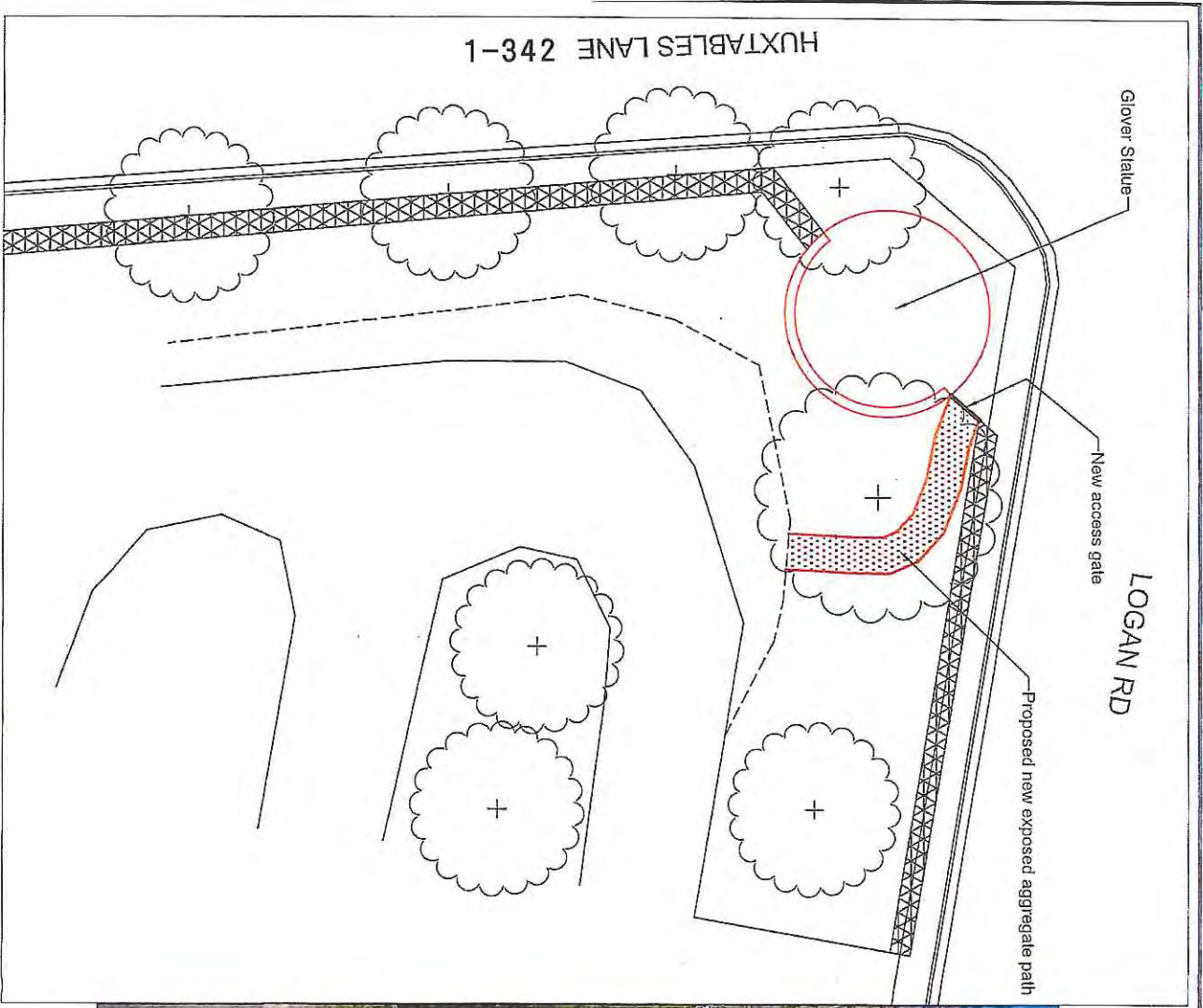


PO Box 156  
 13 Smith Street  
 Longford 7304  
 Ph: (03) 6397 7303  
 Fax:(03) 6397 7334

Scale:	
Drawn:	JG
Checked:	Chd
Date:	April 16
Approved:	Appvd

**PROPOSED NEW ENTRANCE**  
**FALLS PARK**  
**EVANDALE**

DRAWING NUMBER	DRGNO	Rev
	A	



STAGE 1  
Remove 2m of hedge  
STAGE 2  
Construct new access gate, if required design to be similar to existing main access gate (photos supplied).



Rev	Revision note	Date	Chkd

**PO Box 156**  
13 Smith Street  
Longford 7301  
Ph: (03) 6397 7303  
Fax: (03) 6397 7331

**NORTHERN MIDLANDS COUNCIL**

Scale: \_\_\_\_\_  
Drawn: JG  
Checked: Chkd  
Date: April 16  
Approved: \_\_\_\_\_  
Ann'd

**PROPOSED NEW ENTRANCE**

**FALLS PARK**

**EVANDALE**

**DRAWING NUMBER**

**DRGNO**

Rev **A**

Exhibited



Rev	Revision note	Date	Chkd



**NORTHERN  
MIDLANDS  
COUNCIL**

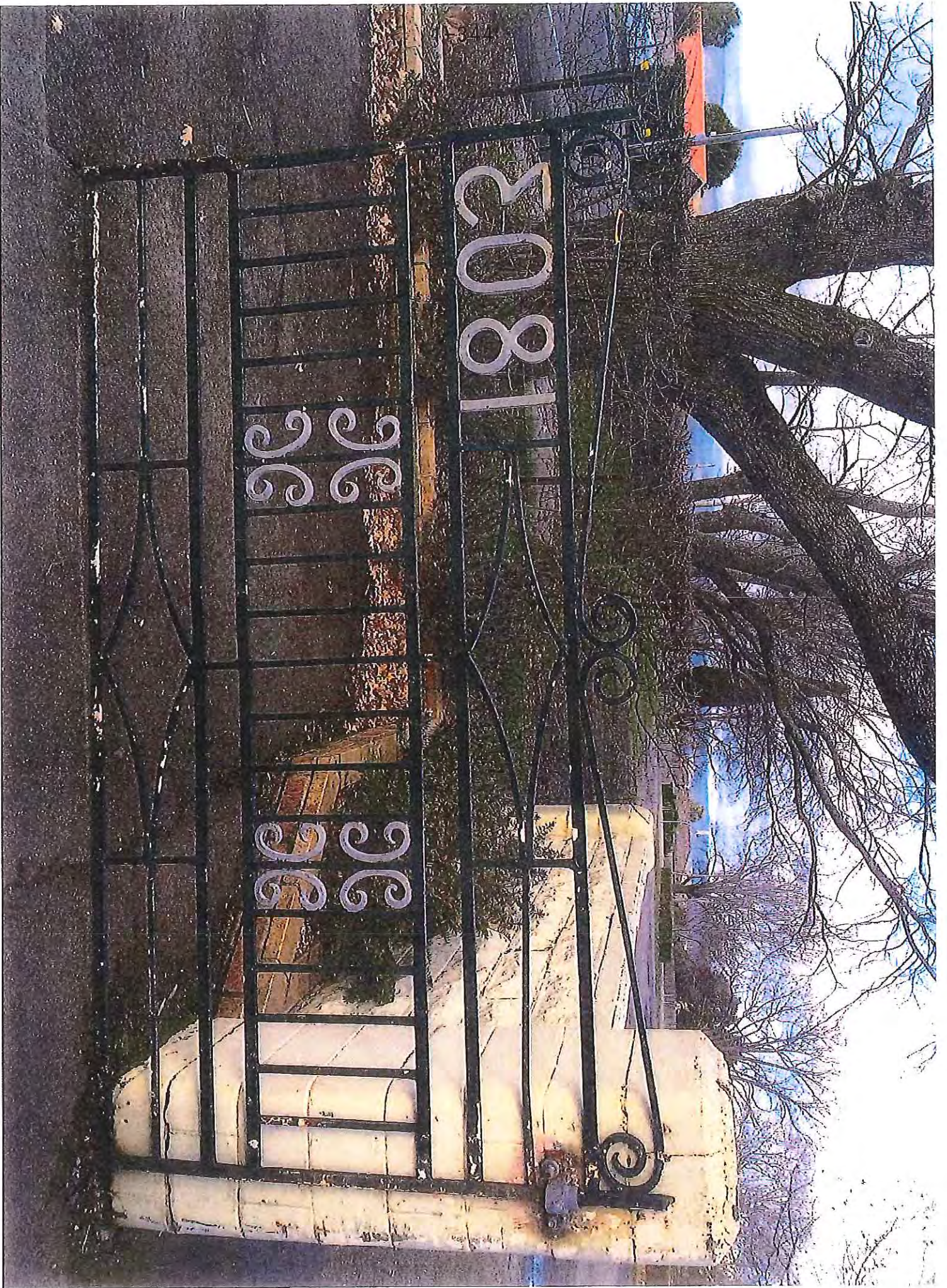
PO Box 156  
13 Smith Street  
Longford 7301  
Ph: (03) 6397 7303  
Fax:(03) 6397 7331

Scale:
Drawn: JG
Checked: Chkd
Date: April 16
Approved: Appvd

**EXISTING AND PROPOSED  
NEW ENTRANCES  
FALLS PARK, EVANDALE**

DRAWING NUMBER	DRGNO	Rev
	A	

Sheet 1 of 1



Exhibited


Our Ref: 202700.005; P16-139

Attention: Planning Section  
Northern Midlands Council  
PO Box 156  
LONGFORD Tas 7301

Fax: 6397 7331  
Email: Planning@nmc.tas.gov.au

**PLANNING APPLICATION P16-139 - EXTENSION OF TIME**  
**New pedestrian entrances & gates to Falls Park (heritage precinct) at Falls Park,**  
**2-14 Logan Road, Evandale**

I agree to an extension of time for Council to make a decision in this matter until  
Friday 23.9.16.

Applicant signature: .....  
Northern Midlands Council  
PO Box 156  
LONGFORD 7301

Date: 12/9/16.....

**NORTHERN MIDLANDS COUNCIL**

**REPORT FROM:** HERITAGE ADVISER, DAVID DENMAN  
**DATE:** 16-Aug-2016  
**REF NO:** P16-139; 202700.005  
**SITE:** Falls Park, 2-14 Logan Road, Evandale  
**PROPOSAL:** New pedestrian entrances & gates to Falls Park  
(heritage precinct)  
**APPLICANT:** Northern Midlands Council  
**REASON FOR REFERRAL:** HERITAGE PRECINCT  
*Local Historic Heritage Code  
Heritage Precincts Specific Area Plan*

ATTACHMENT B

Do you have any other comments on this application?

*I recommend that the gate near the John Glover Statue be designed in a style more complementary with the colonial style of the pillars and brickwork, eg a simple steel frame with cross bracing in flat steel, backed with square mesh, either black or dark charcoal.*



David Denman (Heritage Adviser)  
Date: 16.8.2016

The only relevant Development Standards are:

#### **E13.6.5 Fences**

Objective: To ensure that fences are designed to be sympathetic to, and not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>
A1 New fences must be in accordance with the acceptable development criteria for fence type and materials within a precinct identified in Table E13.1: Heritage Precincts, if any.	P1 New fences must: <ul style="list-style-type: none"> <li>a) be designed to be complementary to the architectural style of the dominant buildings on the site or</li> <li>b) be consistent with the dominant fencing style in the heritage precinct; and</li> <li>c) not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</li> </ul>

#### **E13.6.10 Access Strips and Parking**

Objective: To ensure that access and parking does not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>
A1 Car parking areas for non-residential purposes must be: <ul style="list-style-type: none"> <li>a) located behind the primary buildings on the site; or</li> <li>b) in accordance with the acceptable development criteria for access and parking as within a precinct identified in Table 1: Heritage Precincts, if any.</li> </ul>	P1 Car parking areas for non-residential purposes must not: <ul style="list-style-type: none"> <li>a) result in the loss of building fabric or the removal of gardens or vegetated areas where this would be detrimental to the setting of a building or its historic heritage significance; and</li> <li>b) detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</li> </ul>

#### **E13.6.12 Tree and Vegetation Removal**

Objective: To ensure that the removal, destruction or lopping of trees or the removal of vegetation does not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>
A1 No acceptable solution.	P1 The removal of vegetation must not: <ul style="list-style-type: none"> <li>a) unreasonably impact on the historic cultural significance of the place; and</li> <li>b) detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</li> </ul>

<b>ASSESSMENT AGAINST F2.0 - HERITAGE PRECINCTS SPECIFIC AREA PLAN</b>
--

The only relevant Standard for Development is:

F2.5.15 Fences and Gates

Objective: To ensure that original fences are retained and restored where possible and that the design and materials of any replacement complement the setting and the architectural style of the main building on the site.

<b>Acceptable Solutions</b>	<b>Performance Criteria</b>
A1.1 Replacement of front fence must be in the same design, materials and scale; or A1.2 a) Front fence must be a timber vertical picket fence with a maximum height of 1200mm. b) Side and rear fences must be vertical timber palings to a maximum height of 1800mm.	P1 No performance criteria
A2 Gates must match the fence, both in materials and design.	P2 No performance criteria
A3 Screen fences used to separate the front garden from the rear of the house must be of timber or lattice.	P3 No performance criteria
A4 Fences must not be: a) horizontal or diagonal timber slat fences; or b) plastic covered wire mesh; or c) flat metal sheet or corrugated sheets; or d) plywood and cement sheet.	P4 No performance criteria



PO Box 54,  
EVANDALE Tas 7212

August 9<sup>th</sup>, 2016.

The General Manager,  
Northern Midlands Council,  
PO Box 156,  
LONGFORD Tas. 7301.

RE: PLANNING APPLICATION CT 26819/1

Dear Mr. Jennings,

I wish to comment on the above application.

As the lessee of this property for over 30 years, I have never had a complaint about the hawthorn hedges. They give a distinct boundary to the property, and are in keeping with the early agricultural heritage of this area.

There are many footpaths in Evandale leading to Falls Park that are considerably narrower than the paths in question. For example, those in Collins St, lower Russell St, Murray St and Huxtables Lane. Pedestrians have to negotiate these paths before they reach the Market.

I believe that the width and variation of the footpaths in Evandale add to the ambience of a Georgian village.

I feel I should have been fully consulted on any changes that will affect the running of my business. Also a budget of \$40,000 would be far better spent on basic maintenance and compliances for the property, the most visited property in the ownership of Northern Midlands Council.

Yours sincerely,

Peter Woof,  
Evandale Market.

ATTACHMENT  
C

## ATTACHMENT D

OPEN SPACE ZONE
ZONE PURPOSE
<i>To provide land for open space purposes including for passive recreation and natural or landscape amenity.</i>
<b>Assessment:</b> The proposal does not conflict with the zone purpose.

USE AND DEVELOPMENT STANDARDS
-------------------------------

### 19.3 Use Standards

#### 19.3.1 Amenity

Objective To ensure that uses do not adversely impact upon the occupiers of adjoining and nearby uses.	
Acceptable Solutions	Performance Criteria
A1 Operating hours must be between: a) 8.00 am and 10.00 pm where adjoining residential use; and b) 6.00 am and 12.00 am midnight where not adjoining residential use.	P1 The amenity of residential uses within the surrounding area must not be unduly impacted upon by operating hours and vehicle movements.
<b>Comment</b> – Does not change the operating hours	NA
A2.1 The proposal must not include flood lighting where it adjoins the General residential, Low density residential, Rural living or Village zone; and A2.2 External security lighting must be contained within the boundaries of the site.	P2 a) External lighting must demonstrate that: floodlighting or security lights used on the site will not unreasonably impact on the amenity of adjoining land; and b) all direct light will be contained within the boundaries of the site.
<b>Comment</b> – Does not include lighting.	NA
A3 If for permitted or no permit required uses.	P3 Discretionary uses must not cause or be likely to cause an environmental nuisance through emissions including noise, smoke, odour and dust.
NA	<b>Comment</b> – The proposal complies.

### 19.3.2 Open Space Character

Objective: To ensure that uses are of an appropriate scale and type for the zone, and to support the local area objectives, if any.	
Acceptable Solutions	Performance Criteria
A1 The use must: a) be for natural and cultural values management or passive recreation; or b) not exceed a combined gross floor area of 250m <sup>2</sup> over the site.	P1.1 The size and appearance of the use must: a) not dominate the character of the area; and b) be consistent with the local area objectives for visual character, if any; and P1.2 The use is not within the classes of General retail and hire or Tourist operation.
<b>Comment</b> – The proposal complies with b) – does not propose to expand the floor area.	NA
A2 Commercial vehicles for discretionary uses must be: a) parked within the boundary of the property; and b) in locations that are not visible from the road or public land.	P2 No performance criteria.
<b>Comment</b> – The proposal complies – no change to the operation of commercial vehicles.	
A3 Goods or materials storage for discretionary uses must not be outside in locations visible from adjacent properties, the road or public land.	P3 Storage of materials or equipment must be consistent with the local area objectives for visual character, if any.
<b>Comment</b> – The proposal complies – no change to the operation of the use.	NA

### 19.4 Development Standards

#### 19.4.1 Building Design and Siting

Objective: To ensure that the design and siting of buildings: a) responds appropriately to the open space and natural values of the site; and b) has minimal disturbance to the environment and any adjoining sensitive uses.	
Acceptable Solutions	Performance Criteria
A1 Building height must not exceed 5m.	P1 Building height must: a) not be a dominant feature in the streetscape or landscape when viewed from a road; and b) protect the amenity of adjoining dwellings and sensitive uses are protected from unreasonable impacts of overshadowing and overlooking.
A2 Buildings must be set back 10m from all boundaries.	P2 Building setbacks must: a) protect the amenity of adjoining dwellings from unreasonable impacts of overshadowing and overlooking; and b) conserve the open space and natural values of the area, having regard to existing uses and developments on the site and in the area.

A3 The site coverage must not exceed 20%.	P3 No performance criteria.
<b>Comment</b> – the proposal complies with A1 and A2.	NA

#### 19.4.2 Landscaping

Objective: To ensure that the open space and natural values of the site are retained in a manner that contributes to the broader landscape of the area.

Acceptable Solutions	Performance Criteria
A1 If for natural and cultural values management or passive recreation.	<p>P1 Applications must demonstrate how the open space, natural and landscape values of the site and area will be managed by a landscape and site management plan that sets out:</p> <ul style="list-style-type: none"> <li>a) any retaining walls; and</li> <li>b) retaining any existing native vegetation where it is feasible to do so or required to be retained by another provision of this scheme; and</li> <li>c) the locations of any proposed buildings, driveways, car parking, storage areas, signage and utility services; and</li> <li>d) any fencing; and</li> <li>e) vegetation plantings to be used and where; and</li> <li>f) any pedestrian movement paths; and</li> <li>g) ongoing treatment of the balance of the lot, if any, including maintenance of plantings, weed management and soil and water management.</li> </ul>
Does not comply.	<b>Comment</b> – The application provides a plan showing the location of two pedestrian accesses and an aggregate path.

CODES		
E1.0	BUSHFIRE PRONE AREAS CODE	N/a
E2.0	POTENTIALLY CONTAMINATED LAND	N/a
E3.0	LANDSLIP CODE	N/a
E4.0	ROAD AND RAILWAY ASSETS CODE	N/a
E.5.0	FLOOD PRONE AREAS CODE	N/a
E6.0	CAR PARKING AND SUSTAINABLE TRANSPORT CODE	Complies – no changes
E7.0	SCENIC MANAGEMENT CODE	N/a
E8.0	BIODIVERSITY CODE	N/a
E9.0	WATER QUALITY CODE	N/a
E10.0	RECREATION AND OPEN SPACE CODE	N/a
E11.0	ENVIRONMENTAL IMPACTS & ATTENUATION CODE	N/a
E12.0	AIRPORTS IMPACT MANAGEMENT CODE	N/a
E13.0	LOCAL HISTORIC HERITAGE CODE	See assessment below

E14.0 COASTAL CODE	N/a
E15.0 SIGNS CODE	N/a

**ASSESSMENT AGAINST E13 – LOCAL HISTORIC HERITAGE CODE**

The only relevant Standard for Development is:

**E13.6.12 Tree and Vegetation Removal**

Objective: To ensure that the removal, destruction or lopping of trees or the removal of vegetation does not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.	
Acceptable Solutions	Performance Criteria
A1 No acceptable solution.	P1 The removal of vegetation must not: a) unreasonably impact on the historic cultural significance of the place; and b) detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.
-	Council’s Heritage Adviser has advised that, in his opinion, the opening would be better left open without a gate. There is no need for a gate for aesthetic reasons. However, if a gate is required for security reasons, I believe a simple steel gate setback to the line of the back of the brick pier would be acceptable.

<b>Management Objectives</b>
To ensure that new buildings, additions to existing buildings, and other developments which are within the Heritage Precincts do not adversely impact on the heritage qualities of the streetscape, but contribute positively to the Precinct. To ensure developments within street reservations in the towns and villages having Heritage Precincts do not to adversely impact on the character of the streetscape but contribute positively to the Heritage Precincts in each settlement.

SPECIFIC AREA PLANS	
F1.0 TRANSLINK SPECIFIC AREA PLAN	N/a
F2.0 HERITAGE PRECINCTS SPECIFIC AREA PLAN	See assessment below

<b>ASSESSMENT AGAINST F2.0 - HERITAGE PRECINCTS SPECIFIC AREA PLAN</b>
--

The only relevant Standard for Development is:

*F2.5.15 Fences and Gates*

*Objective: To ensure that original fences are retained and restored where possible and that the design and materials of any replacement complement the setting and the architectural style of the main building on the site.*

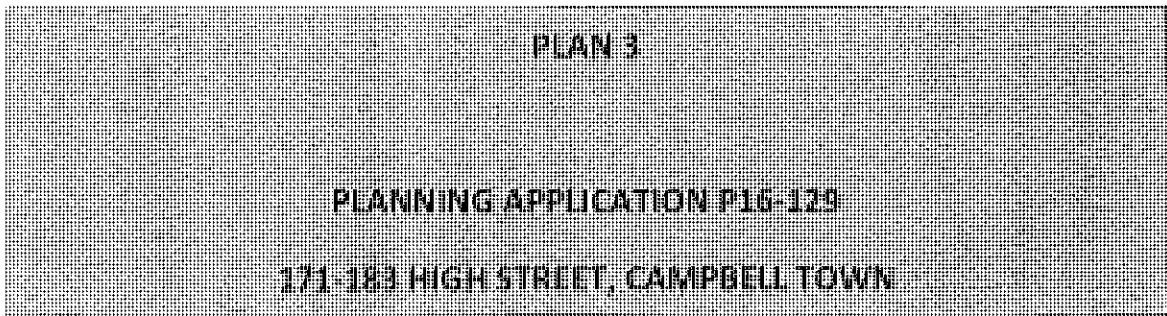
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>
<p>A1.1 Replacement of front fence must be in the same design, materials and scale; or</p> <p>A1.2</p> <p>a) Front fence must be a timber vertical picket fence with a maximum height of 1200mm.</p> <p>b) Side and rear fences must be vertical timber palings to a maximum height of 1800mm.</p>	<p>P1 No performance criteria</p>
<p><b>Comment</b> – Not applicable – a replacement fence is not proposed.</p>	<p>NA</p>
<p>A2 Gates must match the fence, both in materials and design.</p>	<p>P2 No performance criteria</p>
<p><b>Comment</b> - There is not a fence as such - there is a hedge along the boundary. – It is proposed that the gates be of a similar design as the main access gate. The only fencing is in the form of a brick wall at the corner of Logan Rd and Huxtables Lane, otherwise there is a hedge along the frontage. Council's Heritage Adviser recommends that the proposed gate near the brick wall be designed in a style more complementary with the colonial style of the pillars and brickwork, e.g. a simple steel frame with cross bracing in flat steel, backed with square mesh in black or dark charcoal. For compliance with the scheme provisions, the gate at the eastern end will also need to be of this style.</p>	
<p>A3 Screen fences used to separate the front garden from the rear of the house must be of timber or lattice.</p>	<p>P3 No performance criteria</p>
<p><b>Comment</b> – Not applicable – a screen fence is not proposed.</p>	<p>NA</p>
<p>A4 Fences must not be:</p> <p>a) horizontal or diagonal timber slat fences; or</p> <p>b) plastic covered wire mesh; or</p> <p>c) flat metal sheet or corrugated sheets; or</p> <p>d) plywood and cement sheet.</p>	<p>P4 No performance criteria</p>
<p><b>Comment</b> - The proposal complies. The proposed gates are not of the above prohibited designs.</p>	

SPECIAL PROVISIONS	
9.1 Changes to an Existing Non-conforming Use	N/a
9.2 Development for Existing Discretionary Uses	N/a
9.3 Adjustment of a Boundary	N/a
9.4 Demolition	N/a
9.5 Subdivision	N/a

STATE POLICIES
The proposal is consistent with all State Policies.

OBJECTIVES OF LAND USE PLANNING & APPROVALS ACT 1993
The proposal is consistent with the objectives of the <i>Land Use Planning &amp; Approvals Act 1993</i> .

STRATEGIC PLAN/ANNUAL PLAN/COUNCIL POLICIES
<b><i>Strategic Plan 2007-2017</i></b> <i>4.3 – Development Control</i>



**ATTACHMENTS**

**A** Draft amendment and permit

**B** Representations



# NORTHERN MIDLANDS INTERIM PLANNING SCHEME 2013

## AMENDMENT 01/2016

to allow the land at 171-183 High Street, Campbell Town (CT 135815/1)  
to be used and developed for a 24-hour service station and signage  
by amending the Ordinance as follows:

ATTACHMENT A

### CLAUSE 10.2 USE TABLE – GENERAL RESIDENTIAL ZONE

10.2 by adding 'Vehicle fuel sales and service' as a discretionary use class and adding the qualification 'If on CT 135815/1 (171-183 High Street, Campbell Town)'

### CLAUSE E15.5.3 (OTHER SIGN) – PERFORMANCE CRITERIA

P34 by adding '(unless located on CT 135815/6 in which case 'other' signs in the General Residential zone are discretionary)' after 'P34 Other signs can be located in any zone except the General Residential Zone'.

The **COMMON SEAL** of the )  
Northern Midlands Council is )  
affixed hereto, pursuant to the )  
Council's resolution of )  
**18 July 2016** in the presence of: )



**DRAFT**

*D. J. Devereux*  
.....  
Acting Mayor

*[Signature]*  
.....  
General Manager

**Northern Midlands Interim  
Planning Scheme 2013**



**NORTHERN  
MIDLANDS  
COUNCIL**

**DRAFT**

**Planning Permit P16-129**

In accordance with Division 2 of the *Land Use and Planning Approvals Act 1993*, the Northern Midlands Council (Planning Authority) hereby grants a permit for –

**ADDRESS OF LAND:**

171-183 HIGH STREET, CAMPBELL TOWN

P/N: 302301.235  
CT 135815/1

**THIS PERMIT ALLOWS FOR:**

The land at 171-183 High Street, Campbell Town, to be developed and used for a 24-hour service station & signage, in accordance with application P16-129, and subject to the following conditions:

**1 Layout not altered**

The use and development shall be in accordance with the endorsed plans numbered **P1 – P15** (*Drawing No: 1607 Sheet No's: DA01-DA15 Dated: May 2015*) & **D1** *Planning Submission Report by GHD, dated: May 2016*.

**2 Council's Works & Infrastructure Department conditions**

**2.1 Stormwater**

- a) A stormwater connection must be provided to the Council's stormwater system, constructed in accordance with Council standards and to the satisfaction of Council's Works & Infrastructure Department.
- b) Concentrated stormwater must not be discharged into neighbouring properties
- c) Landscaping and hardstand areas must not interfere with natural stormwater run-off from neighbouring properties.
- d) All driveways and hardstand areas must be designed to allow stormwater run-off to be adequately drained to the Council stormwater system.
- e) Prior to the commencement of any works on site the applicant shall provide a design plan and calculations for approval by Council to demonstrate that stormwater from the site can be adequately drained.
- f) A plumbing permit is required prior to commencing any plumbing or civil works within the property.

2.2 Access

- a) A concrete driveway crossover apron must be constructed in accordance with design plans provided to Council.
- b) Access works must not commence until an application for vehicular crossing has been approved by Council.
- c) All works must be done in accordance with Council Standard Drawing TSD-R03 and to the satisfaction of the Works and Infrastructure Manager.

2.3 Municipal standards & approvals

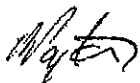
Unless otherwise specified within a condition, all works must comply with the Municipal Standards including specifications and standard drawings. All works must be constructed to the satisfaction of Council. Where works are required to be designed prior to construction, such designs and specifications must be approved by Council prior to commencement of any *in situ* works.

2.4 Works in State road reserve

- a) The developer must obtain a permit from the Department State Growth for any works to be undertaken within the State Road reservation, including any works necessary in relation to access construction, stormwater drainage and/or traffic management control and devices from the proposal.
- b) Application requirements and forms can be found at [transport.tas.gov.au/road/permits](http://transport.tas.gov.au/road/permits), applications must be submitted at least twenty eight (28) days prior to any scheduled works. In accordance with the Roads and Jetties Act 1935, works must not be commenced within the State Road reservation until a permit has been issued.

2.5 Pollutants

- a) The developer/property owner must ensure that pollutants such as mud, silt or chemicals are not released from the site.
- b) Prior to the commencement of the development works the developer/property owner must install all necessary silt fences and cut-off drains to prevent soil, gravel and other debris from escaping the site. Material or debris must not be transported onto the road reserve (including the naturestrip, footpath and road pavement). Any material that is deposited on the road reserve must be removed by the developer/property owner. Should Council be required to clean or carry out works on any of their infrastructure as a result of pollutants being released from the site the cost of these works may be charged to the developer/property owner.



2.6 Works & Infrastructure damage bond

- a) Prior to the application for a building permit, a \$1000 bond must be provided to Council, which will be refunded if Council's infrastructure is not damaged.
- b) This bond is not taken in place of the Building Department's construction compliance bond.
- c) The nature strip, crossover, apron and kerb and gutter and stormwater infrastructure must be reinstated to Council's standards if damaged.
- d) The bond will be returned after building completion if no damage has been done to Council's infrastructure and all engineering works are done to the satisfaction of the Works & Infrastructure Department.

2.7 Naturestrips

Any new naturestrips, or areas of naturestrip that are disturbed during construction, must be topped with 100mm of good quality topsoil and sown with grass. Grass must be established and free of weeds prior to Council accepting the development.

**3 TasWater conditions**

Sewer and water services shall be provided in accordance with TasWater's Planning Authority Notice (reference number TWDA 2016/00785-NMC).

**4 Exterior and security lighting**

Exterior Lighting and Security lighting must be designed, baffled and located in accordance with Australian Standard AS4282-1997 "Control of the obtrusive effects of outdoor lighting" such that no direct light is emitted outside the boundaries of the subject land.

**5 Exposed storage**

Goods, equipment, packaging material or machinery must not be stored or left exposed outside a building so as to be visible from any public road or thoroughfare.

**6 Waste disposal bins**

Waste material storage must:

- a) not be visible from the road to which the lot has frontage; and
- b) use self-contained receptacles designed to ensure waste does not escape to the environment.

**7 Landscaping**

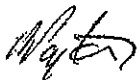
Landscaping works as shown on the site/landscape plan shall be completed prior to the commencement of use and then maintained for the duration of the use.

**8 Parking**

8.1 Surface Treatments

All car parking, access strips manoeuvring and circulation spaces must be:

- a) formed to an adequate level and drained; and
- b) provided with an impervious all weather seal; and
- c) line marked or provided with other clear physical means to delineate car spaces.



8.2 Disabled parking

- a) A minimum of two (2) parking spaces designated for use by persons with a disability must be located closest to the main entry point to the building.
- b) Parking spaces for use by persons with disabilities must be constructed and designated in accordance with Australian Standards AS/NZ 2890.6 2009.

8.3 Taxi bay

Parking shall provide for one (1) dedicated taxi drop-off and pickup space, identified by signage or ground markings.

8.4 Loading bay

Loading bays and access strips must be designed in accordance with *Australian Standard AS/NZS 2890.3 2002* for the type of vehicles that will use the site.

8.5 Bicycle Parking

- 8.5.1 A minimum of two (2) bicycle parking spaces shall be provided for customers and visitors and shall:
  - a) be accessible from a road, footpath or cycle track; and
  - b) include a rail or hoop to lock a bicycle to that meets *Australian Standard AS 2890.3 1993*; and
  - c) be located within 50m of and visible or signposted from the entrance to the activity they serve; and
  - d) be available and adequately lit in accordance with *Australian Standard AS/NZS 1158 2005 Lighting Category C2* during the times they will be used
- 8.5.2 Parking space for residents' and employees' bicycles must be under cover and capable of being secured by lock or bicycle lock.
- 8.5.3 Bicycle parking spaces must have:
  - a) minimum dimensions of:
    - i) 1.7m in length; and
    - ii) 1.2m in height; and
    - iii) 0.7m in width at the handlebars; and
  - b) unobstructed access with a width of at least 2m and a gradient of no more 5% from a public area where cycling is allowed.



DUNCAN PAYTON

**PLANNING & DEVELOPMENT MANAGER**

Date of Decision: 18-Jul-2016

Date of Permit: 19-Jul-2016

***THIS IS NOT A BUILDING PERMIT***

Notes:

- A This permit has no force or effect until such time as the associated Planning Scheme Amendment is approved by the Tasmanian Planning Commission.
- B Attention is directed to Section 39 of the Land Use Planning and Approvals Act 1993: "... representations in relation to that draft amendment may be submitted to the authority by any person before the expiration of the exhibition period referred to in [section 38\(1\)\(a\)](#) ... 28 days (or a longer period agreed to by the planning authority and the Commission) from the date, specified in the notice, on which the public exhibition of those documents is to begin." (The authority is the Northern Midlands Council.)

# ATTACHMENT B

To whom it concerns,

I have just found out that there is a proposal to install a 24 hour service station in close proximity to my home. I have Acute Lymphoblastic Leukemia and my health will be put in danger in fact the proposed development could kill me with the type of fumes, chemical run off, stress of dealing with just the thought about the changes to the quality of the environment. If this was to happen my family will live anyone and everyone involved. I don't want my life shortened in any way that is not fair, I moved to my property with full knowledge of the levels of air quality etc and accepted these to be of a safe level. No company has the right to raise the risk to my life please make sure this proposal does not happen I don't want to do any earlier than absolutely necessary.

Yours truly,

*[Signature]*

Barry Gene Neal

21 Torless Street

Campbell Town TAS

7210

NORTHAMPTON COUNCIL	
File #	
Pr #	
Attachments	
READ	1 AUG 2016
CITY CLERK	
SEARCHED	INDEXED
SERIALIZED	FILED
AUG 2 2016	
NORTHAMPTON	

2 August 2016

Our ref: E305926

The General Manager  
Northern Midlands Council  
PO Box 156  
LONGFORD 7301

*Via email: council@nmc.tas.gov.au*

Dear Sir

**REPRESENTATION – DRAFT PLANNING SCHEME AMENDMENT 01/16 & DEVELOPMENT APPLICATION P16-129 – 24 HOUR SERVICE STATION & SIGNAGE - 171-183 HIGH STREET, CAMPBELL TOWN**

On behalf of our client, Caltas Pty Ltd, we wish to make representation to the proposed 24-hour Service Station and Signage at 173-183 High Street, Campbell Town (Cnl Ref Amendment 01/16 & P16-129).

Caltas is part of the Bonney Group, is one of the largest privately owned companies in Tasmania. Through a subsidiary company (Lloyds North Water Ptd Ltd), the Bonney Group owns the property at 184 High Street (former Service Station site) on the other side of High Street from the proposed development. On behalf of Caltas, Entura has been in consultation with Council and DIER regarding proposing a similar 24-hour unmanned fuel facility development, albeit specifically targeted towards expanding Caltas' carded network throughout the state. We intend to lodge our application in the near future.

We would stress that we consider that these facilities could both be established with fair and equitable use of public land and are not mutually exclusive.

Our points of representation are as follows:

- **Amendment 01/16**

We support the concept of the draft amendment as a site specific amendment to allow for the use of Vehicle Fuel Sales and Service. However, it is difficult to consider that a 100 seat restaurant is integral and subservient to a service station. We believe that, in accordance with Clause 8.2.5 of the *Northern Midlands Interim Planning Scheme 2013*, the uses should be separately considered, and the amendment expanded to include Food Services.

- **Development application P16-129**

We object to the proposed changes to the traffic management arrangements on High Street and the alteration to the aprons and access to 184 High Street. We believe that the introduction of the turning lane to the southern entry of the proposal site and the changes to the driveways to Caltas's site will unreasonably restrict the development potential of Caltas' site.

Irrespective of the success of Caltas' future application, the current zoning for 184 High Street allows for a number of uses and subdivision potential, all of which would be detrimentally affected by restricting access to the site as proposed.

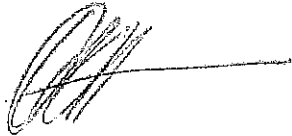
It is considered that this lack of consideration would not constitute orderly and sustainable planning outcomes for the area. It would be unreasonable to argue that such potential should not be considered when it is the exact same potential as the subject of this application.

We believe that access arrangements could be modified to satisfy our concerns.

We appreciate the opportunity to make comment on the above application and are willing to discuss opportunities for mutually beneficial outcomes when addressing these points.

I can be contacted on the below details.

Yours sincerely

A handwritten signature in black ink, appearing to read 'DM', with a long horizontal line extending to the right.

Daniel Marr  
Senior Land Use Planner  
m 0439 323 309  
e daniel.marr@entura.com.au



TO WHO IT MAY CONCERN

OUR NAMES ARE ANDREW & MICHELLE STEELE

WE BROUGHT A BLOCK OF LAND AT 68-80 FORSTER ST CAMPBELL  
TOWN

TO RETIRE BUT NOW WE HEAR THERE IS A UNITED SERVICE STATION  
BEING PUT 171-183 HIGH STREET CAMPBELL TOWN WHICH IS RIGHT  
BEHIND OUR LAND WE ARE NOT HAPPY ABOUT IT.

WE WERE GOING THERE THINKING IT WOULD BE NICE FOR OUR  
GRANDKIDS TO VISIT AND STAY WITH US BUT NOW I AM WORRIED  
ABOUT ALL THE TRAFFIC THAT IS GOING TO BE AROUND US

James and Kellie Steele

52-66 Forster Street

Campbell Town

jamesnkel@hotmail.com

0477037730

16/08/2016

CAMPBELL TOWN COUNCIL	
PLANNING	
RECEIVED	
17 AUG 2016	
✓	
	✓

To Whom It May Concern,

I am writing in regards to concerns that my husband and I have about the Combined Application for a Planning Scheme Amendment and Planning Application for a Service Station for 171-181 High Street Campbell Town. We own the property directly behind this proposed development. We have submitted and been approved to build our house. We have built our out building and were due to commence building on the house. However, that has been stopped as a result of this proposal. When purchasing our property, we reviewed the properties surrounding us and saw that they were zoned General Residential. In my mind "Residential" zoning would be houses built on these pieces of land and that was perfectly acceptable to us so we went ahead with the purchase. What is not acceptable is living next door to a 24hr truck stop.

We have read the reports and would like to state our conclusions and objections. The report only provides non-site specific information supporting the case for such a development in Campbell Town. It does not advance the case specifically relating to locating such a large intrusive development on the proposed location in a General Residential Zone where it is not a permitted use for very valid planning reasons.

An analysis of the permitted and discretionary uses of the General Residential Zone [Table 4.3] shows that other than the permitted Residential use, Discretionary uses are all of a quieter less intrusive nature and more specifically are uses that are predominately limited to daytime and/or evening use, not noisy intrusive 24 hours a day businesses. We suggest that this proposal represents a significant divergence from the characteristics and impacts of existing discretionary uses.

There are alternative sites nearby on the southern edge of Campbell Town where such a development could be located, providing the suggested benefits to the town and District, without imposing a large, intrusive 24hr, 7 days a week, 365 days a year commercial development adjacent residents in a long established residential zoned area.

We also have concerns regarding potential for soil and water pollution. There has been fuel testing done on the site in regards to the Service Station that was formerly across the highway from this

site. The company doing the testing informed me that there was existing contamination on the western side of the property from prior spills and leaks, though there was no contamination near our boundary with the property. I am aware that as service stations age the underground fuel tanks not infrequently develop leaks to the surrounding soil and groundwater. These leaks are difficult to detect in their early stages and hard to seal. At the end of life tanks are removed and the resultant pit is often required to be left open to ventilate fuel pollution in the soil to the air. This strikes me as a further longer-term potential impact arriving from this specific use that is not desirable/acceptable in an area zoned and used for residential purposes.

We have already planted an orchard at considerable expense to us. We garden organically and feel we should be entitled to grow and eat organic food from our property without any contamination from surrounding property and cannot see how you could guarantee this would be the case with this development directly next to us.

There is no specific noise assessment provided to support/justify the reports claims that the noise levels associated with 24-hour truck movements is acceptable in a residential area with adjacent houses. The development would necessarily involve cars and heavy trucks (including using air brakes), accelerating and changing gears in the proximity of the residences, as well as the noise of idling diesel trucks particularly at night. This proposal would represent a significantly higher level of noise than that of moving traffic along the road at a steady speed. For the General Residential Zoned properties at the rear of the proposed development (Our property and my In-laws property next door) the development would also represent a significant increase in noise levels, given the proposed movement of and parking of trucks through and at the rear of the property.

The current proposal to fence the development property adjacent from the residential properties using 1.8m high colour bond fencing does not provide for a significant reduction in noise impact. Should the rezoning and development be considered for approval we would be demanding that a higher brick/masonry boundary wall be constructed to provide a more effective noise barrier.

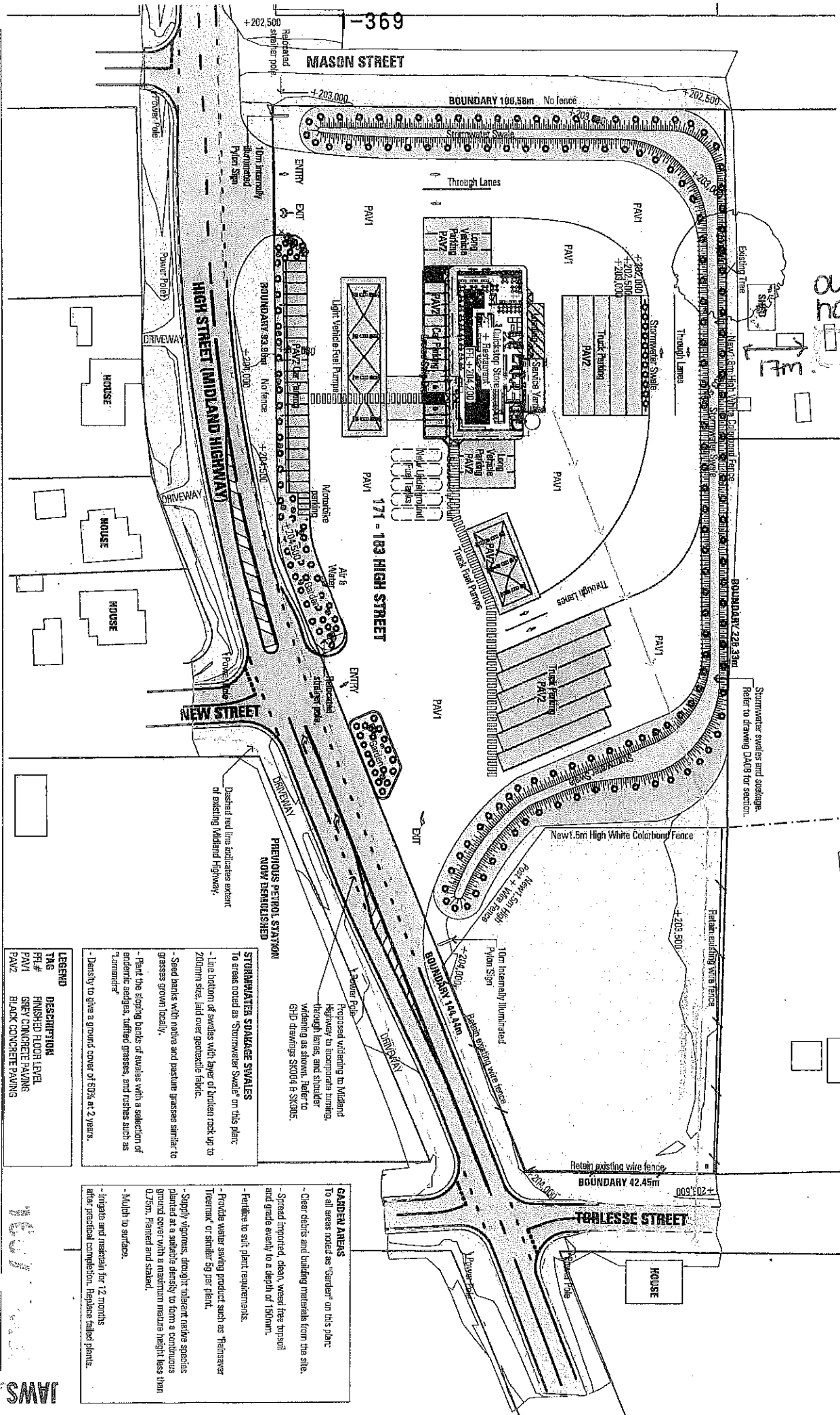
As to light pollution, large high level commercial signs that are lit through the night to service the 24Hr a day business are not consistent with nor desirable in a General Residential Zoning and even if the development site itself were to be rezoned, the signs, illuminated through the night, would be inconsistent with the reasonable expectation of quiet enjoyment of the land by the residents. The orientation of the parking bays will involve high intensity light pollution and more diffuse light pollution through the night impacting on all our residences. Proposed screening trees are not an adequate solution. Large trucks and cars leaving the site throughout the night will periodically flood residences east and west of high street with intense moving light from headlights sweeping across the residences. These characteristics of the development represent a significant increase in intrusive light pollution entering the houses relative to vehicles moving along the road.

As to the noise pollution, we note the application is for a 24-hour service station- Not a service station opening between 6am and 10pm as assessed in the GHD Traffic Impact Assessment Report

presented as Appendix A. Night time noise and light pollution impacts on adjacent residences in the General Residential Zone are particular concerns that are not adequately considered in the Traffic Impact Assessment.

This will also have financial repercussions for not just ourselves, but for all the properties adjoining this development as our property values will decrease and we will have a very difficult time trying to sell our properties, as who would want or choose to live next to a development such as this. I also have grave concerns over safety issues. My husband lives away a lot for work and it would be just myself and our daughters at home. I am extremely uncomfortable with strangers coming within such a close proximity (you can see from our approved building permit that our house is 17 metres away from the fence of this development) to my home 24 hours a day, 7 days a week, 365 days a year. If this development was here prior to our purchase, there is no way we would have chosen this property and to have it forced on us is immoral and unjust.

Kellie and James Steele



our house  
↑  
4m

Stormwater swales and suckage.  
Refer to drawing DA08 for section.

**NORTHERN MIDLANDS COUNCIL**  
This document forms part of  
Planning Permit P16-429  
Issued on 18-Jul-2015  
(P1 - P15)

**UNITED PETROLEUM CAMPBELL TOWN**  
171 - 183 High Street, Campbell Town, TAS

**LEGEND**

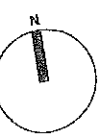
TAG	DESCRIPTION
FFL#	FINISHED FLOOR LEVEL
PAV1	GREY CONCRETE PAVING
PAV2	BLACK CONCRETE PAVING

**STORMWATER SWALES**  
To areas noted as "Stormwater Swale" on this plan:

- Line bottom of swales with layer of broken rock up to 200mm size, laid over geotextile fabric.
- Seed banks with native and pasture grasses similar to grasses grown locally.
- Plant the sloping banks of swales with a selection of endemic sedges, tufted grasses, and rushes such as "Lomandra"
- Density to give a ground cover of 60% at 2 years.

**GARDEN AREAS**  
To all areas noted as "Garden" on this plan:

- Clear debris and building materials from the site.
- Spread imported, deep, weed free topsoil and grade evenly to a depth of 150mm.
- Fertilize to suit plant requirements.
- Provide water saving product such as "Rainwater Treater" or similar 5g per plant.
- Supply vigorous drought tolerant native species planted at a suitable density to form a continuous ground cover with a maximum mature height less than 0.7m. Planted and staked.
- Mulch to surface.
- Irrigate and maintain for 12 months after practical completion. Replace failed plants.



**DATE** 13/20 @ A3

DATE	BY	DESCRIPTION
MAY 2015	DAVID BUTTON	CONCEPT SITE + TRAFFIC PLAN
16/07 DA03	DAVID BUTTON	OF 15 DRAWINGS

**CONCEPT SITE + TRAFFIC PLAN**  
1607 DA03  
OF 15 DRAWINGS

1-370

Newspaper article titled "Population priority in Northern Midlands"

Not circulated – subject to copyright

**PLAN 4**

**PLANNING APPLICATION P16-061**

**530 WHITE HILLS ROAD, EVANDALE**

**ATTACHMENTS**

- A**      Application & plans, correspondence with applicant
  
- B**      Representations & applicant's response

1-372  
PLANNING APPLICATION  
Proposal

ATTACHMENT A

Description of proposal: .....

Artist Studio in removeable outbuilding  
& parking for mobile bus to conduct professional services

(attach additional sheets if necessary)

Site address: 530 White Hills Road, Kelbia

ID no: ..... and/or Council's property no: .....

AND/OR

Area of land: 6.700 ha/m<sup>2</sup> and/or CT no: .....

Estimated cost of project \$6,000 (include cost of landscaping, car parks etc for commercial/industrial uses)

Are there any existing buildings on this property? Yes /  No  
If yes - main building is used as .....

If variation to Planning Scheme provisions requested, justification to be provided:

See attached

(attach additional sheets if necessary)

If outbuilding has a floor area of over 56m<sup>2</sup>, or there will be over 56m<sup>2</sup> of outbuildings on the lot, or is over 3m at apex in residential zone, details of the use of the outbuilding to be provided:

See attached

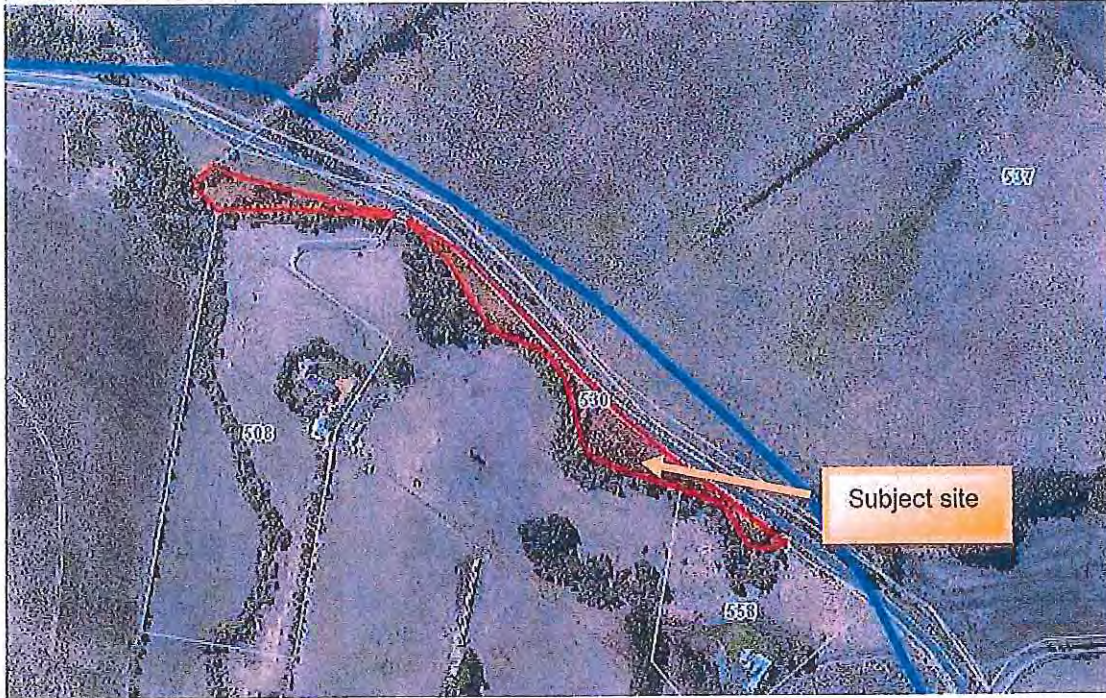
External colours: See attached  
(attach additional sheets if necessary)

Is any signage required? No (if yes, provide details)

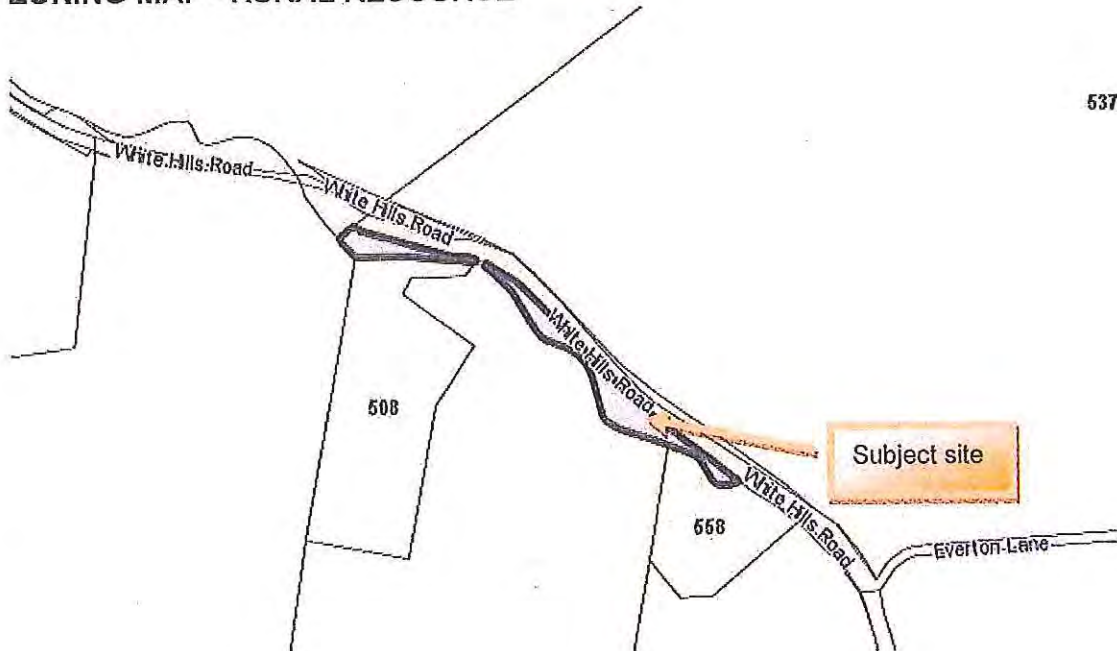
Exhibited



AERIAL PHOTOGRAPH & SERVICES MAP for 530 WHITE HILLS ROAD, EVANDALE



ZONING MAP - RURAL RESOURCE



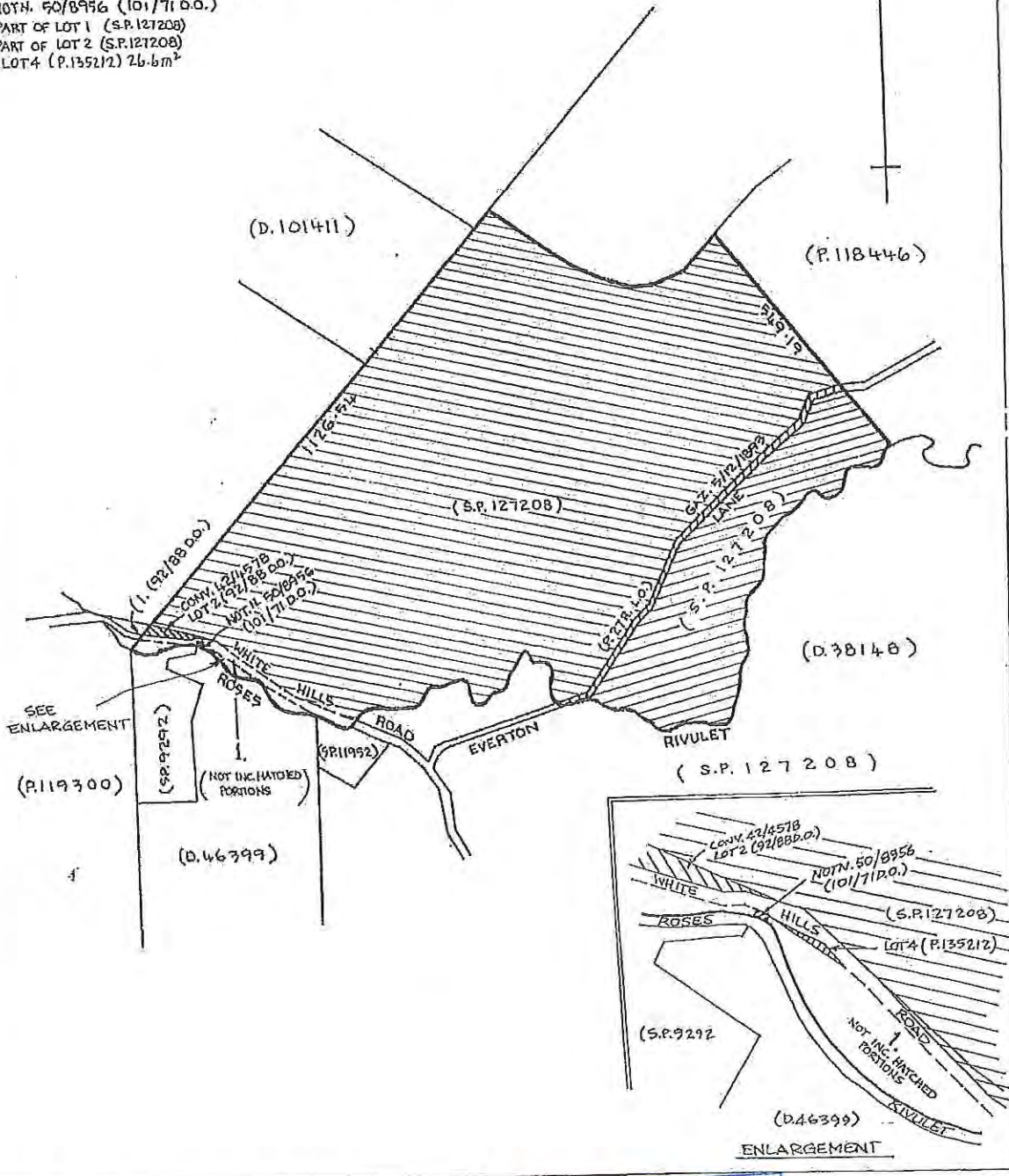
Exhibited

OWNER  FOLIO REFERENCE F/R 127218-1  GRANTEE PART OF 738 ACRES GTO TO JOCELYN BARTHOLOMEW THOMAS	PLAN OF TITLE  LOCATION CORNWALL EVANDALE	REGISTERED NUMBER <b>P136174</b>
	FIRST SURVEY PLAN No. 6714368 (1stLY Desc.) COMPILED BY L.T.O.  SCALE 4: NOT TO SCALE LENGTHS IN METRES.	APPROVED .. 6 AUGUST 2001 <i>Alice Kawa</i> Recorder of Titles
MAPSHEET MUNICIPAL CODE No. 123 (5240)	LAST UPI No FJZ 86	LAST PLAN No. P.127218
ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN		

BALANCE PLAN

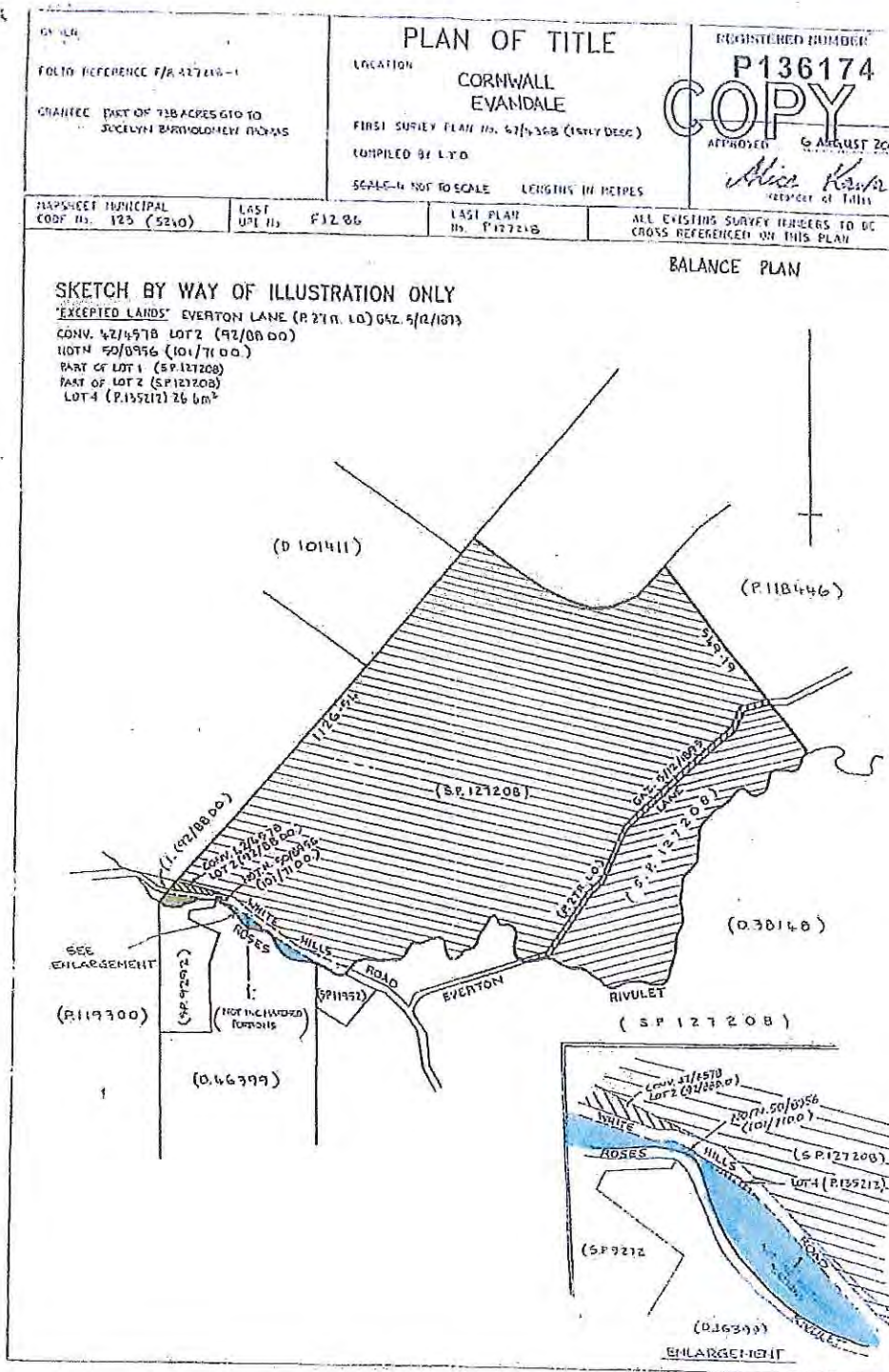
SKETCH BY WAY OF ILLUSTRATION ONLY

EXCEPTED LANDS: EVERTON LANE (P.271 R. LD) GAZ. 5/12/1893  
 CONV. 42/4578 LOT 2 (92/88 D.O.)  
 NOTN. 50/8956 (101/71 D.O.)  
 PART OF LOT 1 (S.P.127208)  
 PART OF LOT 2 (S.P.127208)  
 LOT 4 (P.135212) 26.6m<sup>2</sup>



Exhibited

Title Plan



Exhibited

Description of Proposal for use of land @

530 White Hills Rd., Relbia

(reference number: 136174 folio 1)

**Business & Professional Services Artist's Studio**

I am looking to purchase the above mentioned block of land which includes a mobile bus parked on the land, however I need to have my intended use of the land & vehicle approved within existing council planning & environmental guidelines.

I currently own a residence at; 8 Bond Street, Kings Meadows where I live with my wife & daughter and have conducted my music production business from a bedroom for seven years. However due to the impending birth of my second baby I no longer have the space available on a suburban block for my studio.

It is my intention to purchase the aforementioned land & bus to use for the production of my music, which I then perform at gigs and festivals both locally, nationally & overseas. I would not require bathroom or waste water facilities as I intend to use a self-composting toilet for urgent calls of nature (see attached).

I would initially use power connection to the national grid, but as soon as practicable use solar or generator power. The block would also house a shipping container to ensure security for my electronic equipment when I was not present on site, this outbuilding would be completely removeable (by crane) and would not necessitate a concrete footing of any description.

The site would not require permission for overnight use, as I reside so close to the site.

The site at 530 White Hills Road is currently zoned Rural Resource but I believe discretionary use within this zone under

Exhibited

the use class 'business & professional services' would be the closest to the use necessary because although no business would actually be conducted on the site or customers be visiting, the production of electronic music that I sell from other venues (as previously described) would be greater than recreational use as I derive my living from this pursuit.

Exhibited

## Proposal

### Description of proposal:

Artist Studio (See attached sheet)

### Site address:

530 White Hills Rd., Relbia

(reference number: 136174 folio 1)

**Area of land:** 6700m<sup>2</sup>

**Estimated Cost of Project:** \$6,000

**Are there any existing buildings on the property?** Yes/ No

**If variation to Planning Scheme provisions requested, justification to be provided:**

Under Provision 6 of the Interim Planning Code the proposal would normally be a considered a "minor structure or outbuilding" and as such be exempt from requiring a permit under this scheme. However Provision 6.5.2 requires a the construction to need a variation if

- . (b) the setback from all property boundaries is not less than 30m;
- . (c) no part of the building or works are located within 30m of a wetland or watercourse;
- . (e) the building or works are not located on prime agricultural land.

the proposal is

- b) not 30m from the front boundary but is concealed by an existing hawthorn hedge.
- c) barely 30m from a watercourse, however the proposal will not have an adverse affect on the watercourse and be considered a low risk to mitigate from flooding,
- e) the prosed building or works are on agricultural land that is considered unviable for sustainable agricultural purposes

In compliance with the purpose of the rural resource zone the proposed use of the land will:

- . 26.1.1.2 provide for development that does not constrain or conflict with resource development uses.
- . 26.1.1.3 provide for economic development that is compatible with primary

Exhibited

industry, environmental and landscape values.

The Interim Planning Scheme supports "Professional and other business services that meet the needs of rural populations are supported where they accompany a residential or other established use and are located appropriately in relation to settlement activity centres and surrounding primary industries such that the integrity of the activity centre is not undermined and primary industries are not unreasonably confined or restrained."

As the size & nature of the land make it unsuitable for sustainable agricultural use and the visual impact of the proposal will not adversely affect the surrounding primary industries or landscape I humbly request that the proposed use be considered favourably.

I believe the outstanding natural beauty of the area make it an inspirational setting for artist activity and as such I believe my business could be mutually beneficial to both myself and the local community. It is therefore in my own best interests to ensure that "the visual impacts of the proposed use and development within the rural landscape will be minimised such that the effect is not obtrusive."

So for all these reasons I believe a discretionary permit could be permitted.

**If outbuilding has a floor area of over 56m<sup>2</sup>, or there will be over 56m<sup>2</sup> of outbuildings on the lot, or is over 3m at apex in residential zone, details of the use of the outbuildings to be provided:**

No outbuilding has a floor area of over 56m<sup>2</sup> as the shipping container has a total floor area (when folded out including deck) of 44.5935m<sup>2</sup>,  
nor there will be over 56m<sup>2</sup> of outbuildings on the lot as only one shipping container is planned, nor is the container over 3m at apex being 2.4384m high

**External colours:** To blend with environment (see attached pictures)

**Is any signage required?**

No

Exhibited

- My proposed use demonstrates that the risk to life, property and the environment will be mitigated to a low risk level in accordance with the risk assessment in E5.7. under the AS/NZS 4360:2004 Risk Consequence and Likelihood Matrix Table
- Consequence Criteria - Minor loss the contents of the artists studio would be easily replaceable items of little individual value.
- Likelihood - Annual Exceedance Probability 1:50 (2%) Unlikely - the creek has a history of bursting its banks on rare occasions and then only to a level of just over the neighbours entrance road. Placing the outbuilding above this line would mitigate the likelihood of flooding.

#### E6 Car parking and Sustainable Transport Code

- Adequate parking & provision for turning will be located within the layout
- As the proposal is for a sole operator the minimum access of a width of 3 metres is currently exceeded,

#### E9 Water Quality Code

In my proposal

- native vegetation will be retained within 40m of the watercourse on the property,
- there is no intention in the proposal to fill, pipe or channel the existing watercourse except to provide a culvert for access purposes within the existing property
- all stormwater will be diverted to an on-site system that contains stormwater within the site

No 'buildings' as such are being planned, just parking of a vehicle (the bus) & an outbuilding (the shipping container) up to 40m & apex less than 3m,

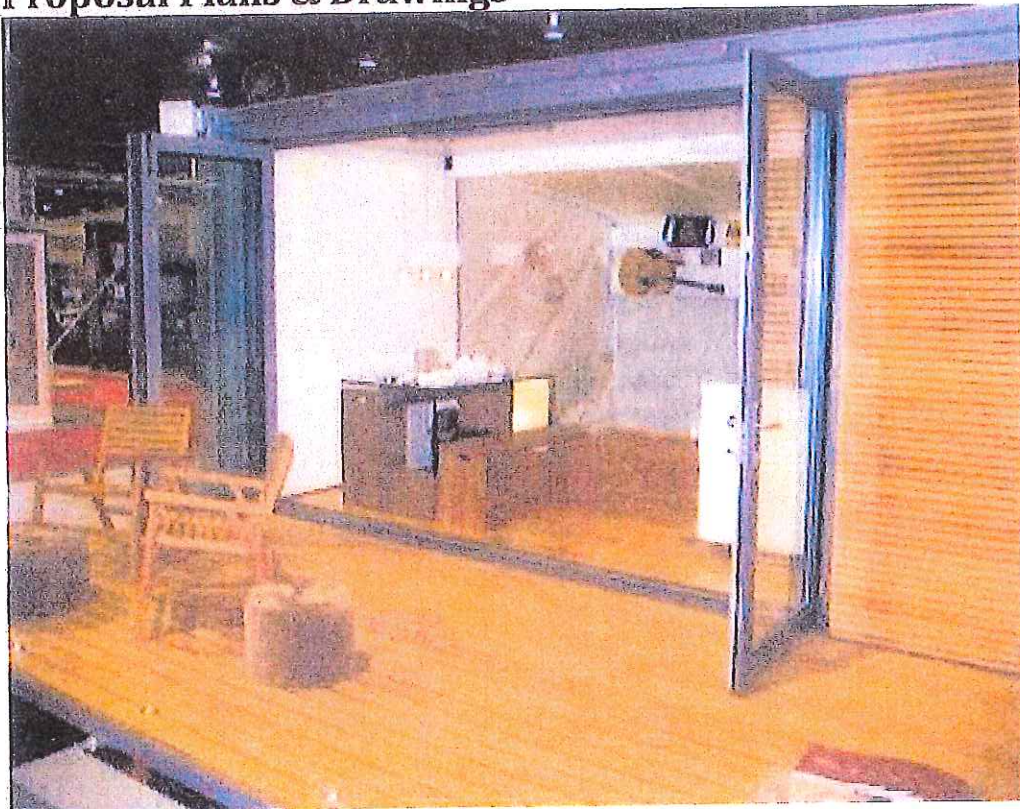
ENTRANCE GATES



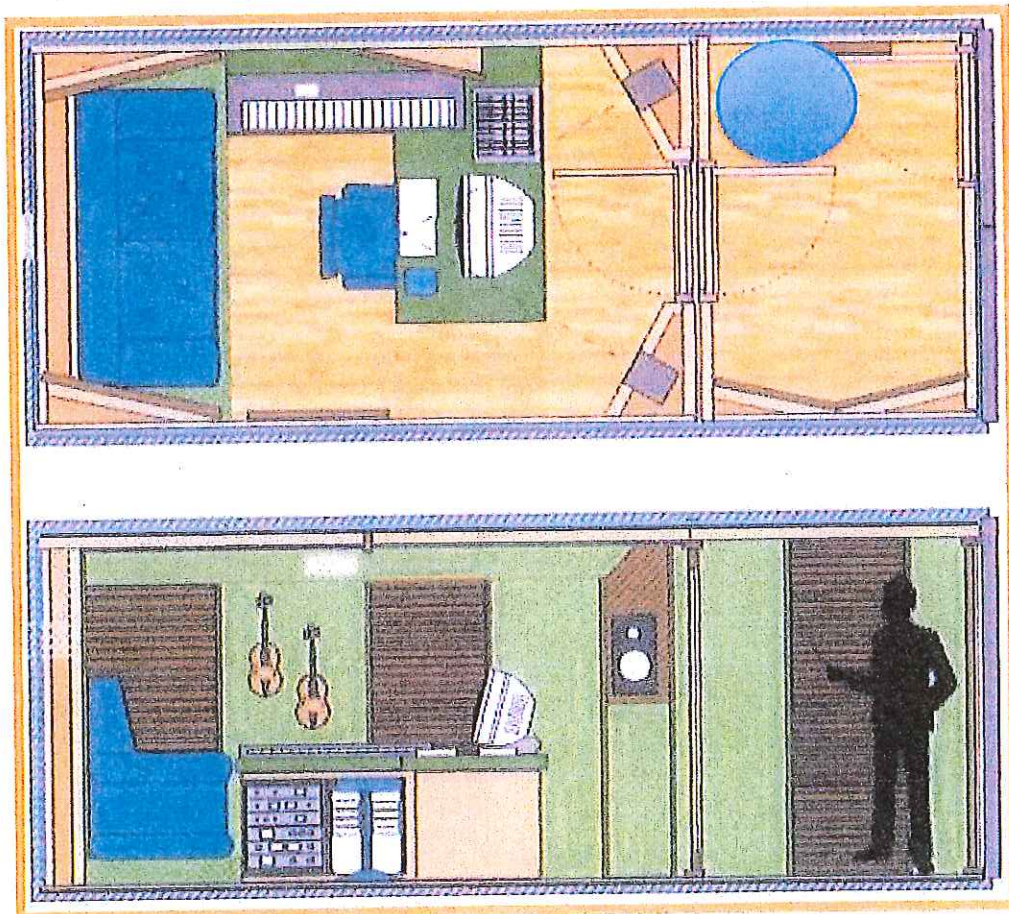
Exhibited



### Proposal Plans & Drawings



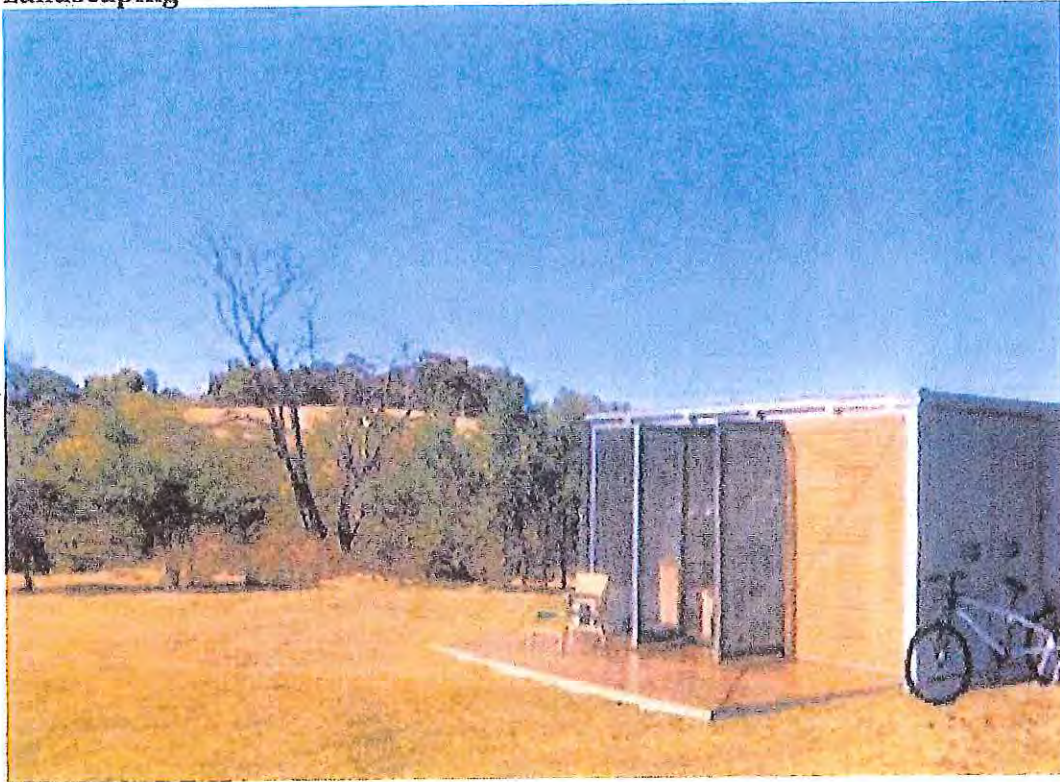
Floor Plan



Exhibited

## Landscaping & Plans

### Landscaping



There is no plan to alter existing landscape as the importance of maintaining the creek environment & current native planting enhances the artistic nature of the site.

The existing hawthorn hedge provides effective screening from both the road and fellow residents and there is no wish to impact other land holders as the proposal has a line of sight no higher than the existing vehicle.

However the site & existing hawthorn hedge would be tidied and new gates added that would be more in keeping with the existing environs. The existing entrance and car parking would be sufficient for a sole trader as no customers would need to access the site.

The proposed use of the land would not, I believe, contravene current planning guidelines & I refer to the following relevant planning scheme codes below:

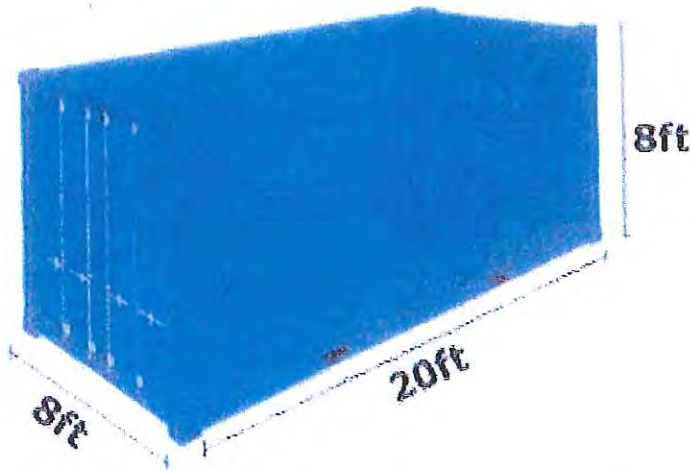
#### E4 Road & Railway Assets Code,

- The proposed use will not include a new access or junction for the adjacent road
- The existing access complies with the Safe Intersection Sight Distance shown in Table E4.7.4

#### E5 Flood Prone Areas Code,

Exhibited

Elevations



20' GP Container Dimensions

		Millimetres	Feet
Inside Dimensions	Length	5885	19'4"
	Width	2350	7'8"
	Height	2403	7'10"
Door Opening	Width	2338	7'8"
	Height	2292	7'6"
Weight		Kilograms	Pounds
	Max. Gross	24000	52910
	Tare	2150	4740
Capacity	Max. Payload	21850	48170
		Cube Metres	Cube Feet
		33,150	1170

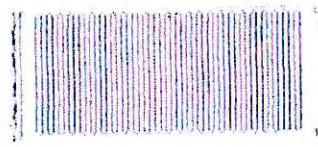
side walls



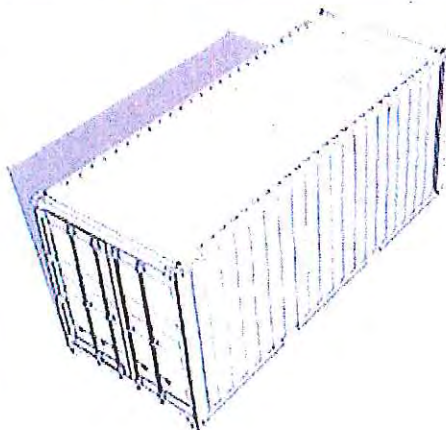
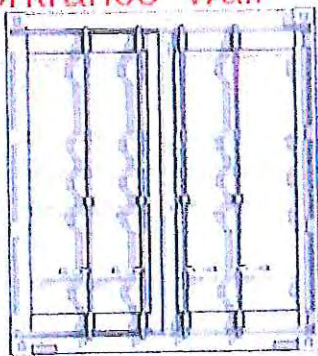
end wall



roof & floor



entrance wall



Exhibited

**Specifications**

Recycled shipping container 2.4384m x 6.096m x 2.4384m high  
 Reinforced double glazed bi-fold doors 2100mm x 2700mm x 2mm  
 Full weld on all external openings – min C2 rating

**Insulation:**

50mm EPS internal wall & ceiling insulation.

**Floor**

Plywood sheets 1220x2440x28mm  
 Minimum 19 plies Hardwood  
 Screws M8x45 16 electro zinc plated

**Internals**

Timber door, stud wall & slatted screen

**Electrical components**

Electrical fit out  
 4 double power points  
 2 dome internal lights  
 Internal sub board  
 External junction box  
 Security system

**Bathroom**

Self composting toilet (see details below)  
 Internal vent for roof

With Sun-Mar the choice is as simple as the solution...

We have a Sun-Mar waterless toilet system for every living situation; Caravans, Boats, Weekenders, Granny Flats, Sheds, Queenslanders, you name it!

Our Sun-Mar products also meet your access to or preference of water and power consumption – mains or solar powered – microflush or a completely waterless toilet system.

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[Product selection guide](#)



[How do composting toilets work?](#)



**Economical and Ecological**

Sun-Mar's composting toilets are the most technologically advanced systems available in the market. We offer the widest variety of waterless and flushing pedestal options. You can choose between urine diverting, microflush and 100% waterless operation.

A Sun-Mar is perfect for the vacation home or as an additional toilet. They are even better as your full-time use system inside your home. As the price of water and sewerage connection increases, managing your home's water supply and output has never been so easy. It's the best eco toilet choice available.



Sun-Mar Compact

AU\$2,200.00



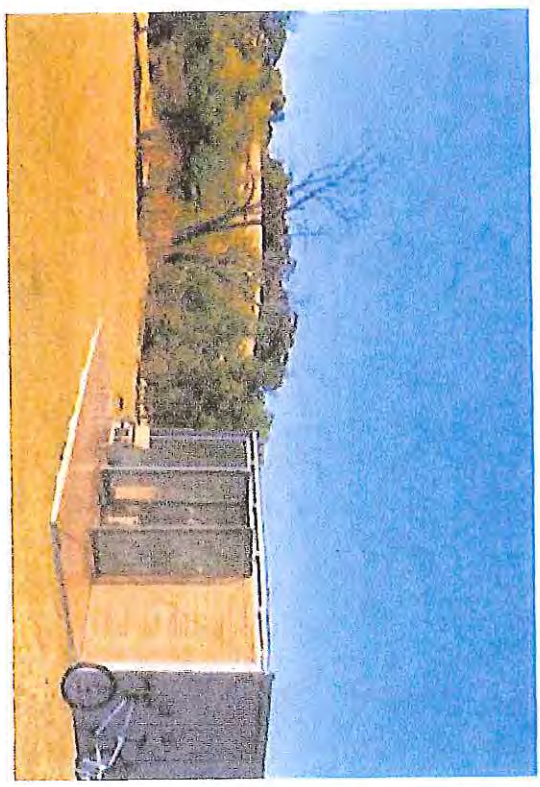
# Additional Information for Planning Application P16-061

## Artist studio & parking for mobile bus to conduct professional service at 530 White Hills Road, Evandale

1-385



Version 2

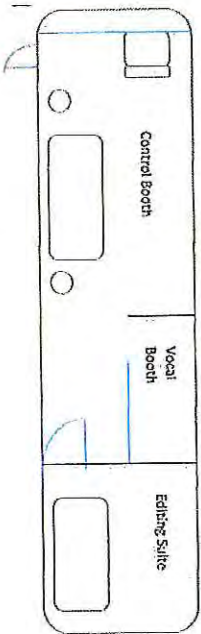
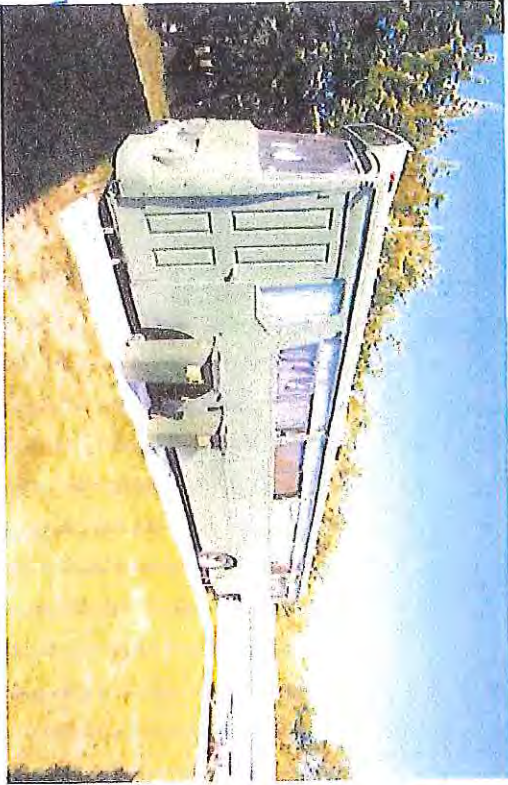


Exhibited

### Use of Bus

#### Details regarding the proposed use of the existing bus on site

The use of the existing bus on the site is for the parking of a mobile artist studio, which can be used at gigs or for the purpose of education, teaching sound recording at schools and colleges. The current mobile home will be gutted, the bed and kitchen facilities removed and audio equipment installed to suit the purpose. The bus will be regularly parked on the current site between gigs and teaching commitments.



Potential Layout of vehicle

Exhibited

530 WHITE HILLS ROAD



SITE LOCATION

## **Submission addressing clause 26.4.1 P2 (a-e) of the Rural Resource Zone addressing setback variations and the likely impact on surrounding agricultural uses. Submission**

The following submission addresses clause 26.4.1 P2 (a-e) of the Rural Resource Zone addressing setback variations and the likely impact on surrounding agricultural uses.

Although the setback of the proposed outbuilding is not in keeping with the surrounding properties the proposed setback use meets the requirement of clause 26.4.1 p2 (a-e) of the Rural Resource Zone in that it is not likely to constrain adjoining primary industry operations having regard to the following:

### **The topography of the land**

The proposed development would not impact the relief features or surface configuration of the land in any way. As no footings are required and all studios can be moved without incidence. There is also no need for waste water disposal as the proposal includes a self composting toilet.

### **The buffers created by natural or other features**

The existing buffers to the property & surrounding properties are to the south, east & west of the property a creek; Roses Rivulet and to the north a hawthorn hedge bordering the road. The proposed development would not impact these existing buffers in anyway. In fact the nature of the development relies on the upkeep of these existing buffers to ensure the inspirational nature of the land.



### **The location of development on adjoining lots**

The proposed development would not impact the location of development on adjoining lots as adjoining lots are not impacted physically by loss of access or aesthetically by the unobtrusive nature of the proposed development which will be painted in a colour which ensures it blends with the existing environment.

### **The nature of existing and potential adjoining uses**

The proposed development would not impact the nature of existing and potential adjoining uses as there will be no visual impact from the road of the development other than a neatening of the existing entrance gates.

**The proposed development is able to accommodate a lesser setback to the road having regard to:**

#### **i) the design of the development and landscaping;**

The proposal is designed (in fact relies upon) unobtrusive development and landscaping to ensure the integrity of the current site, as it is this that makes the site suitable for artistic endeavor and maintains security. For this reason the colour of the studios will blend in with existing vegetation and minimize the visual impact on the environment.

#### **ii) the potential for future upgrading of the road;**

The potential for future upgrading of the road is not diminished as all proposed studios can



be removed at any stage without physical impact on the site (bus by driving away, studio by crane) as there are no footings or permanent fixtures. In addition the road is setback approximately a further 5 metres from the boundary to the property which allows a three car width gap for potential upgrading without impacting the proposal.

**iii) potential traffic safety hazards;**

The proposal is for a sole trader and as such will not increase the use of the existing entrance in any way. For this reason the proposal would pose no traffic safety hazard.

**iv) appropriate noise attenuation.**

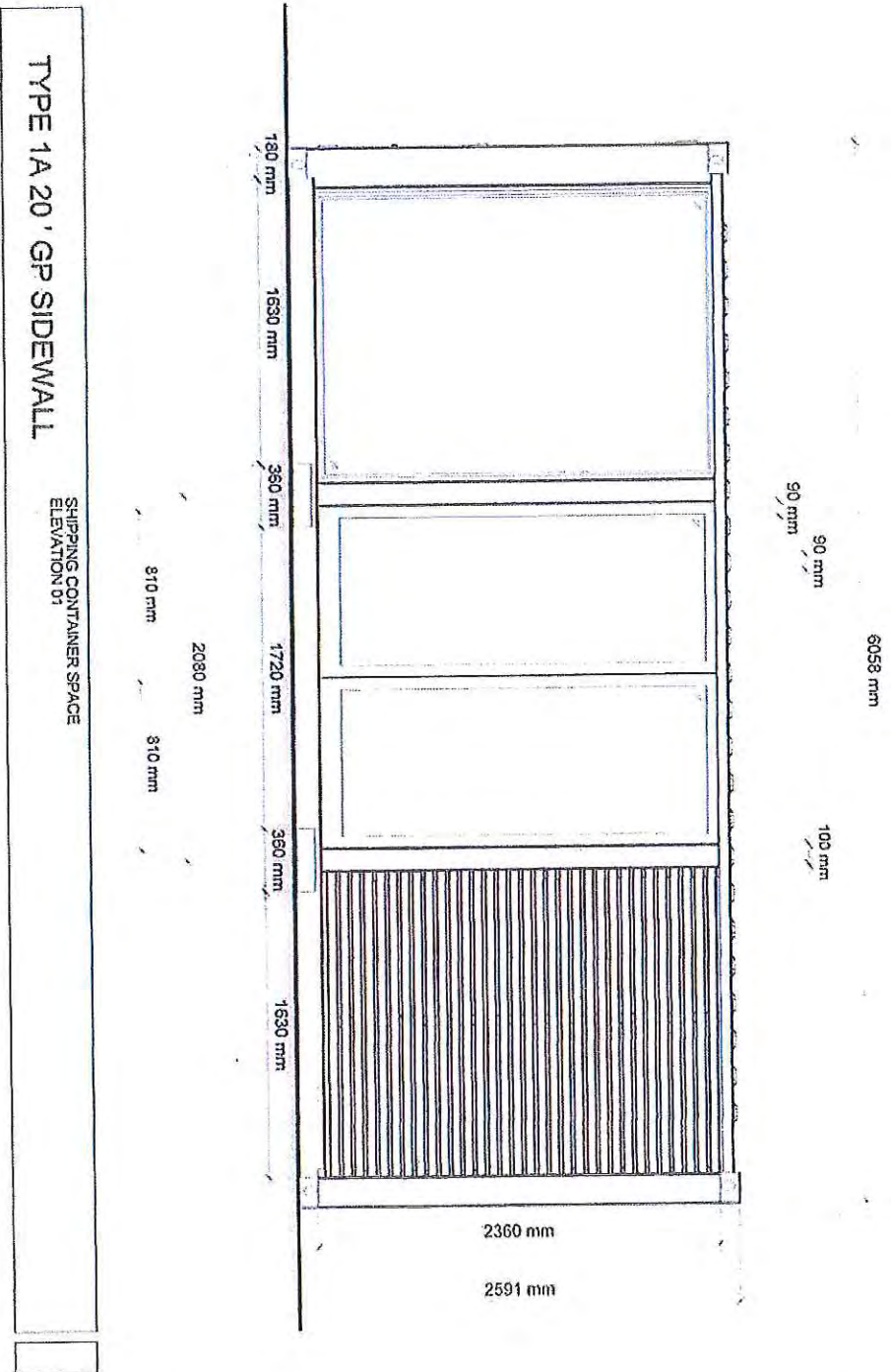
The proposed use is for transference of an existing business that has operated on a suburban block for 7 years with no noise complaints with a dwelling being located no more than 10 metres away from the studio. For this reason the proposed use of the site for the purpose outlined will cause no nuisance to surrounding properties that are located more than 30 metres away.



Exhibited

1-391

# Elevations

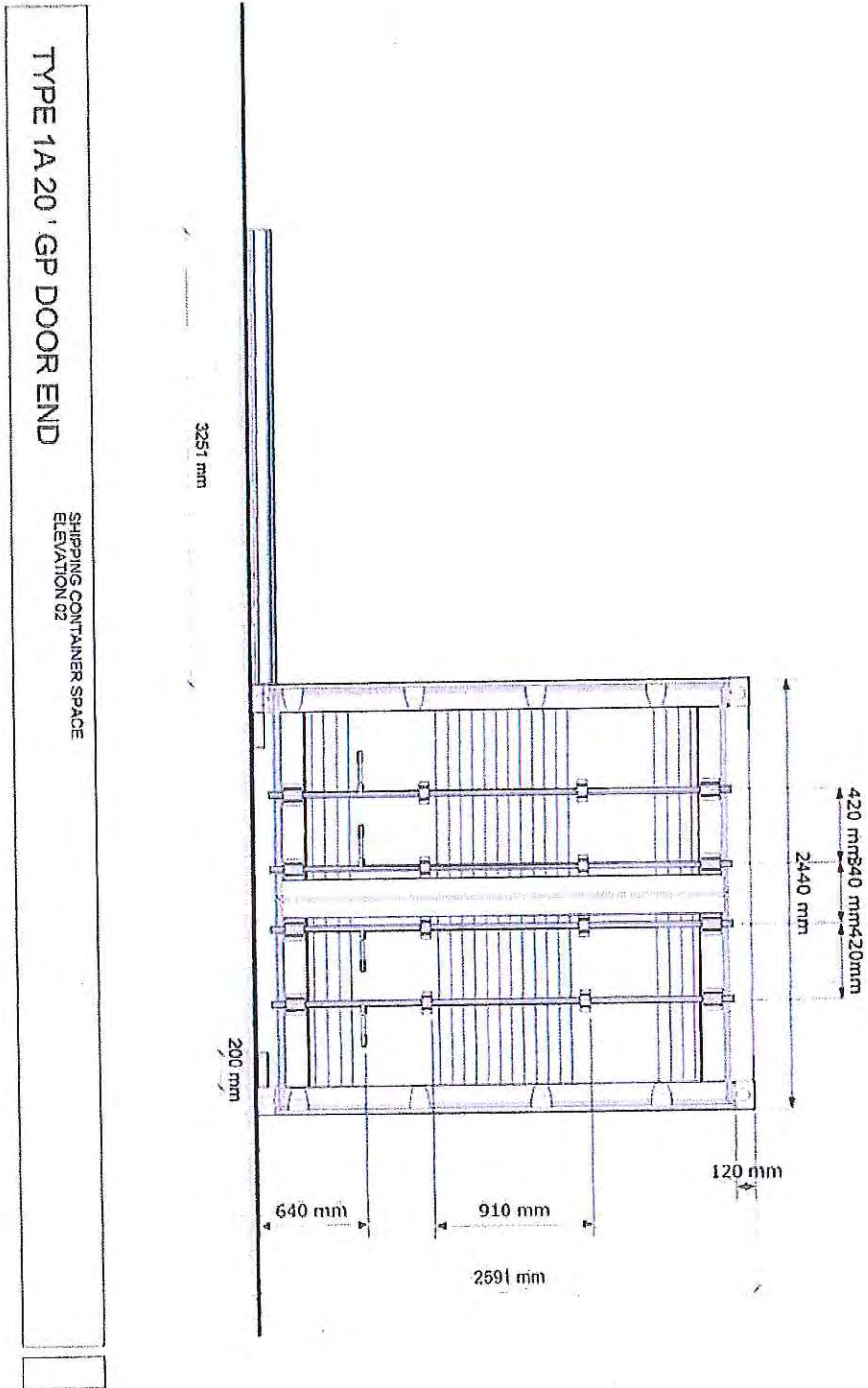


TYPE 1A 20' GP SIDEWALL

SHIPPING CONTAINER SPACE  
ELEVATION 01

Elevation 01

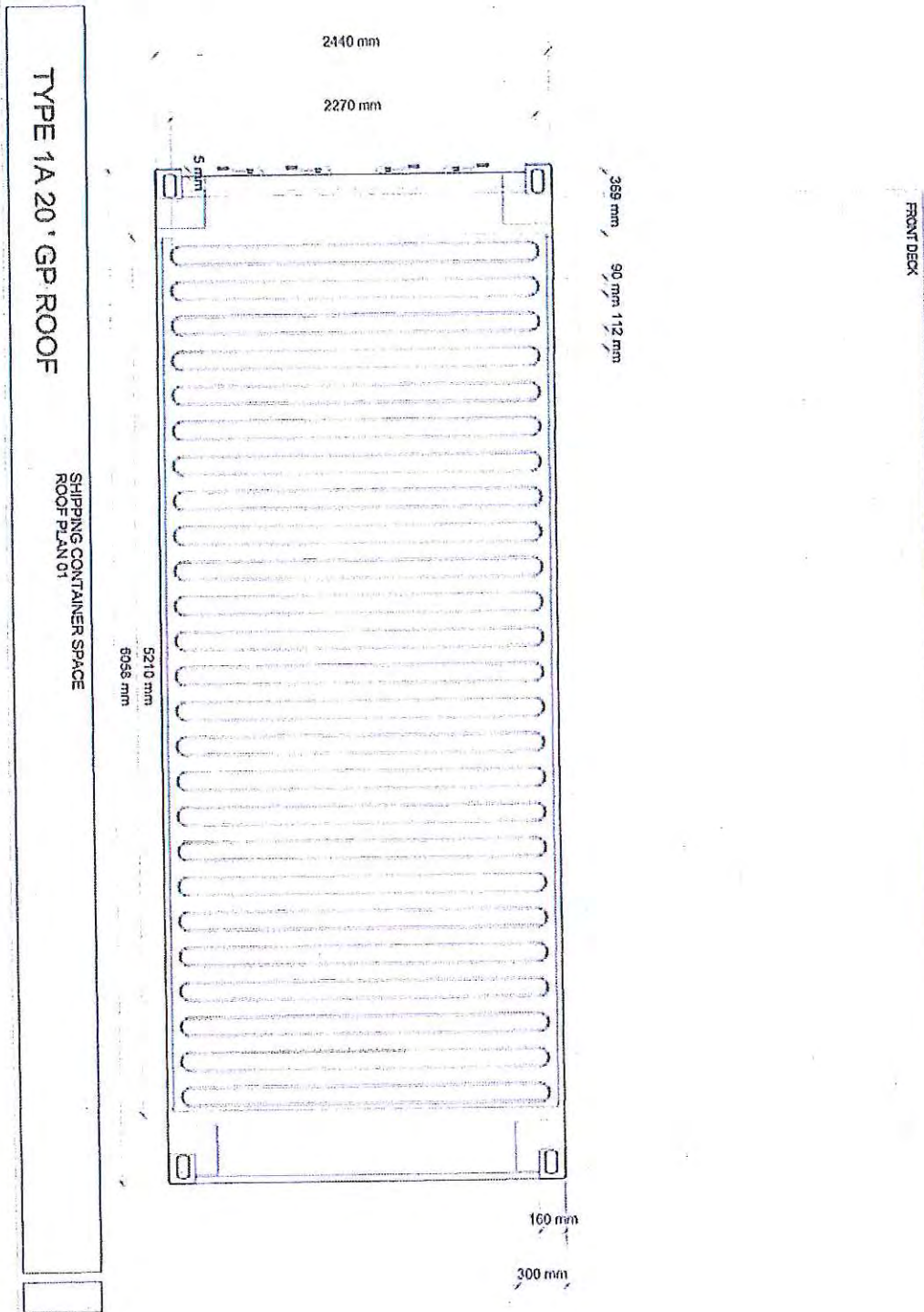
Exhibition



Elevation 02

1-393

1-393

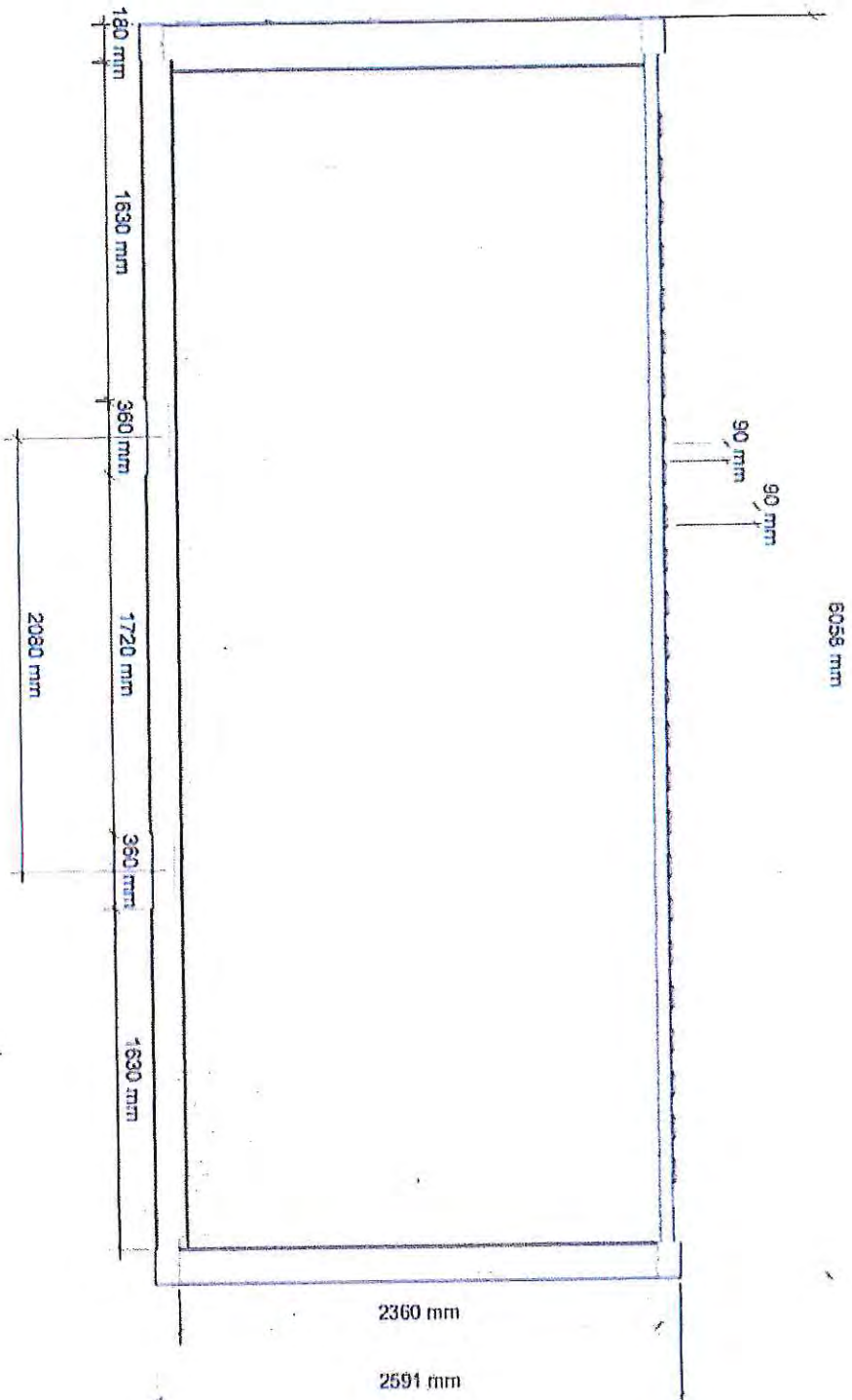


TYPE 1A 20' GP ROOF

SHIPPING CONTAINER SPACE  
ROOF PLAN 01

Elevation 03

1-394  
Exhibit



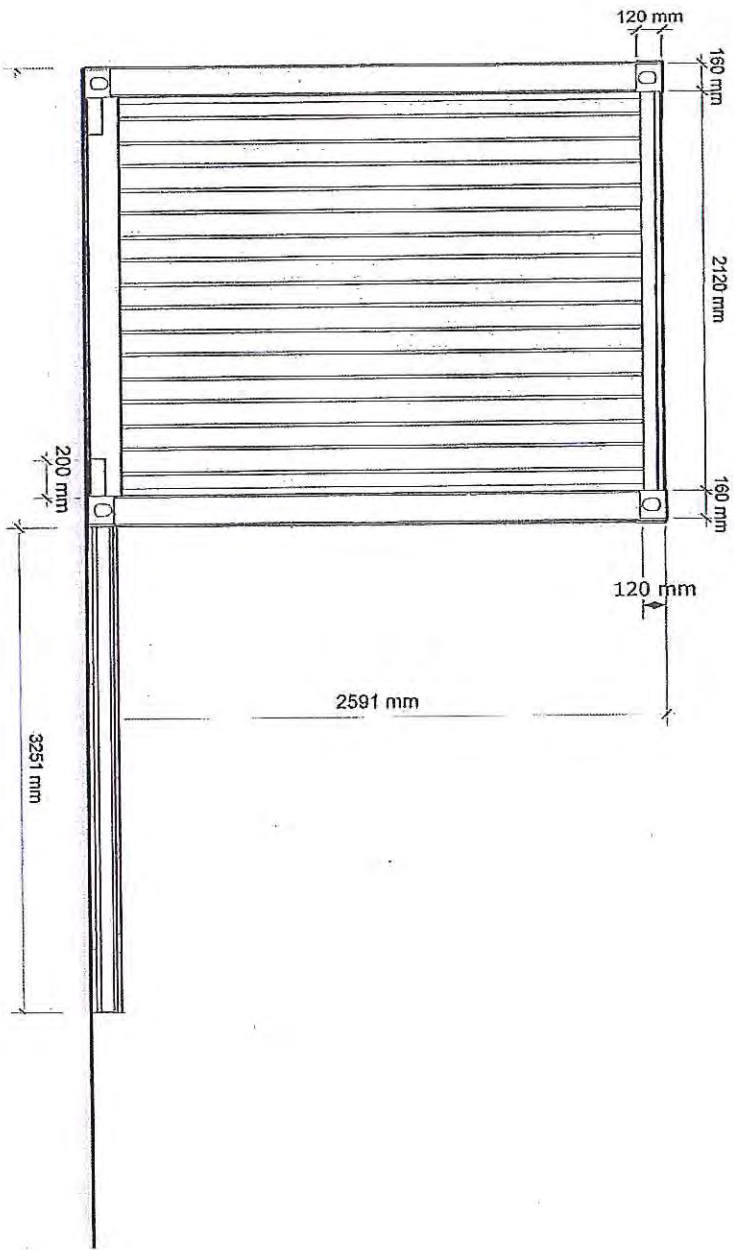
TYPE 1A 20' GP SIDEWALL

Back view (facing hawthorn hedge)

Elevation 04

Exhibited

1-395

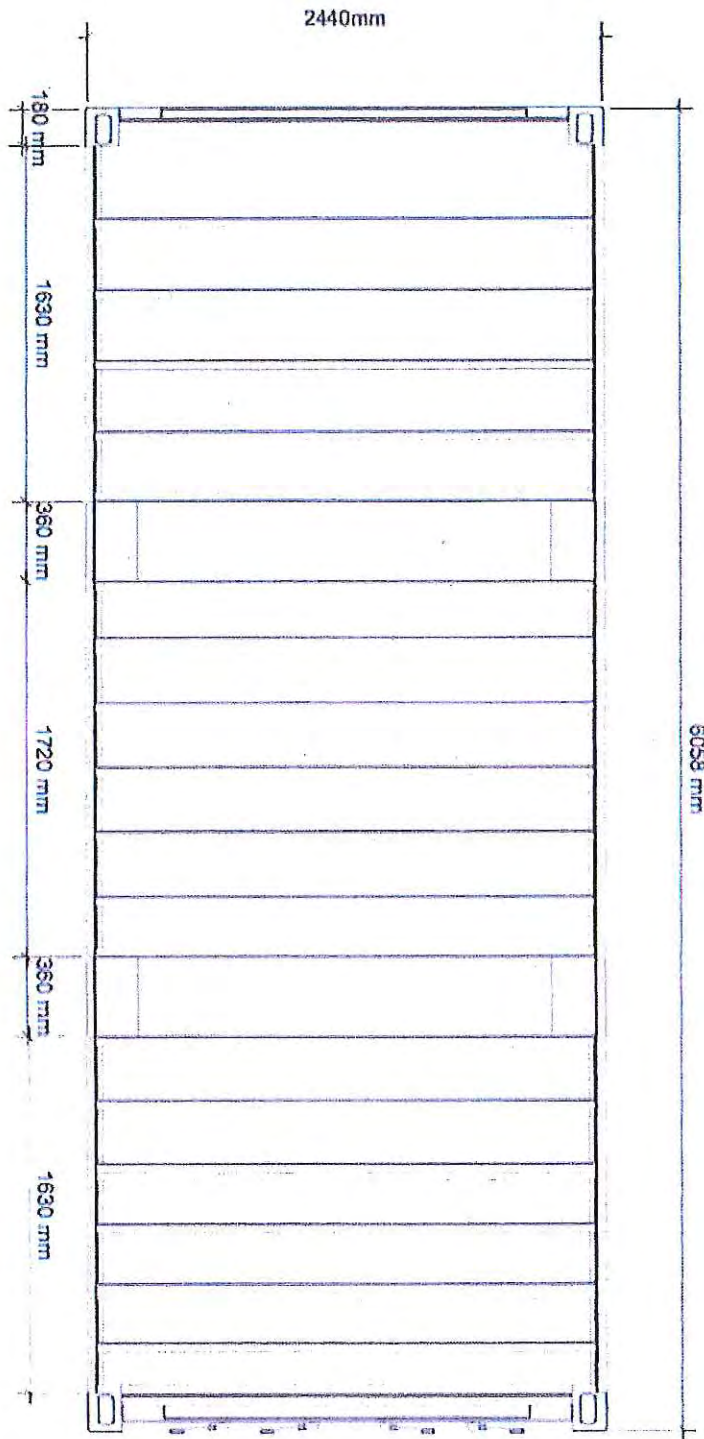


End wall of shipping container space

Elevation 05

1-396

Exhibited



TYPE 1A 20' GP UNDERFLOOR

Elevation 06

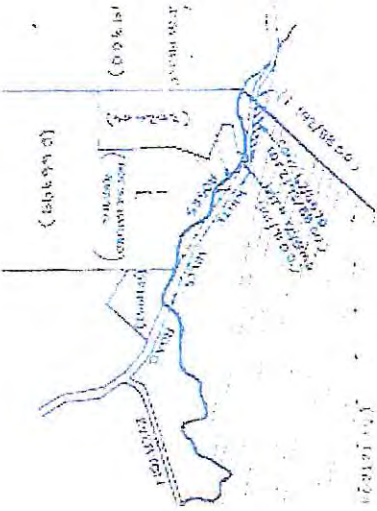




Key	
	Site boundary in accordance with title deed
	hawthorn vegetation
	riverlet
	road
	hard shoulder setback
	grassed area
	proposed studio
	potential parking area



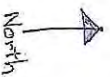
Extract from Title Deed



Scaled Site Plan Drawing of  
530 White Hills Road showing  
Proposed location of Artist's Studio

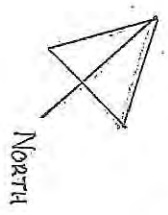
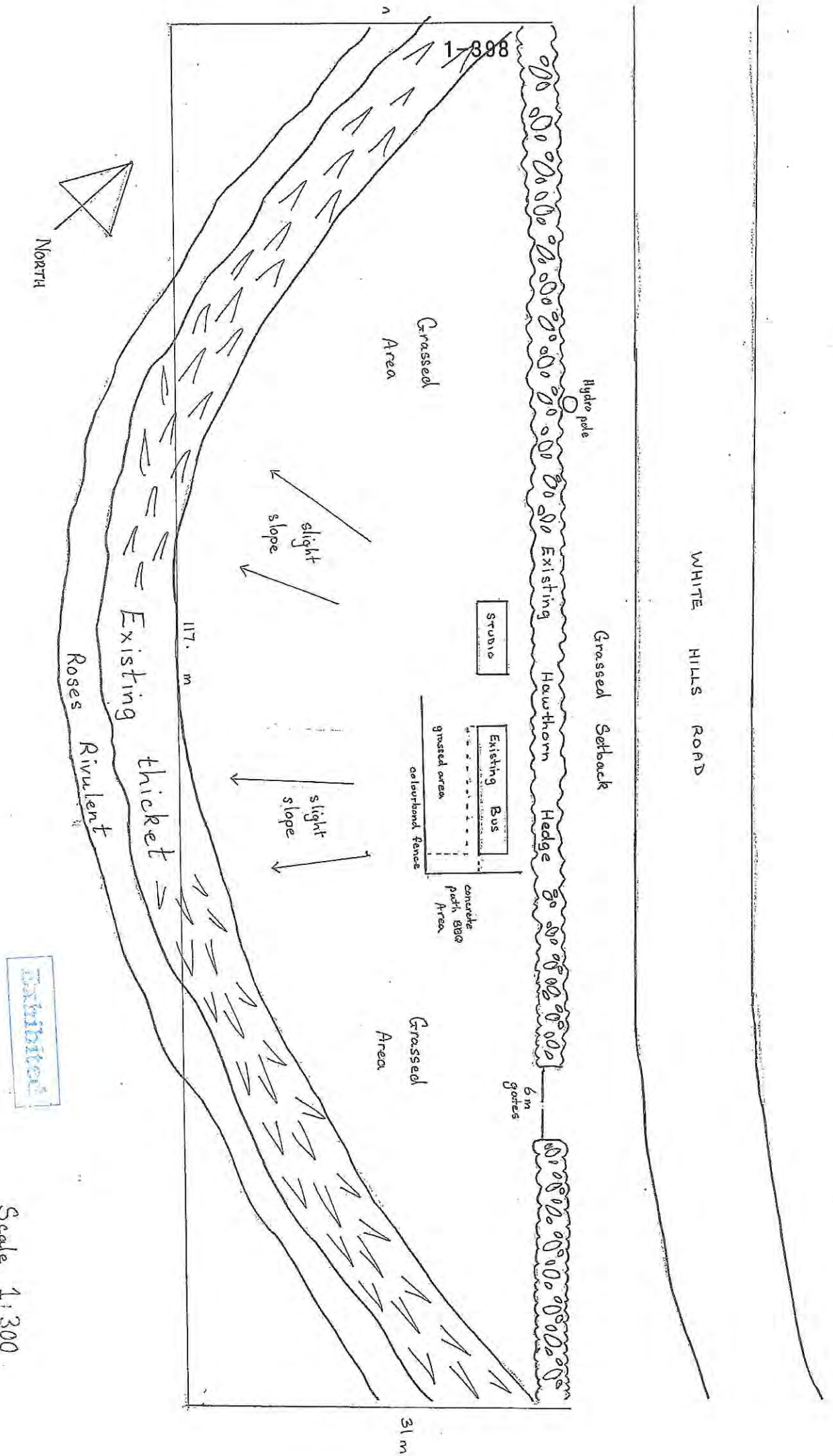
Exhibited

Scale 1:1,000



Site Plan 1.

WHITE HILLS ROAD



North

1-898

Grassed Area

Hydro pole

Existing

Hawthorn

Hedge

6 m gates

Grassed Setback

Studio

Existing Bus

grassed area

colourbond fence

concrete path edge Area

slight slope

slight slope

Existing

thicket

Roses Rivulet

117. m

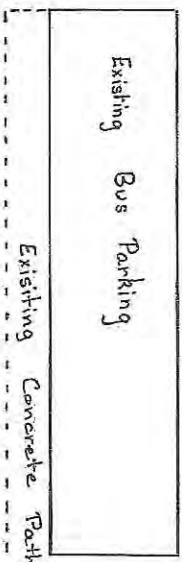
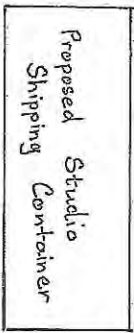
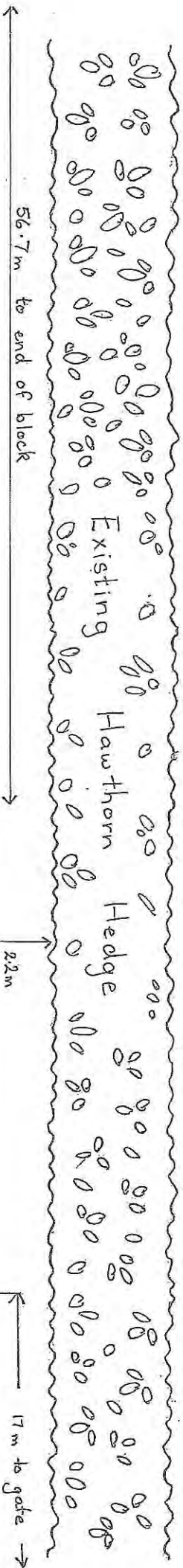
Grassed Area

31 m

Exhibited

Scale 1:300

Existing Grassed Setback



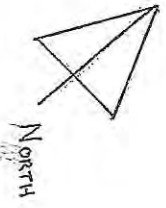
2.2m

17m to gate

BBQ Area

Existing Colourbond Fence

22.9m to Rivulet



Exhibited

Scale 1:100

1-399

Our ref: 202900.26; P16-061; R Farrington (obo Shane Burston)  
Enquiries: Erin Boer



**NORTHERN  
MIDLANDS  
COUNCIL**

28<sup>th</sup> April 2016

R Farrington (obo Shane Burston)  
8 Bond Street  
KINGS MEADOWS 7249  
via email: [info@akouo.com.au](mailto:info@akouo.com.au)

✓ 28/4

Dear Mr Farrington

**Additional Information Required for Planning Application P16-061 - Artist studio & parking for mobile bus to conduct professional service at 530 White Hills Road, Evandale**

I refer to the abovementioned application, which has been further reviewed by Council's Planning Officers. The following information is required to allow consideration of your application under the *Northern Midlands Interim Planning Scheme 2013*:

- **Site Plan**

Council requires as part of your application, a plan of the entire lot, showing correct lot boundaries (ie. matching the title), drawn to scale. This plan should show the location of the proposed works.

SOME  
REQ  
10.5.16  
BUT NOT  
THIS -

A plan meeting this description has already been completed by building designer, Kel Clark. You may wish to obtain a copy and submit it with your application.

The site plans provided at 1:400 and 1:1000 also do not scale correctly (ie. the 6.1m shipping container scales at 17m long on one drawing and 13.5m on the other).

Therefore, in accordance with Section 54 of the *Land Use Planning and Approvals Act 1993*, the statutory period for processing the application will not recommence until the requested information has been supplied to the satisfaction of the Planning Authority. It is a requirement of the Planning Authority that all correspondence, if emailed, is sent to [Planning@nmc.tas.gov.au](mailto:Planning@nmc.tas.gov.au) and referenced with the planning application number P16-061. If you have any queries, please contact Council's Planning Section on 6397 7301, or e-mail [Planning@nmc.tas.gov.au](mailto:Planning@nmc.tas.gov.au).

Yours sincerely

A handwritten signature in black ink, appearing to read 'Erin Boer'.

Erin Boer  
**PLANNING OFFICER**