

PLAN 1

**DRAFT PLANNING SCHEME AMENDMENT 2/2018,
& PLANNING APPLICATION
P18-086, 176 High Street, CAMPBELL TOWN**

ATTACHMENTS:

- A Application
- B Request for Additional Information
- C Referral Responses

PLANNING APPLICATION Proposal

Description of proposal:

PLANNING SCHEME AMENDMENT AND
NEW ASSISTANCE STATION (EMERGENCY SERVICES)

SEE ATTACHED REPORT

(attach additional sheets if necessary)

If applying for a subdivision which creates a new road, please supply three proposed names for the road, in order of preference:

1. N/A 2. 3.

Site address:

176 High Street
Campbeltown

CT no:

Estimated cost of project

£ 1.6m

(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 REPORT

(attach additional sheets if necessary)

Is any signage required?

None

(if yes, provide details)

**Proposed Scheme Amendment and
Concurrent Application for an Emergency Services Facility:
Ambulance Station**

176 High Street Campbell Town Tasmania

**Ambulance Tasmania:
Department of Health and Human Services**

**Prepared by: Michael Ball
BSc Hons Grad Dip Urban and Regional Planning
Consulting Town Planner**

1. Proposal

- 1.1 Ambulance Tasmania proposes an amendment to the **Northern Midlands Interim Planning Scheme 2013** (the Scheme) as it affects their land at 176 High Street Campbell Town. They seek a change to **Part 10.2** of the Scheme headed **Table of Uses** by the insertion of the **Use Class “Emergency Services”** under the **Discretionary** section of that part.
- 1.2 The amendment sought provides for an application for a new ambulance station on the site.
- 1.3 The application seeks the concurrent consideration of the proposed scheme amendment and the development proposal under the provisions of Section 43A of the Land Use Planning and Approvals Act 1993.
- 1.4 Proposal plans prepared by Architects Crawford Padas and Shurman are included as Attachment 1.
- 1.5 No changes to the Zone or Overlay maps are proposed or necessary.
- 1.6 The subject site is in the ownership of the Crown and an authority to lodge the application has been provided (Attachment 3).



FIGURE 1: Subject site viewed from northeast corner of High and Mason Streets

2. Background

- 2.1 A permit for the proposed use of the subject site was issued by Council on 26th October 2012 and a subsequent extension to that permit extended an approval until 26th October 2016. The permit was not extended past the last expiry date and no works consistent with the permit were carried out.
- 2.2 A copy of the permit is included as Attachment 2.

- 2.3 The Northern Midlands Interim Planning Scheme came into effect on 1st June 2013 post the original issue of the land use permit. That new planning control changed the proposed use of an Ambulance Station to a prohibited use in the General Residential zone that was applied to the subject site.

3. Site/Existing Land Use

- 3.1 The subject site is a rectangular shaped allotment located at the south-western junction of High and Mason Streets Campbelltown. The location and an overview of the site and surrounding area are shown in Figure 2 below.
- 3.2 The site also known as lots 4 and 5 on Plan 76398 (a copy of which is included as Attachment 2) has an area of 0.152 ha.
- 3.3 The vacant site is relatively flat and appears to have had little to no historical development and likely used for agricultural uses (currently rough grazing) associated with the historical use of the area for residential purposes. No detailed historical research of the use of the site has been carried out
- 3.4 The subject site on the southern entrance to Campbell Town is within an area generally developed for residential purposes with an existing residence on the southern boundary and vacant land to the west. Land on the opposite side of High Street has been recently rezoned for the purposes of a service station. Vacant land is found on the northern side of Mason Street and a cemetery on the land diagonally opposite.

3. Hydraulic and Other Infrastructure

- 3.1 The site is fully serviced by water and effluent disposal systems under the control of TasWater.
- 3.2 Stormwater disposal from the proposed building and hardstand areas will be discharged into the existing Northern Midlands Council's stormwater system.
- 3.3 The site is served by High Street under the control and maintenance of DIER and Mason Street under the Control and maintenance of the Northern Midlands Council. Mason Street has been recently resurfaced and new stormwater and channel installed.
- 3.4 Power and telecommunications services are provided to the site.



FIGURE 2. Location and settlement pattern

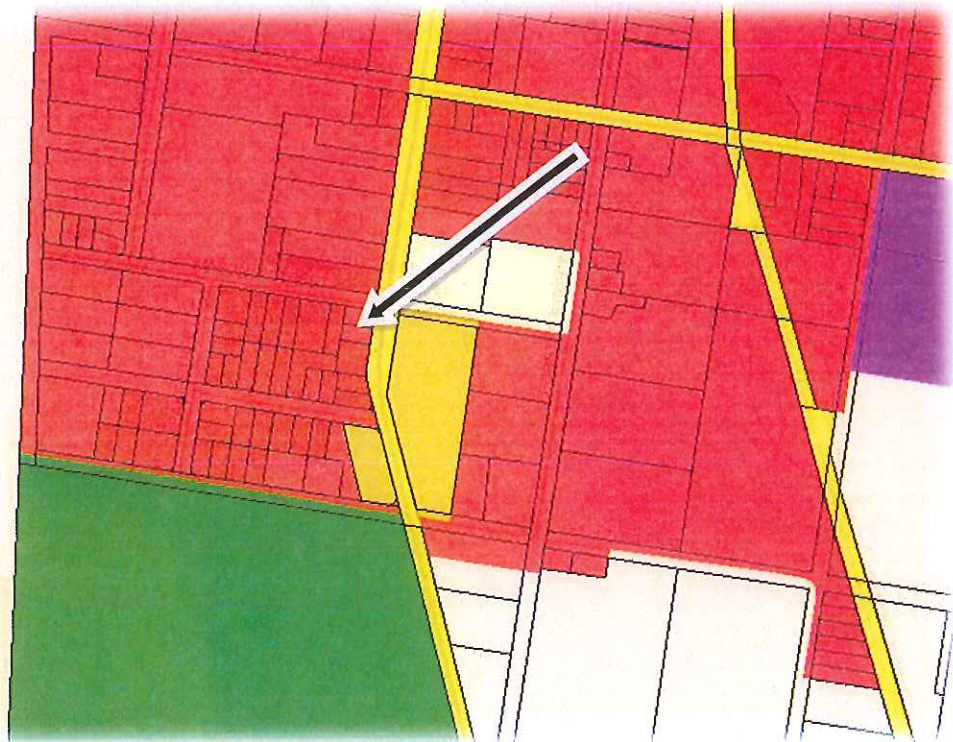


FIGURE 3. Zoning of Property General Residential (IPLANTAS website March 2018)

4. PLANNING DIRECTIONS AND CONTROLS

- 4.1 Part 3 of the Scheme deals with the Planning Scheme objectives. The following are relevant to the proposal.

3.6.1.4 Campbell Town

Campbell Town will be supported as the District Centre for the Midlands to arrest population loss and strengthen services to the district.

- 4.2 The site falls within the **General Residential Zone** of the Northern Midlands Interim Planning Scheme 2013. See Figure 3 above. The site is not affected by any overlay.

- 4.3 **Part 10.1** of the Scheme headed **Zone Purpose** provides the following statements

“10.1.1.1 To provide for residential use or development that accommodates a range of dwelling types at suburban densities, where full infrastructure services are available or can be provided.

10.1.1.2 To provide for compatible non-residential uses that primarily serve the local community.

10.1.1.3 Non-residential uses are not to be at a level that distorts the primacy of residential uses within the zones, or adversely affect residential amenity through noise, activity outside of business hours traffic generation and movement or other off site impacts.

10.1.1.4 To encourage residential development that respects the neighbourhood character and provides a high standard of residential amenity.”

- 4.4 **Part 10.1.2** of the Scheme headed **Local Area Objectives** provides the following

“To consolidate growth within the existing urban land use framework of the towns and villages.

To manage development in the General residential zone as part of or context to the Heritage Precincts in the towns and villages.

To ensure developments within street reservations contribute positively to the Heritage Precincts in each settlement.”

- 4.5 There are no Desired Future Character Statements applicable to this zone.

- 4.6 The proposed use is defined as follows

Emergency Services

use of land for police, fire, ambulance and other emergency services including storage and deployment of emergency vehicles and equipment. Examples include ambulance station, fire station and police station

- 4.7 The current zoning of the property precludes the proposed use however it is submitted that the proposed use is consistent with the existing zone purpose as detailed above.

5. ASSESSMENT AGAINST THE OBJECTIVES OF THE LAND USE PLANNING AND APPROVALS ACT 1993

- 5.1 S.32 of LUPAA necessitates an amendment to a Planning Scheme to further the objectives of the Act as set out in Schedule 1.8.2. The following provides consideration of those objectives

PART 1	
(a) To promote the sustainable development of natural and physical resources and the maintenance of ecological processes and genetic diversity	The area is of little conservation value as a result of past human activity and modification.
(b) To provide for the fair, orderly and sustainable use and development of air, land and water; and	The development is within the environmental capacity of the land and existing service infrastructure. It has no negative impacts on land air or water.
(c) To encourage public involvement in resource management and planning; and	The proposal as submitted would be subject to public consideration in accordance with S.38 of LUPAA.
(d) To facilitate economic development in accordance with the objectives set out in paragraphs (a), (b) and (c); and	The proposal is of itself not an economic generator but indirectly is supportive of economic development through the provision of emergency services to the surrounding and passing community. Employment and supporting services will add to the town economy.
(e) To promote the sharing of responsibility for resource planning between the different spheres of government, the community and industry in the State.	The proposal of itself cannot deliver this objective however it is not contrary to it.
PART 2	
(a) To require sound strategic planning and coordinated action by State and local government;	The proposed amendment to the Scheme is based on a thorough site and context assessment consistent with sound planning practice. The proposed amendment and future development have been discussed with Council
(b) To establish a system of planning instruments to be the principal way of setting objectives, policies and controls for the use, development and protection of land;	The proposal is consistent with the provisions of the Act as they relate to the amendment of a planning scheme The effect would be to incorporate the proposal within the provisions of the scheme.
(c) To ensure that the effects on the environment are considered and provide for explicit consideration of social and economic effects when decisions are made about the use of land;	The proposal has taken into consideration environmental impacts by limiting the developable area to land already impacted upon by human activity. The proposal will have no social impact and economic impacts are limited however the site and proposed use provide for effective and efficient provision of emergency services to the community at large.

(d) To require land use and development planning and policy to be easily integrated with environmental, social, economic, conservation and resource management policies at State, regional and municipal levels	The assessment carried out has taken into account all of the matters subject to this objective and is considered consistent with them.
(e) To provide for the consolidation of approvals for land use or development and related matters and to coordinate planning approvals with related approvals	The proposal provides for a concurrent Scheme amendment and development providing for a coordinated assessment.
(f) To secure a pleasant, efficient and safe working, living and recreational environment for all Tasmanians and visitors to Tasmania;	The proposal would clearly provide a safe and efficient working environment whilst at the same time ensuring emergency services for both residents and passers by.
(g) To conserve those buildings, areas or other places which are of scientific aesthetic, architectural or historical interest, or otherwise of special cultural value;	The subject site has no special interest
(h) To protect public infrastructure and other assets and enable the orderly provision and coordination of public utilities and other facilities for the benefit of the community	The proposal poses no threat to existing infrastructure. In fact it provides an opportunity to both improve and make more effective use of existing infrastructure in a both timely and coordinated manner.
(i) To provide a planning framework which fully considers land capability.	The site is not significant agricultural land. Assessment by suitably qualified professionals show the subject site is capable of supporting the proposed use.

6. ASSESSMENT of the PROPOSED DEVELOPMENT AGAINST the CURRENT ZONE PROVISIONS

- 6.1 No change to the current zone of General Residential is proposed and an assessment of the proposed development as a discretionary use against the relevant standards is provided.
- 6.1.1 **Part 10.3** of the Scheme deals with the Use Standards applicable to the proposal. Part 10.3.1 under that section headed **Amenity** deals with impact on adjoining and nearby residences.
- 6.1.1.1 The proposed use fulfils **P1** under this part. The proposed ambulance station will not cause nor likely cause any environmental nuisance through emissions including noise and traffic movement, smoke, odour, dust and illumination. Only three of these matters need be addressed. A TIA prepared by RJK Engineers is attached to this application. Vehicle movements relating to staff and visitors are from Mason Street, there are no residences immediately adjacent to this access point and those vehicle movements are minimal. Emergency access is directly onto the highway and within safety standards. Noise and light

from ambulances is very limited, advice from current drivers is to the effect that sirens are not used until out onto the highway and usually clear of the town if necessary at all. It is worth noting that a service station has been approved directly opposite the subject site and it is likely that operation will generate more noise than the use proposed. The current ambulance station is located adjacent to the medical centre and in close proximity to existing residences. No complaint regarding nuisance from residents has been recorded.



FIGURE 4: Residence on adjoining property to the south. Note setback from common boundary

The proposal fulfils **P2** under this part in that no commercial vehicle movements are generated by the use and environmental impact is addressed above.

The proposal fulfils **P3** under this part all lighting will be inward facing and there will be no overspill.

6.1.1.2 The proposal fulfils the Acceptable Solutions A1, A2 and A3 under this part as follows. No commercial vehicles are proposed with this use. All vehicles associated with the use can be parked within the property bounds. No external storage of goods associated with the use will be stored outside nor will any goods or materials be visible from any public area. No external waste storage will be generated by the proposed use.

6.2 Part 10.4 of the Scheme deals with Development Standards for proposed land uses.

6.2.1 No standards are provided within the Scheme for non residential uses within the General Residential zone. Part **10.4.13** of the Scheme deals with development within the Residential Use Class which is not a dwelling. It is submitted that these standards provide a basis for assessment of this proposal.

6.2.1.1 Adequate fenestration in both the proposed residential component and the ambulance bay area is provided allowing visual overview of the adjoining roads and car parking areas in fulfilment of **A1** under **10.4.13.1** however all doors other than the ambulance bay roller

doors are inward facing onto the car parking area for security purposes reflecting the nature of the activity and as such the use would be reliant on the Performance Criteria under this part.



FIGURE 5: Vacant allotment to the west of the subject site

- 6.2.1.2 No fencing is proposed.
- 6.2.1.3 The proposal is reliant on the **Performance Criteria** under **10.4.13.2** in that the site will be substantially covered by buildings and other impervious hard surfaces. This site coverage reflects the specialised nature of the use. Site coverage of adjoin lots does not provide guidance in this instance as the area is largely undeveloped but going through a transition as reflected in the approval of the service station opposite. Similar comment applies to the impact on the character of the area. The site will be able to absorb runoff above and beyond that directed towards the stormwater system. Landscaping will be provided on the area at the junction of Mason and High Streets.
- 6.2.1.4 The proposal fulfils the Acceptable Solution under **10.4.13.3** in that the building is well within the 8 metre height limit.
- 6.2.1.5 The proposal is reliant on the Performance Criteria under **10.4.13.4** as they relate to the front setbacks. Whilst the setback from Mason Street fulfils the 5 metre requirement, the proposed ambulance building is only 4.5 metres off the High Street frontage. It is submitted that the proposed set back is considered appropriate for the location in that it is consistent with the prevailing setback of the only building on adjoining land, will not result in the loss of any vegetation, will have no greater visual impact when viewed from High Street than if the 5metre setback were achieved. Most importantly the proposed setback provides for an efficient use of the available site area and the nature of the proposed use.
- 6.2.1.6 The proposal does not fulfil the Acceptable Solution under Part **10.4.13.5** as they relate to rear setbacks. As a corner allotment the site has effectively two rear boundaries. It is submitted that the proposal fulfils the Performance criteria in that

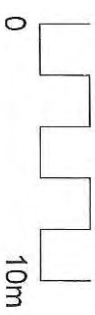
- (a) adequate open space for the nature of the proposed use is provided.
 - (b) the proposed setbacks are not out of character nor inconsistent with other setbacks in the general area.
 - (c) there will be minimal impact on the solar amenity enjoyed by the property to the south as shown in the shadow diagrams provided and there will be no impact on privacy of habitable rooms on the adjoining property.
 - (d) the setbacks reflect the size and nature of the allotment and the nature of the proposed use.
- 6.2.1.7 The proposal is considered to be consistent with the Acceptable Solutions under Part **10.4.13.6** as they relate to car parking however the width of the openings of the ambulance bay doors do exceed the widths of a garage normally associated with residential development. It is submitted that the proposed building including the ambulance bay doors are specific to and necessary for the proposed use. The doors will be visible from High Street however I do not believe they will have any significant impact on the visual qualities of that street particularly in consideration of the permit for a service station directly opposite the subject site.
- 6.2.1.8 The proposal fulfils the provisions of part **10.4.13.7** as they relate to overlooking. The design of the buildings is such that no overlooking will occur and there will be no impact on privacy or amenity of the adjoin allotments.
- 6.2.1.9 The proposal is consistent with part **10.4.13.8** as it relates to landscaping. A landscaping design appropriate to the use and the site is provided.
- 6.2.1.10 The proposal fulfils the provisions of part **10.4.13.14** as they relate to non residential uses in the zone. The Performance criteria (a) through to (h) have been addressed above.

7.0 PLANNING COMMENT

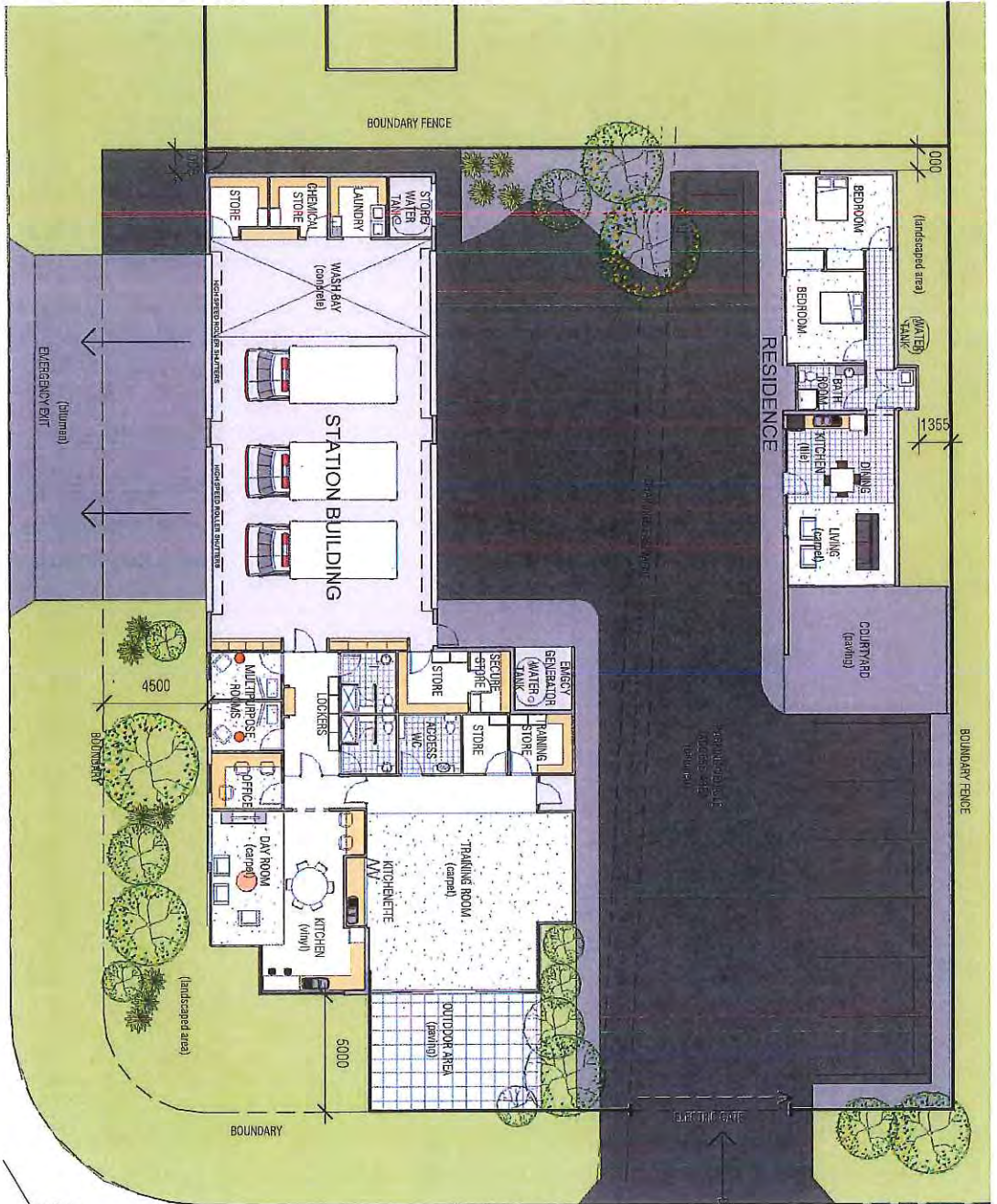
- 7.1 The proposal provides for a change to the provisions of the General Residential zone as they relate specifically to the subject site. Concurrently the proposal provides for the construction of a new ambulance station to serve the local; community.
- 7.2 The proposed change to the scheme is necessary as the current zone provisions preclude the use defined as an emergency service notwithstanding that a permit for the proposal had previously been approved by Council on the site. It is understood that the previous planning scheme provided for the use. The previously issued permit had not been acted upon and subsequently lapsed.
- 7.3 The proposed use whilst prohibited is in my opinion consistent with the objectives of the prevailing zone.
- 7.4 The proposal is in the main consistent with the use standards applicable to non residential buildings in the General Residential zone.
- 7.5 The proposed use will be carried out within the curtilage of the building and as such have no impact on nor inhibit other existing uses.
- 7.6 Considering Council's approval of a service station on the site directly opposite the subject site the proposed use will be more in character with the general area in the future than residential development on the site.
- 7.7 The proposed ambulance station building will cross the common boundary between the two allotments that form the subject site. It is recommended that any permit be subject to a condition that the two lots be amalgamated.

Overall the proposed minor amendment to the planning scheme and the proposed use are considered appropriate to the site and merit Council's approval.

ATTACHMENT 1: PROPOSAL PLANS



SITE COVERAGE AREAS:
 SITE TOTAL: 1499m²
 STATION BUILDING: 407m²
 RESIDENCE: 99m²
 PARKING, DRIVEWAY, PAVED & HARDBAND AREAS: 989m²



MIDLAND HWY.

MASON ST



Revised No.	Date	Amendment
B	15.02.18	2018 REVISIONS
C	05.03.18	SITE COVERAGE AREAS ADDED

DO NOT SCALE OFF DRAWINGS. FIGURED DIMENSIONS TAKE PRECEDENCE.
 CONTRACTOR TO VERIFY ALL DIMENSIONS ON SITE AND NOTIFY ARCHITECT OF DISCREPANCIES
 BEFORE COMMENCING WORKS. DRAWINGS TO BE READ IN CONJUNCTION WITH
 SPECIFICATION AND OTHER CONTRACT DRAWINGS.



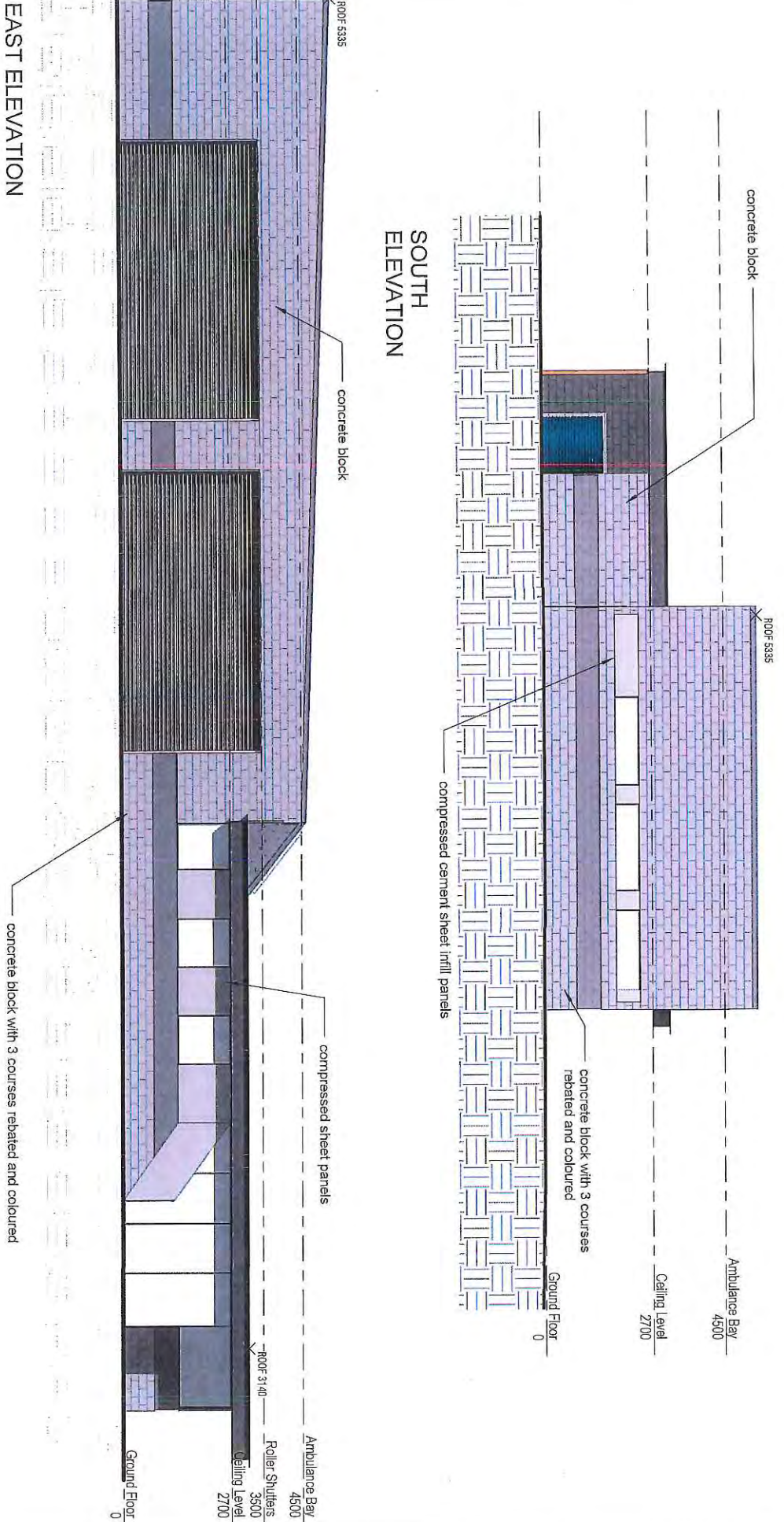
architects
 designhaus

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 Tasmania Australia 7000
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 AML 41 91 00 30

Ambulance Tasmania
 Department of Health and Human Services
CAMPBELL TOWN STATION
 Development Application

Drawn: **Shane**
 Proposed: **Shane**
 Site Plan
 Date: **22.05.12**
 Scale: **1:200**
 Paper Size: **A3**
 Drawn By: **AE**
 Checked By: **DA01**
 Sheet No.: **C**

SOUTH ELEVATION



EAST ELEVATION

Revised No.	Date	Amendment
B	15.02.18	2018 REVISIONS
C	05.03.18	HEIGHTS ADDED

DO NOT SCALE OFF DRAWINGS. FIGURED DIMENSIONS TAKE PRECEDENCE.
 CONTRACTOR TO VERIFY ALL DIMENSIONS ON SITE AND NOTIFY ARCHITECT OF DISCREPANCIES
 BEFORE COMMENCING WORKS. DIMENSIONS TO BE READ IN CONJUNCTION WITH
 SPECIFICATION AND OTHER CONTRACT DRAWINGS.

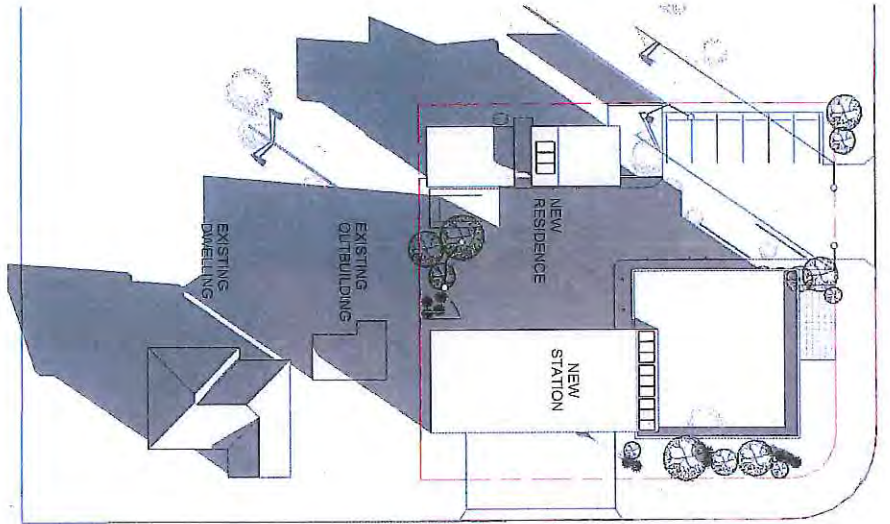


**architects
designhaus**

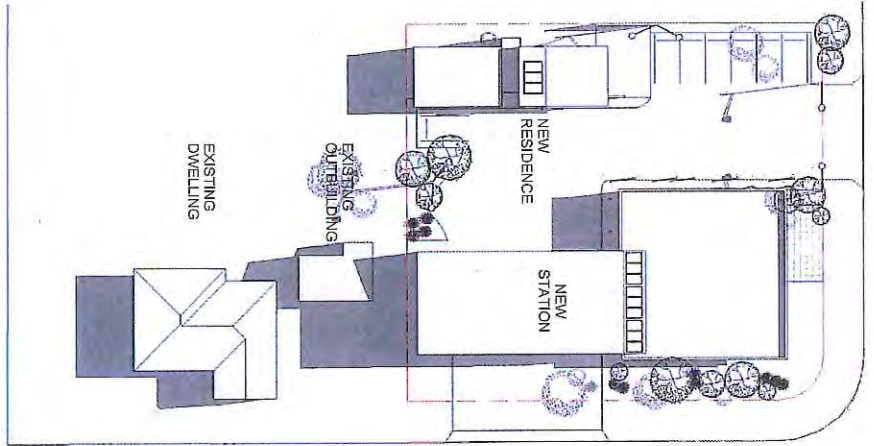
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Ambulance Tasmania
 Department of Health and Human Services
CAMPBELL TOWN STATION
 Development Application

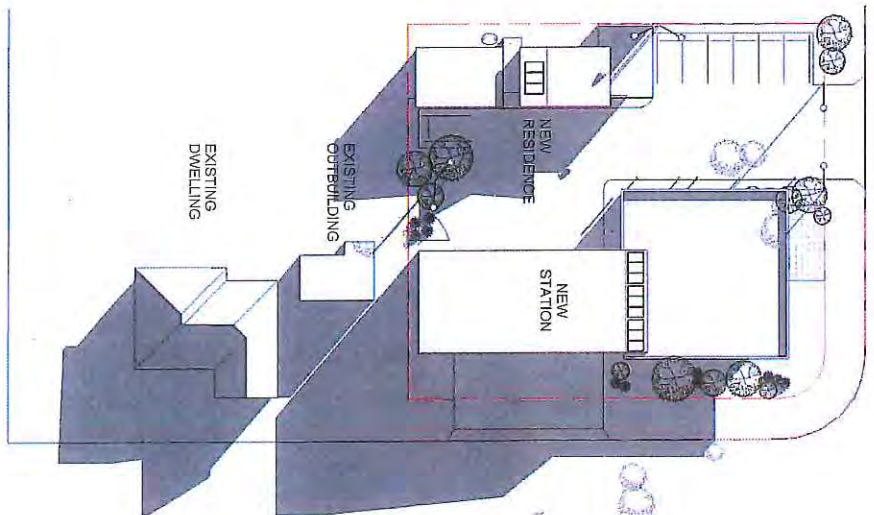
Project Name	Date	Type	Drawn	Checked
Proposed ELEVATIONS	22.05.12	A3	AE	B
Scale	1 : 100	1203	DA05	



1 Winter (21 June) 9am
1:500



2 Winter (21 June) 12pm
1:500

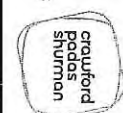


3 Winter (21 June) 3pm
1:500

NOTES:
EXISTING SITE & BUILDING INFORMATION HAS BEEN SOURCED BY DESKTOP STUDY ONLY USING SATELLITE IMAGERY AND PHOTOGRAPHS. ALL DIMENSIONS OF EXISTING BUILDINGS AND TERRAIN LEVELS ARE APPROXIMATE. A FULL SURVEY SHOULD BE PROVIDED BY A REGISTERED SURVEYOR SHOULD ANY FURTHER DETAIL OR ACCURACY BE REQUIRED.



Sheet No.	Date	Description
A	28.02.18	DEVELOPMENT APPLICATION



architects
designhaus

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Ambulance Tasmania
Department of Health and Human Services
CAMPBELL TOWN STATION
Development Application

SHADOW DIAGRAMS
WINTER
Date: FEB 2018
Scale: 1:500
Page No: A3
Jcb No: 1203
Rev: DA07
Drawn By: AYC
Checked By: A

ATTACHMENT 2:

Northern Midlands Planning Scheme 1995



NORTHERN
MIDLANDS
COUNCIL

Planning Permit P12-186

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 –

2-year extension of time to 26.10.16

ADDRESS OF LAND:

176 HIGH STREET, CAMPBELL TOWN

P/N: 302300.05
CT 76398/4-5

THIS PERMIT ALLOWS FOR:

The land at 176 High Street, Campbell Town to be developed and used for an ambulance station & house, in accordance with application P12-186, and subject to the following conditions:

1 Layout not altered

The use and development shall be in accordance with the endorsed documents numbered **P1 (DA01 A); P2 (DA02 A); P3 (DA03 A); P4 (DA04 A); P5 (DA05 A); P6 (DA06 A); P7 (A07); P8 (A08); P9 (A09); & P10 (A10)**.

2 Colours & finishes

The external materials shall be in accordance with the endorsed plans.

3 Stormwater

- 3.1 All stormwater from the site is to be collected into a pipe stormwater system.
- 3.2 A connection of sufficient capacity and depth to drain the entire site shall be provided to Council's stormwater system.
- 3.3 Concentrated stormwater must not be discharged into neighbouring properties
- 3.4 Landscaping and hardstand areas must not interfere with natural stormwater run-off from neighbouring properties.
- 3.5 All driveways and hardstand areas must be designed to allow stormwater run-off to be adequately drained to the Council stormwater system.
- 3.6 Prior to the application for a building permit, the applicant shall design and provide plans for underground stormwater drainage to collect stormwater from the driveways and roofed areas of buildings. The system shall connect through properly-jointed pipes to the stormwater main, inter-allotment drainage or other lawful point of discharge to the satisfaction of the Plumbing Inspector.

- 3.7 Prior to the issue of a building permit, the applicant shall provide:
- a) A plan from a suitably qualified engineer showing stormwater pipe sizes, top and invert levels on all pits, and pipe grades.
 - b) Calculations from a suitably qualified engineer to show that the site can be adequately drained and that the Council drainage system is capable of taking the additional stormwater that the development will produce, or identifying the works required to upgrade the system so that it is capable of taking the additional stormwater that the development will produce, to the satisfaction of Council's Works & Infrastructure Manager.
- 3.8 The developer is responsible for any upgrades to the Council drainage system which may be required as a result of the development including the upgrade of the culvert under Mason Street if required.
- 3.9 Prior to the issue a building permit any upgrades to the Council drainage system which may be required as a result of the development including the upgrade of the culvert under Mason Street if required must be undertaken

4 Access


- 4.1 Prior to the issue of a building permit construction plans shall be submitted for approval which shall include the access to the Midland Highway being on grade with that road.
- 4.2 A concrete driveway crossover and concrete apron shall be constructed from the edge of the High Street and Mason Street to the property boundary in accordance with Council standards. Prior to the issue of a building permit, the applicant shall provide a driveway design plan to the satisfaction of Council's Works and Infrastructure Manager. The plan shall show levels and grades on the driveway for any kerb reconstruction works required to achieve a satisfactory grade on the driveway.
- 4.3 Prior to the application for a building permit, a vehicular crossing application form shall be completed to Council's approval.
- 4.4 The applicant is responsible for liaising with the Department of Infrastructure, Energy and Resources regarding the construction of the access to the Midland Highway.
- 4.5 All works must be done in accordance with Council Standard Drawing SD-1003 and to the satisfaction of the Works and Infrastructure Manager.

5 Line Marking – Emergency Exit

- 5.1 Prior to the issue of the building permit, the applicant is to provide approval from the Department of Infrastructure, Energy and Resources to altered line-marking on the Midland Highway to accommodate the right turn exit of emergency vehicles.
- 5.2 Prior to the issue of the certificate of occupancy, the line marking on the Midland Highway is to be altered to accommodate the right turn exit of emergency vehicles.

6 Car Park

Prior to the issue of the certificate of occupancy, areas set aside for parked vehicles and access lanes as shown on the endorsed plans shall be constructed in accordance with the endorsed plans.



7 Works in road reserve

No works shall 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. Twenty-four hours (24) notice shall to be given to the Works & Infrastructure Manager for works within the public road reserve before placement of concrete to enable formwork to be inspected. Failure to do so may result in rejection of the vehicular access or other works and its reconstruction.

8 Municipal standards & approvals

Unless otherwise specified within a condition, all works shall comply with the Municipal Standards including specifications and standard drawings. All works shall 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.

9 Silt

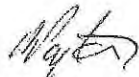
- The developer/property owner shall be responsible for ensuring pollutants such as mud, silt or chemicals are not released from the site.
- Prior to the commencement of the development works, the developer/property owner must install all necessary silt fences and cut-off drains to prevent soil, gravel and other debris from escaping the site. No material or debris is to be transported onto the road reserve (including the naturestrip footpath and road pavement). Any material that is deposited on the road reserve shall be removed by the applicant. 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.

10 Works & Infrastructure damage bond

- Prior to the application for a building permit, a \$1000 bond shall be provided to Council, which shall be refunded if Council's infrastructure is not damaged.
- This bond is not taken in place of the Building Department's construction compliance bond.
- The nature strip, crossover, apron and kerb and gutter and stormwater infrastructure shall be reinstated to Council's standards if damaged.
- The bond shall 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.

11 Ben Lomond Water

The development shall be in accordance with Ben Lomond Water's Development Certificate of Consent 12-294 (see Appendix A).



DUNCAN PAYTON
PLANNING & DEVELOPMENT MANAGER

26-Oct-2012

2-year extension of time to 26.10.16

THIS IS NOT A BUILDING PERMIT

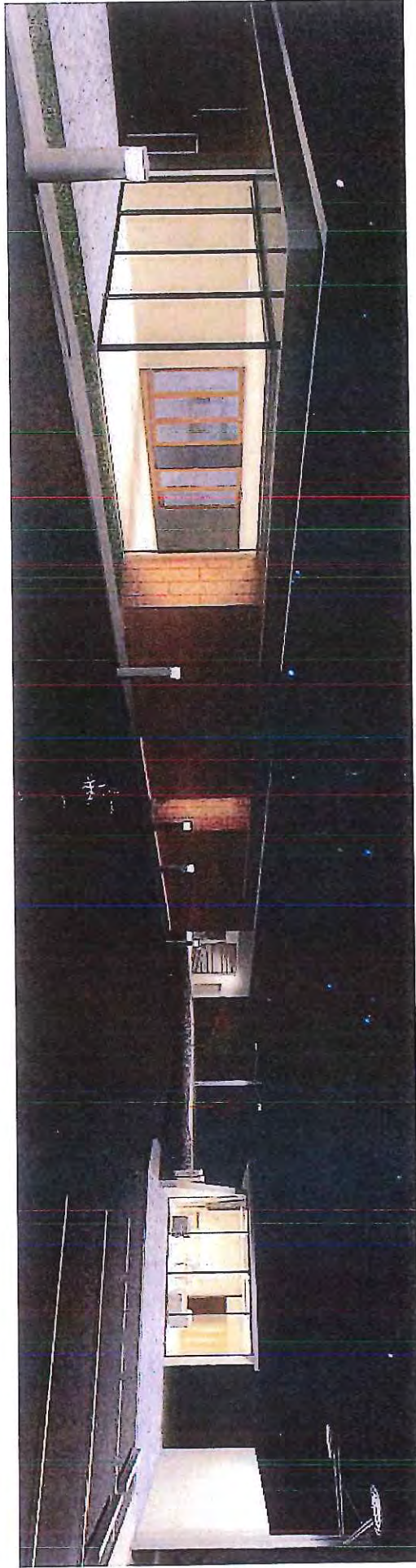
Notes:

- A The use allowed by this permit is a *discretionary* use within the *Residential Serviced* zone and, under the Northern Midlands Planning Scheme 1995, is defined as *Emergency Services Facility*.
- B Attention is directed to Sections 61 and 62 of the Land Use Planning and Approvals Act 1993 (as amended) which relate to appeals. These provisions should be consulted directly, but the following provides a guide as to their content:
- A planning appeal shall be instituted by lodging a notice of appeal with the Resource Management & Planning Appeal Tribunal (telephone 03-6233 6464).
 - A planning appeal shall be instituted within 14 days of the date the Council serves notice of the decision on the applicant.
- C This permit lapses after a period of two years from the date of granting of this permit if the use or development has not substantially commenced within that period.
- D A copy of the Council report prepared in relation to this application is available upon request.
- E This permit does not imply that any other approval required under any other by-law or legislation has been granted.
- F. The issue of this planning permit does not certify compliance with the *Building Code of Australia*, the *Disability Discrimination Act 1992* or any other applicable legislation. An application for a building permit will be required from Council prior to any works, under the *Building Act 2000*.
- G This permit does not constitute authority to erect or construct buildings or works over or upon any drain or sewer vested in the Council or upon any drainage or other easement whether registered or statutory.
- H Substantial commencement is considered as the commencement of physical works on site for a project. This does not include clearing the site or minor excavations.
- I The *Building & Construction Industry Training Fund Act* introduced a levy of 0.2% of the estimated value of building or construction work costing more than \$12,000. The levy is to be paid into a fund administered by the Tasmanian Building & Construction Industry Training Board (TBCITB). The levy must be paid before Council approval can be given for the building or construction work to commence (building application). If building approval is not required, the levy must be paid before work commences. The levy can be paid at Council (building application) or it can be paid to the TBCITB. The project owner must complete a voucher to accompany payment. Vouchers associated with building work (building application) are available from Council. Vouchers for other payments are available from the TBCITB. Further information can be obtained by telephoning the TBCITB on (03) 6223 7804 or the internet site www.tbcitb.com.au.
- J Section 17B of the Roads and Jetties Act 1935 states:
An owner or occupier of land adjacent to a State highway or subsidiary road shall not do anything to concentrate the natural drainage of the land on to the State highway or subsidiary road without the consent, in writing, of the Minister.

NORTHERN MIDLANDS COUNCIL
THIS PLAN FORMS PART OF
PERMIT NUMBER P12-186
ISSUED ON 26/09/2012
AND SHOULD BE READ IN
CONJUNCTION WITH THAT PERMIT

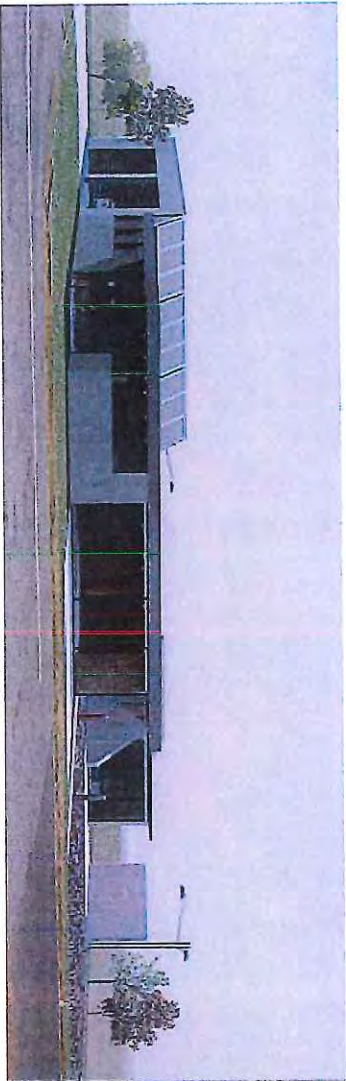


+ AMBULANCE TASMANIA CAMPBELL TOWN STATION

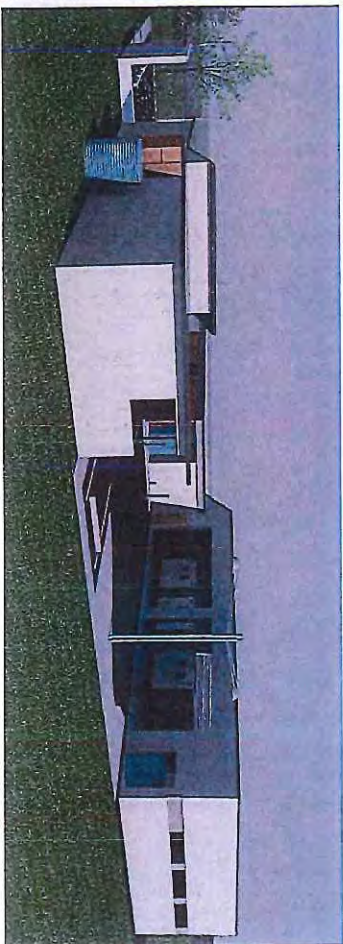


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+ AMBULANCE TASMANIA CAMPBELL TOWN STATION

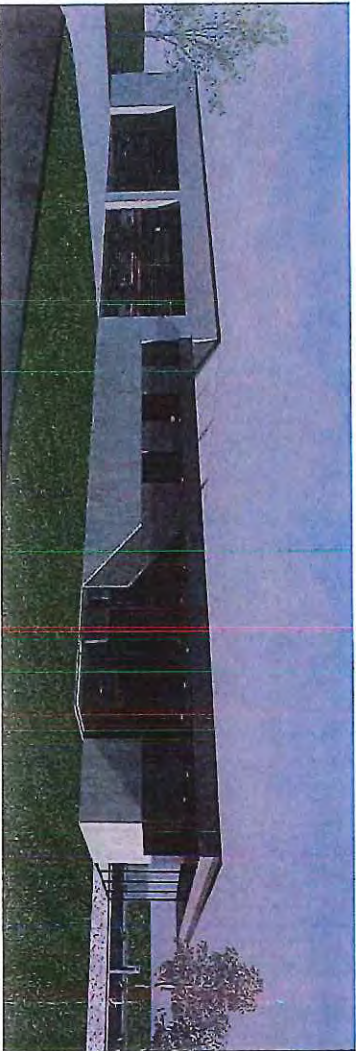


View from corner of Midland Hwy and Mason Street

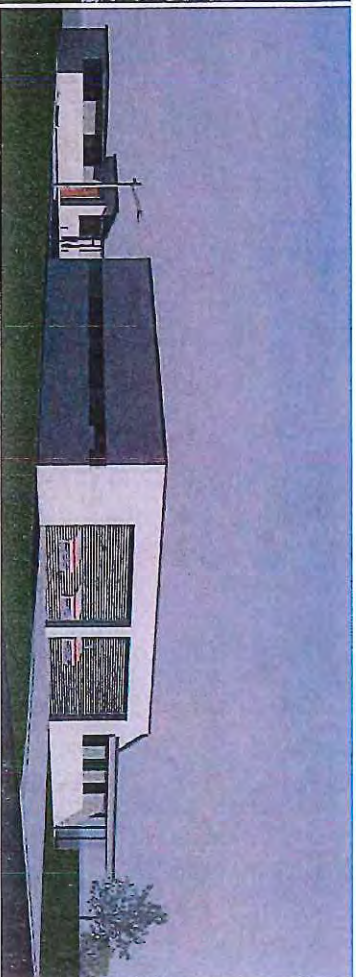


View from South West

1-264



View from Midland Hwy



Southern approach to Campbell Town

NORTHERN MIDLANDS COUNCIL
The Ambulance forms Part of Planning Permit No

12-186

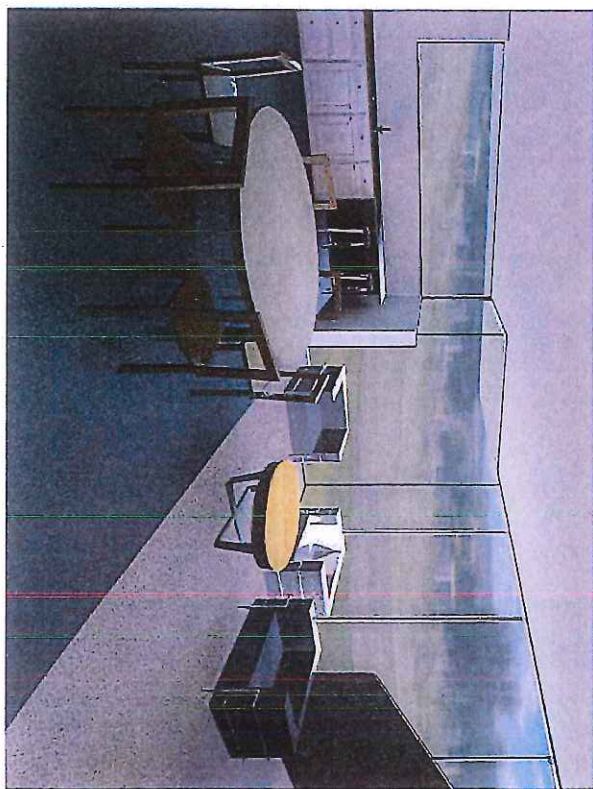
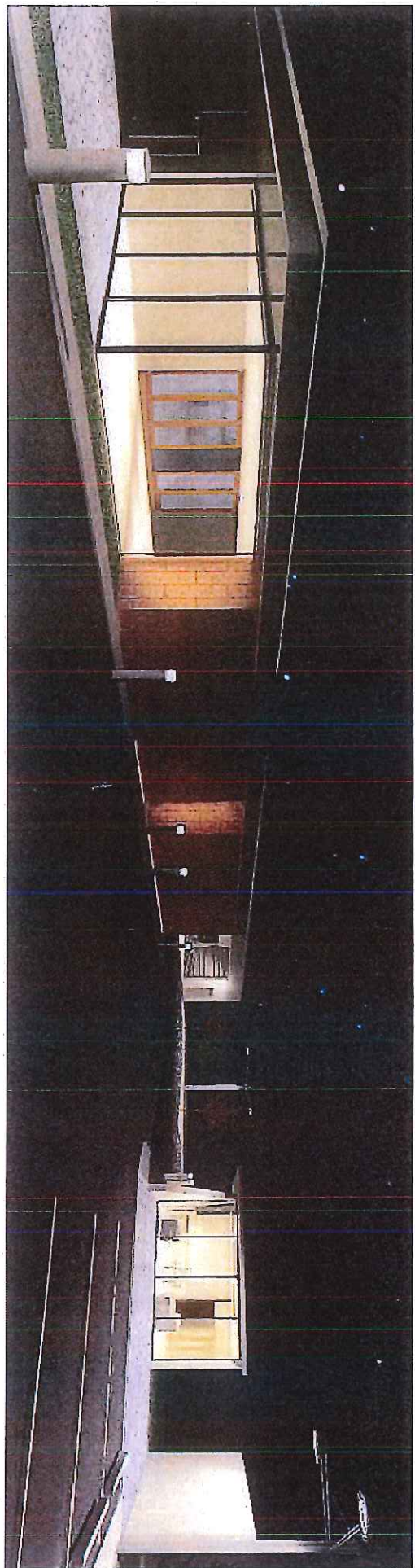
P7.

architects
designhaus

A07

EXHIBITED

+ AMBULANCE TASMANIA CAMPBELL TOWN STATION



1-265

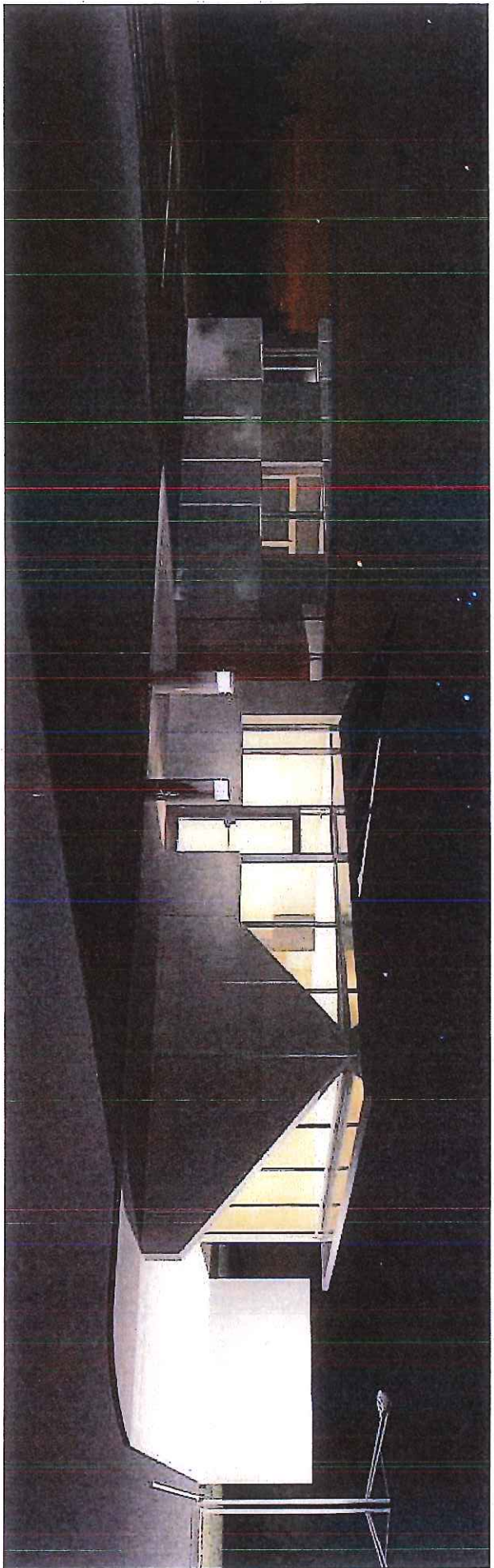
NORTHERN MIDLANDS COUNCIL
This building forms Part of Planning Permit No
12-186



architects
designhaus

A08
EXHIBITED

+ AMBULANCE TASMANIA CAMPBELL TOWN STATION



NORTHERN MIDLANDS COUNCIL
This design forms Part of Planning Permit No.

12-186

EXHIBITED
p9



architects
designhaus

A09

+ AMBULANCE TASMANIA CAMPBELL TOWN STATION

Services Map – to be used as a guide only

Legend: Water (blue); sewer (red); stormwater (green)



*Aerial view indicates that the closest neighbouring dwelling (excluding shed) to the site is approximately 20m from the site boundary.

NORTHERN MIDLANDS COUNCIL
The residence being Part of Planning Permit No
12 - 186



A10

P10.

EXHIBITED

ATTACHMENT 3: LETTER OF AUTHORITY

Department of Health and Human Services

CORPORATE, POLICY AND REGULATORY SERVICES - SHARED SERVICES - ASSET MANAGEMENT SERVICES

GPO Box 125, HOBART TAS 7001 Australia
Ph: 1300 135 513
Web: www.dhhs.tas.gov.au



Contact: Michelle Foster
Phone: 0427 097 938
Facsimile: (03) 6137 0319
Email: Michelle.Foster@dhhs.tas.gov.au
File: F17/000323

Mr Des Jennings
General Manager
Northern Midlands Council
13 Smith Street
LONGFORD TAS 7301

Dear Mr Jennings

Subject: Campbell Town Ambulance Station

Consent to the making of Planning Permit Application pursuant to Section 52 (b) of the *Land Use Planning and Approval Act 1993*.

Pursuant to the above Act I consent to the attached permit application relating to land in the ownership of the Crown and I hereby authorise the applicant to lodge the development applications with Council on behalf of the Crown.

Applicant: Architects Designhaus Pty Ltd
Proposed Development New Campbell Town Ambulance Station
Address: 176 High Street, Campbell Town, TAS, 7210
PID: 6202324

If you require further information regarding this application please contact Michelle Foster, Manager Infrastructure Investment on 0427 097 938.

Your sincerely

A handwritten signature in blue ink, appearing to read "Scott Parnham".

Scott Parnham
Director Asset Management Services

19 March 2018

ATTACHMENT 4:TITLE

Property ID: 6202324 **Municipality:** NORTHERN MIDLANDS

Property Address: 176 HIGH ST
CAMPBELL TOWN TAS 7210

Rate Payers: DEPARTMENT OF HEALTH AND HUMAN SERVICES
Postal Address: GPO BOX 125
HOBART TAS 7001

Title Owners: 76398/4 : THE DIRECTOR OF AMBULANCE SERVICES
76398/5 : THE DIRECTOR OF AMBULANCE SERVICES

Improvements:
Construction Year
of Main Building:
Land Area: 0.152 hectares
Building Size:

Bedrooms:
Roof Material:
Wall Material:
LPI References: 4301240
4301241

Last Sales

Contract Date	Sale Price
08/06/1993	\$12,500
14/01/1986	\$4,000

Last Valuations

Inspection Date	Levels At	Land	Capital	A.A.V.	Reason
25/10/2006	01/10/2006	\$60,000	\$60,000	\$2,400	Revaluation
03/02/2000	01/10/1999	\$10,000	\$10,000	\$400	Revaluation

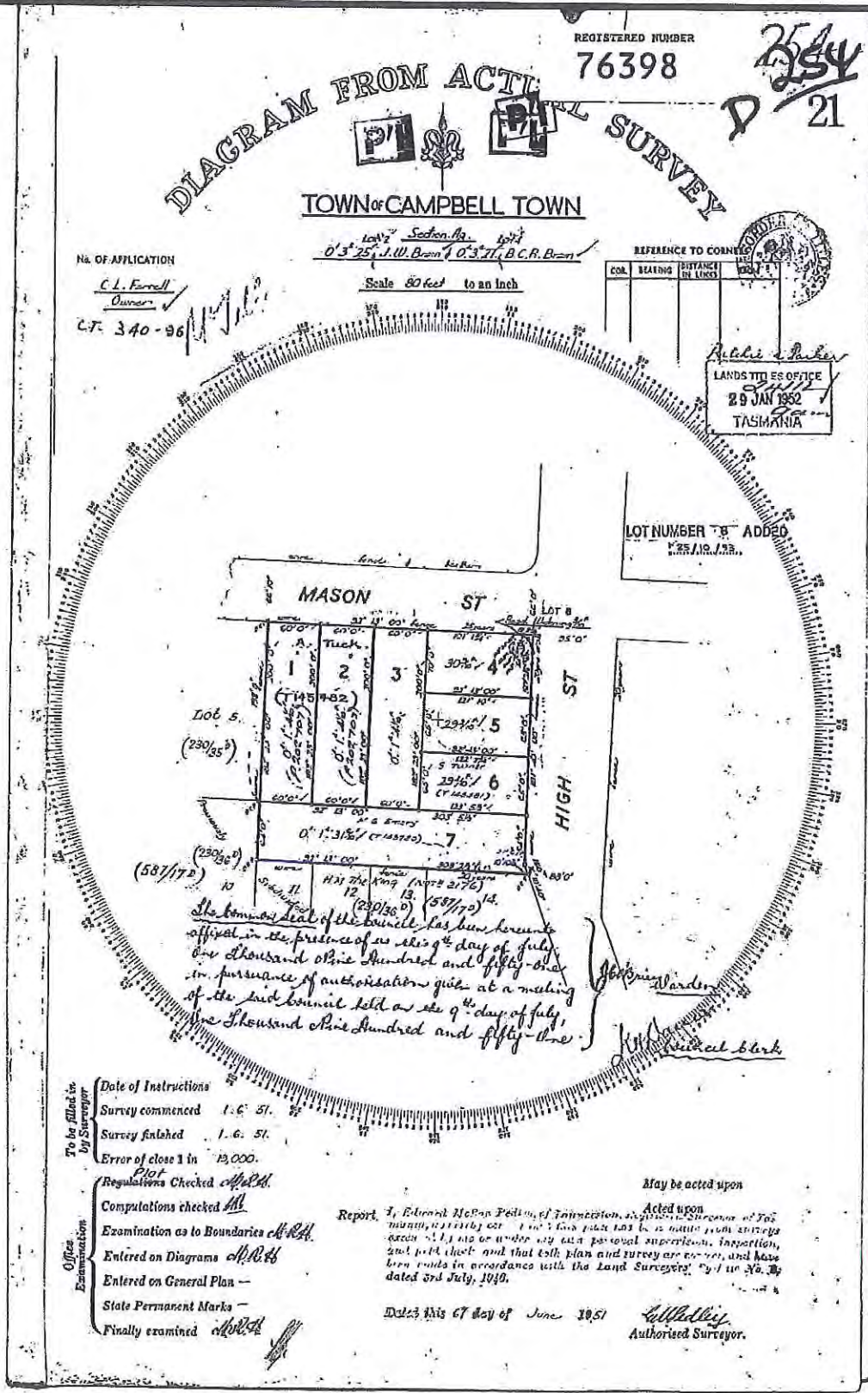
This data is derived from the Valuation List prepared by the Valuer General under the provisions of the Valuation of Land Act 2001. These values relate to the level of values prevailing at the dates of valuation shown.

While all reasonable care has been taken in collecting and recording the information shown above, this Department assumes no liability resulting from any errors or omissions in this information or from its use in any way.

No information obtained from the LIST may be used for direct marketing purposes

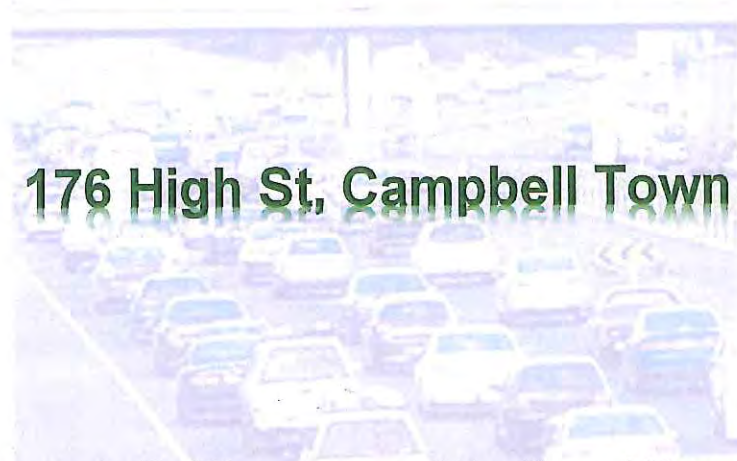
SEARCH DATE: 15/09/2011 SEARCH TIME: 01:05 PM

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TRAFFIC IMPACT ASSESSMENT



Prepared on behalf of Department of Health and Human Services

May 2018



Contact Information

RJK Consulting Engineers

ABN: 71 162 701 528

PO Box 128
Prospect TAS 7250
Australia

Telephone: 0400 642 462

Document Information

Prepared for	Department of Health & Human Services
Project Name	Ambulance Tasmania Campbell Town Station
Date	28 May 2018
Version Number	V1
Effective Date	04/06/2018
Date Approved:	04/06/2018

Document History

Version	Effective Date	Description of Revision	Prepared by:	Reviewed by:
V1	28 May 18	Initial TIA	RK	RK

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1 INTRODUCTION

1.1 Overview

RJK Consulting Engineers has been commissioned by Department of Health and Human Services to undertake a Traffic Impact Assessment (TIA). Specifically, this TIA addresses the access provision of the proposed subdivision development and addresses Code E4 only for access. The proposed layout is provided within this report for reference.

The proposed development is located within the Northern Midlands Local Government Area (LGA) and is subject to their relevant planning controls.

1.2 Background and Scope of Works

A concept design layout for the subdivision has been prepared by Architects Designhaus.

The nature of the development requires a TIA to be undertaken, and the following information has been prepared to address traffic related aspects and identify any potential impacts that may affect the progression of the development.

As indicated in the Northern Midlands Interim Planning Scheme a traffic assessment would be required to assess traffic impacts and any issues arising from the traffic increase. Due to the low numbers of additional vehicles associated with development, beyond current levels arising from this development and the development purely being for a residence, the most applicable clauses which are specifically applicable are those contained in Codes E4 and E6 and meet the requirements of safe intersection site access for driveways.

The objective of this report is to evaluate the impact of traffic generated by the project, its associated impact on the surrounding road network, as per Code E4 and E6 as depicted by the planning scheme. RJK's scope of works for this study includes:

- > Review and collate background documents in relation to the development.
- > Assessing access performance in accordance with Codes E4 and E6
- > Undertake a site visit to gain an understanding of existing traffic conditions around the site including observational assessment of driver behaviour
- > Review the requirements of Northern Midlands Planning Scheme 2013 as they relate to the development
- > Assess vehicular access to the site with regard to access design and manoeuvring as well as sight distance requirements
- > Identify any mitigating measures required as a result of the proposal.

1.3 Reference Documents

RJK Consulting Engineers have been provided by Architects Designhaus and the client relevant information on the development. These detail an outline of the work and that the development generally proposes no significant change to the existing traffic arrangements, other than the creation of an access point for the property.

The following documents have been referenced as part of this study:

- > www.THELIST.tas.gov.au
- > DSG 'Traffic Impact Assessment (TIA) Guidelines'
- > DSG Tasmanian State Road Hierarchy
- > NMC Interim Planning Scheme Code E4 and 6 (2013)
- > Various Austroads publications

2 EXISTING SITUATION

This chapter reviews the existing road network and transport conditions surrounding the proposed development site.

2.1 Site Location

The site is located on Lot 76398/4 & 76398/5 (PID: 6202324) and is zoned as General Residential. The property is currently vacant with little vegetation and no formal street access. The subject site is identified in **Figure 2-1**. The site currently has access directly to Mason Street and the Midland Highway.



Figure 2-1 - Site Location

2.2 Existing Conditions

In accessing this TIA, the transport road network system consists of Midland Highway and Mason Street. The roads are discussed in detail below.

Mason Street

Mason Street is a minor road, sealed and connects to the Midland Highway along the northern boundary of the site. This road is considered as a local access road and serves rural residential properties. The road is constructed with a sealed pavement width of some 4.8 metres with a 1 metre gravel shoulder on the right with grass verges, whilst the left side has a concrete swale drain followed by grass verges.

The road alignment is straight with a relatively flat profile with a 2% upgrade toward the Midland Highway for the section near the junction.

Sight distance at the junction exceeds 300 metres to the north and some 270 metres to the south.

Midland Highway

This road is a state maintained road classified in the DIER road hierarchy as a Category 1 "Trunk" route and is seen as providing for inter-regional freight and passenger vehicle movements between the north and the south of the state.

In proximity to the proposed development the construction standard provides a sealed pavement of some 6.8 metres (lane widths at 3.4 metres), sealed shoulders of 1.2 metres followed by gravel shoulders with side drains and grass verges.

The Mason Street intersection with the Midland Highway is 250 metres north of a horizontal curve with the road profile that has a downgrade of some 6% from a crest to the north.

Sight distance for the proposed emergency exit has the same comparable sight distance figures as Mason Street. The speed zone for this area is 60km/hr which increases to a 110 km/hr zone occurring some 270 metres south of the proposed development.

The 110 km/hr from the south steps down to an 80 km/hr zone some 700 metres from the site followed by a lowering to a 60 km/hr zone some 270 metres from the site.

Traffic counts provided by Department of state growth suggest Midland Highway is estimated to carry 5,209 vehicles per day (two way) at the southern end of Campbell town. Historical data suggests that traffic has had consistent growth over the past 25 years at approx. 1.5% with commercial vehicles making up approx. 17% of traffic.

Based on the small volume of additional traffic generated by the new development, an inspection of the road and surrounding areas identified that the general operations of the street, as currently operating, will not have any noticeable level of service loss. Based on the authors assessment and local knowledge with the road network, the traffic volumes for this road are currently satisfactory.

2.3 Road Conditions and Road Safety Performance

Crash data was obtained from the Department of State Growth for the most recent 5 year time period for the Midland Highway, within 1 km of the subject site. During this period there were 6 recorded crashes, all located more than 200 metres from the site, with 2 for minor severity. The crash history does not indicate any particular existing road safety deficiency near the site.

It is noted that no crashes occurred in Mason Street with the assessed period and the closet crash on the Midland Highway was a wrong side other head on (not overtaking) suggesting driver inattentiveness.



As the proposed subdivision requires access points and the creation of two new entry roads, the new development is subject to sight distance assessments.

Fig Visual looking north on Midland Highway.



Fig Visual looking South on Midland Highway



Fig Visual looking East on Mason Street.

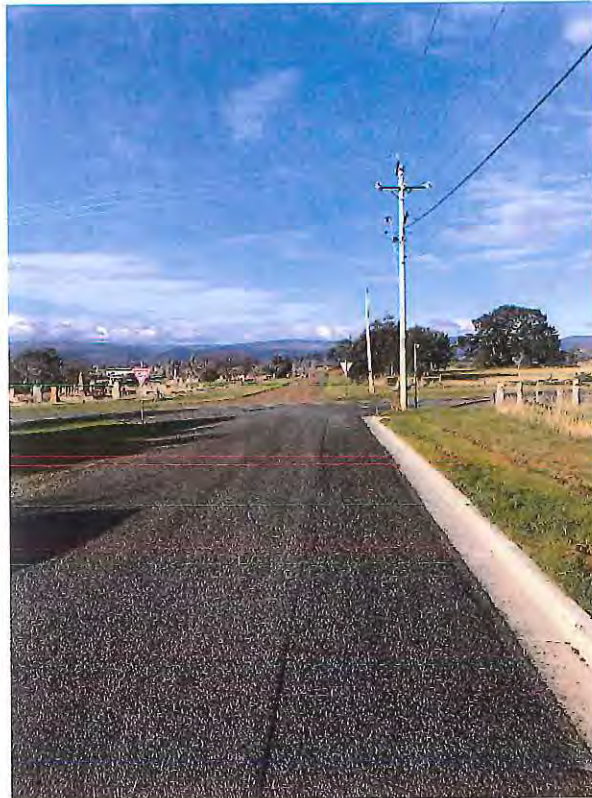


Fig Visual looking West on Mason Street



Additionally, as the location does not have any direct connection with footpaths or public transport, this suggests some 100% car use with average car occupancy of 2. For the proposed development the indication is 2 employees with 3 trips per employee and an additional allowance of 2 emergency vehicle movements per day. This assessment basis suggests a weekday volume of some 8 vehicles.

The worst case value - 8 vehicles per week day with 10% peak hour use distributed 80/20 toward and away from the development for the morning and evening peak hour has been adopted for this assessment.

It is considered that the adopted traffic generation rate is a suitable generation rate for the land uses permitted for the development.

4 TRAFFIC ASSESSMENT

4.1 Surrounding Road Impacts

The proposed development is one which is purely driven by accident demand and the requirement for such response by the vehicles based at the station. Employment at the site in its current format, is limited to one full time officer and one part time officer.

As all general traffic will enter and exit through the Mason Street entrance, this is considered adequate under the scheme and will have minimal impact on the surrounding road system.

Therefore, the minority of movement through the site for emergency vehicles directly onto the Midland Highway will be either the northbound or southbound direction, resulting in a primary left/right outwards movement only. Note as exit will be under lights and possible sirens, traffic control is automatically assumed by the rule of giving way to emergency vehicles under state law.

Clause E4.7.2 A1 states that "for roads with a speed limit of 60km/hr or less, the development must include only one access providing entry and exit or two accesses providing separate entry and exit". The proposal development provides a total of two accesses, with one providing both entry and exit whilst the second providing exit only, and therefore relies on the performance criteria E4.7.2 P1. It is considered, as the assessment is based on the primary access and exit being on Mason Street with only emergency egress on Midland Highway, the number, layout and design are considered to be an acceptable level of safety for all road users.

4.2 Access Design

Clause E4.6.7.2 A2.1 indicates "Car parking and manoeuvring space must: a) have a gradient of 10% or less; and b) where providing for more than 4 cars, provide for vehicles to enter and exit the site in a forward direction; and c) have a width of vehicular access no less than prescribed in Table E6.2 and Table E6.3"

The proposed development is on a relatively level grade and provides adequate turning areas such that vehicles do not exit onto the adjoining roads in a reverse nature. As Table E6.1 requires 1 space per employee and as only 2 will be on site at any time. Table 6.2 requires only an access width of 3 metres. The proposed development access is significantly wider than the 3 metres and therefore complies to the acceptable solutions.

4.3 Parking Assessment

Per Table E6.1, 1 space per employee required. Design shows 6, therefore E 6.6.1 A1 complies with acceptable solution. One spot will be allocated to disabled parking as per Scheme requirements.

4.4 Sight Distances

A sight specific assessment on the site was undertaken to review sight distance with consideration of the Austroad requirements and Clause E 4.7.4.

It is noted that Scheme stipulates for a 60Km/hr posted speed zone, SISD must meet 105m. As noted from photos for the proposed site access, SISD is achieved for the 85% percentile speed. As such all driveways meet the acceptable criteria for SISD and therefore satisfies Clause E4.7.4 – A1.

4.5 Pedestrian and Bicycle Movements

Bicycle parking is not required therefore meets requires of E 6.8.2.

4.6 Road Safety and Traffic Service

Due to the sight distance deemed to be met in regards to the Austroads guidelines, road safety appears not to be compromised by the establishment of the driveway.

Traffic service is believed to be adequate with the existing infrastructure based on the low traffic volumes.

4.7 Delivery Vehicles

Not Required to be assessed.

4.8 Public Transport

Not part of this assessment, however taxis are available to service the site. No changes to existing arrangements are envisaged in the foreseeable future.

4.9 Summary Assessment against Planning Scheme Zoning Requirements (relevant to Traffic Only)

The application is required to be assessed against the following Codes:

- Road and Railway Code (E4); and
- Car Parking and Sustainable Transport Code (E6).

4.8.1 E4 – Road and Railway Code

Clause	Criteria / Comment
E4.6.1 Use and road or rail infrastructure	A1 – Not Applicable - not a sensitive use A2 – Complies for Not Applicable A3 – Not Met P3 – REQUIREMENTS ARE MET (Safe access, deemed acceptable – refer comments section)
E4.7.1 Development on and adjacent to Existing and Future Arterial Roads and Railways	A1 – Not applicable (No works/key items proposed within 50m of Cat 1 or 2 roads or railways)
E4.7.2 Management of Road Accesses and Junctions	A1 – Not Applicable A2 – Not Met P1 – REQUIREMENTS ARE MET (Safe access, deemed acceptable – refer comments section)
E4.7.3 Management of Rail Level Crossings	Not Applicable
E4.7.4 Sight Distance at Accesses, Junctions and Level Crossings	A1 – REQUIREMENTS ARE MET (Deemed acceptable – refer comments section)

4.8.2 E6 – Car Parking and Sustainable Transport Code

Clause	Criteria / Comment
E6.6.1 Car Parking Numbers	A1 – Complies
E6.6.2 Bicycle Parking Numbers	A1 – Not applicable
E6.6.3 Taxi Drop-off and Pickup	A1 – Not Applicable General Res zone
E6.6.4 Motorbike Parking Provisions	Not Applicable
E6.7.1 Construction of Car Parking Spaces and Access Strips	A1 – REQUIREMENTS ARE MET (Deemed acceptable – refer comments section)
E6.7.2 Design and Layout of Car Parking	A1.1 – Complies refer plans A1.2 – Complies refer plans A2.1 – Complies refer plans A2.2 – Complies refer plans
E6.7.3 Car Parking Access, Safety and Security	Not Applicable
E6.7.4 Parking for Persons with a Disability	A1 – Complies refer plan A2 - Complies refer plan

5 REGULATORY FEEDBACK

5.1 DSG Feedback

This report has been provided to DSG for comment as the road owner. Comments will be provided to council once received.

6 Conclusion

6.1 Conclusion

This TIA has investigated the potential impacts for the creation of the proposed development.

Key conclusions are:

- The proposed new accesses are to be located as per the attached plan. Access is to be constructed to council standards as per the Tasmanian Standard drawing series.
- Traffic services is deemed adequate by the road and access arrangements as proposed and will be satisfactory in servicing the development.
- There is sufficient sight distance at each access point in accordance with the planning scheme requirements.
- The proposed development is considered to provide sufficient parking to cater for the use and parking is unlikely to spill on surrounding areas.
- Main access and egress will be on Mason Street with emergency access for ambulances only on Midland Highway.
- No other planning scheme requirements are outstanding.

I, Ridsen Knightley as a qualified chartered engineer and Fellow of Engineers Australia, conclude based on the assessment of information available, that the traffic aspects associated with the development are adequate and meet the requirements for traffic, safety and service. I also note that there appears to be no other potential adverse effects on existing traffic situations, subject to the recommendations and conclusions noted.

Ridsen Knightley BE (Civil), Ass Dip Civil Eng, FIEAust, CC 2539X
PO Box 128, Prospect 7250

Mobile: 0400 642 469

Email: mail@rikconsultants.com.au

Figure 4-1 Concept Layout Plan

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E-MAILED
16.4.18

Our ref: P18-086
Enquiries: Paul Godier

16 April 2018

Architects Designhaus Pty Ltd
293 Macquarie Street
HOBART 7000



**NORTHERN
MIDLANDS
COUNCIL**

By email: john@architectsdesignhaus.com

Dear Sir

Additional Information Required for Planning Application P18-086

Site Specific Planning Scheme Amendment to make Emergency Services a Discretionary use in the General Residential zone at 176 High Street, Campbell Town, and s43A application for a planning permit for an Ambulance Station at 176 High Street, Campbell Town at 176 High Street, Campbell Town

I refer to the abovementioned application, which has been reviewed by Council's planners. The Traffic Impact Assessment is dated August 2012. A service station development was approved opposite the subject site, at 171-183 High Street in July 2017 under planning permit P16-129. That approval has a new access directly opposite the subject site.

The following information is required to allow consideration of your application under the *Northern Midlands Interim Planning Scheme 2013*:

- A current Traffic Impact Assessment, taking into account the development approved at 171-183 High Street under planning permit P16-129.

b/b/18 RJ

This information is requested under section 43E (1) of the *Land Use Planning & Approvals Act 1993*.

In accordance with Section 43E (2) of the *Land Use Planning and Approvals Act 1993*, the statutory period for processing the application does not recommence until the requested information has been supplied to the satisfaction of the Planning Authority.

Correspondence, if emailed, must be sent to Planning@nmc.tas.gov.au and referenced with the planning application number P18-086.

If you have any queries, please contact Council's Planning Section on 6397 7301, or e-mail Planning@nmc.tas.gov.au.

Yours sincerely

Paul Godier
Senior Planner

Copy: Department of Health & Human Services - michelle.foster@dhhs.tas.gov.au

REFERRAL OF DEVELOPMENT APPLICATION P18-086 TO WORKS DEPARTMENT

Property/Subdivision No: 302300.05a 03/18

Date: 10-Apr-2018

Applicant: Architects Designhaus Pty Ltd

Proposal: Site Specific Planning Scheme Amendment to make Emergency Services a Discretionary use in the General Residential zone at 176 High Street, Campbell Town, and s43A application for a Planning Permit for an Ambulance Station at 176 High Street, Campbell Town (vary rear setback)

Location: 176 High Street, CAMPBELL TOWN

W&I referral P18-086, 176 High Street, CAMPBELL TOWN

W.2 Access (Urban)

- a) A concrete driveway crossover and hotmix sealed apron (or concrete apron where the footpath is constructed from concrete) must be constructed from the edge of ... Street/Road to the property boundary of Lot/s ... in accordance with Council standards.
- b) Access works must not commence until an application for vehicular crossing has been approved by Council.

W.5 Works in Council road reserve (Council is responsible for all of Mason St and also for naturestrips on the main street).

- 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 Manager.
- b) Twenty-four (24) hours notice must be given to the Works 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.

W.5 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, 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.

W.8 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 authorised by this permit 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.

W.9 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.

Submission to Planning Authority Notice

Council Planning Permit No.	P18-086	Council notice date	10/04/2018
TasWater details			
TasWater Reference No.	TWDA 2018/00542-NMC	Date of response	18/04/2018
TasWater Contact	Anthony Cengia	Phone No.	(03) 6237 8243
Response issued to			
Council name	NORTHERN MIDLANDS COUNCIL		
Contact details	Planning@nmc.tas.gov.au		
Development details			
Address	176 HIGH ST, CAMPBELL TOWN	Property ID (PID)	6202324
Description of development	Site specific scheme amendment and s43 planning application		
Schedule of drawings/documents			
Prepared by	Drawing/document No.	Revision No.	Date of Issue
Architects Designhaus	1203 Sheets DA01,	C	05/03/2018
Architects Designhaus	1203 Sheets DA02, DA03, DA04, DA05, DA06	B	15/02/2018
Conditions			
<p>SUBMISSION TO PLANNING AUTHORITY NOTICE OF DRAFT AMENDMENT TO PLANNING SCHEME <u>AND</u> PLANNING APPLICATION REFERRALS</p> <p>Pursuant to the <i>Water and Sewerage Industry Act 2008 (TAS)</i> Section 56S(2) TasWater makes the following submission(s):</p> <p style="padding-left: 40px;">TasWater does not object and has no formal comments for the Tasmanian Planning Commission in relation to this matter and does not require to be notified of nor attend any subsequent hearings.</p> <p>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:</p> <p>CONNECTIONS, METERING & BACKFLOW</p> <ol style="list-style-type: none"> 1. A suitably sized water supply with metered connection / sewerage system and connection to the 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/use of the development, any water connection utilised for construction/the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater. <p>DEVELOPMENT ASSESSMENT FEES</p> <ol style="list-style-type: none"> 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. \$206.97 for development assessment.

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

Advice

General

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>

Service Locations

Please note that the developer is responsible for arranging to locate the existing TasWater infrastructure and clearly showing it on the drawings. Existing TasWater infrastructure may be located by a surveyor and/or a private contractor engaged at the developers cost to locate the infrastructure.

- A permit is required to work within TasWater's easements or in the vicinity of its infrastructure. Further information can be obtained from TasWater
- TasWater has listed a number of service providers who can provide asset detection and location services should you require it. Visit www.taswater.com.au/Development/Service-location for a list of companies
- TasWater will locate residential water stop taps free of charge
- Sewer drainage plans or Inspection Openings (IO) for residential properties are available from your local council.

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