

PLAN 3

PLANNING APPLICATION PLN-19-0243

3 COMMONWEALTH LANE, CAMPBELL TOWN

ATTACHMENTS

- A Application & plans
- B Representations
- C Heritage Advisor's assessment
- D Works & Infrastructure referral

PLANNING APPLICATION
Proposal

Description of proposal: Utilisation of two existing parking
spaces for, and installation of, an electric vehicle charging
station.

(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..... 2..... 3.....

Site address: 3 Commonwealth Lane, Campbell Town Tas 7210

CT no: Lot 1 / TP 138127

Estimated cost of project \$435,000 (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:
.....
.....
.....
.....

(attach additional sheets if necessary)

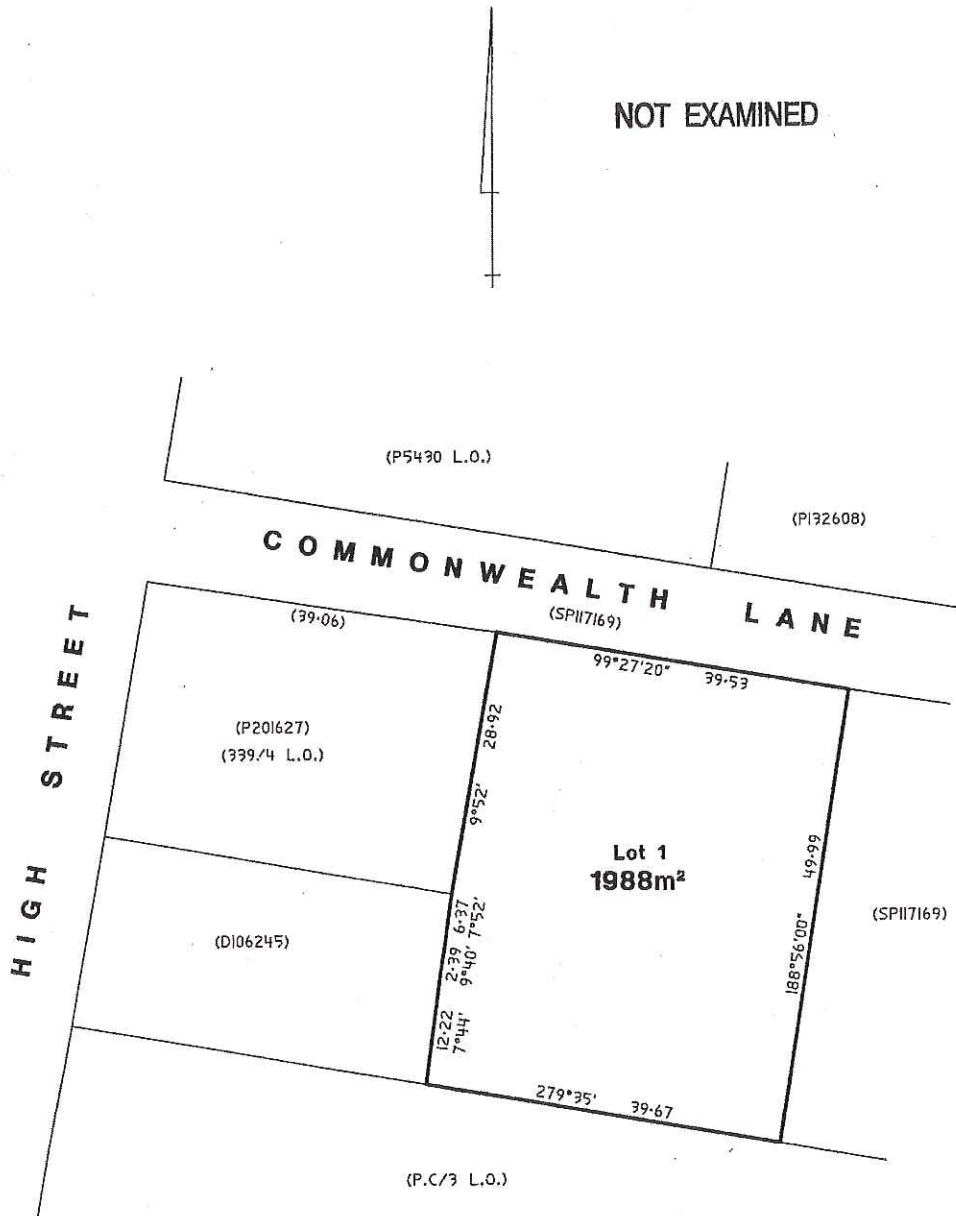
Is any signage required? Two Signage poles are proposed as per plans.
(if yes, provide details)

EXHIBITED

OWNER: The Crown FOLIO REFERENCE: SECTION 27 A APPN. (C.363559) GRANTEE: Whole of Lot 1 1988m ² the Crown.	PLAN OF TITLE LOCATION TOWN OF CAMPBELL TOWN SECTION E		REGISTERED NUMBER P138127
	FIRST SURVEY PLAN No P5430 L.O. & SPII7169 COMPILED BY OFFICE OF THE SURVEYOR-GENERAL SCALE 1:500 LENGTHS IN METRES		APPROVED EFFECTIVE FROM 20 AUGUST 2002 <i>Alice Kawa</i> Recorder of Titles
MAPSHEET MUNICIPAL CODE No 123 (5435-21)	LAST UPI No 4301640	LAST PLAN No -	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN

COMPILED PLAN

NOT EXAMINED



021045

Compiled from P5430 L.O. and SPII7169.

EXHIBITED

Development Application

**Development Application for an Electric Vehicle
Charging Station at 3 Commonwealth Lane,
Campbell Town TAS 7210**

Applicant:

Fast Cities Australia Pty Ltd (Evie Networks)



*Prepared by Metasite Pty Ltd
December 2019*

EXHIBITED

Document Control

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EXHIBITED

Executive Summary

Applicant	<p>Fast Cities Australia Pty Ltd (Evie Networks)</p> <p>C/- Metasite Pty Limited L2, 71 Alexander Street Crows Nest NSW 2065</p> <p>Telephone: (02) 9439 1006 Post: PO Box 31 CROWS NEST NSW 1590 Email: joel.stuart@metasite.com.au</p> <p>Attention: Joel Stuart</p>
Proposal	<p>The proposal is to construct and operate an electric vehicle charging station.</p>
Property Details	<p>3 Commonwealth Lane, Campbell Town TAS 7210 being Lot 1 in Title Plan 138127.</p>
Applicable legislation, regulations and codes	<p>The application is submitted with reference to requirements and obligations under:</p> <ul style="list-style-type: none"> Northern Midlands Interim Planning Scheme 2013

Contents

1.0	Introduction	5
2.0	About electric vehicle charging and networks	5
2.1	Evie Mission.....	5
2.2	Evie Challenge	5
2.3	Infrastructure Mix	6
2.3.1	Destination charge points	6
2.3.2	Journey based charge points.....	6
2.3.3	An equivalent driving experience	7
2.3.4	Building Australia's largest ultra-fast charging network	8
2.3.5	The State of Electric Vehicles in Australia (June 2018)	9
3.0	The proposal.....	10
3.1	Scope of Works	10
4.0	Site description and analysis	11
4.1	Site Description.....	11
4.2	Broader site context	12
5.0	Legislative and regulatory context.....	14
5.1	The Northern Midlands Interim Planning Scheme 2013.....	14
5.2	Planning Scheme Provisions	17
5.3	Zoning Provisions.....	17
6.0	Overlays.....	21
7.0	Aboriginal Cultural Heritage	28
8.0	Other Planning Considerations	28
8.1	Urban design	28
8.2	Acoustic Privacy	28
8.3	Landscaping.....	29
8.4	Waste Management.....	29
8.5	Car Parking	29
9.0	The likely impacts of the development.....	29
10.0	The suitability of the site for the development.....	29
11.0	Representations/Objections	30
12.0	The public interest.....	31
13.0	Conclusion.....	32
14.0	Appendices.....	33

1.0 Introduction

This Development Application (DA) has been prepared by Metasite Pty Limited on behalf of Fast Cities Australia Pty Ltd (Evie Networks) for a new electric vehicle charging station at 3 Commonwealth Lane, Campbell Town TAS 7210.

The proposal has been designed to achieve compliance with the relevant provisions of Northern Midlands Interim Planning Scheme 2013.

The proposal is to construct and operate an electric vehicle charging station (EVCS), comprising two 350kW ultra-fast charging heads together with associated infrastructure. Full details of the proposal are provided in Section 3.

The DA provides an assessment against the relevant matters to support the application for an EVCS and includes:

- A full description of the proposal, in relation to its location, design, access, and operation;
- An assessment of the proposal against the relevant planning provisions/objectives of all levels of Government (i.e. National, State and Local).

The DA provides the required supporting information that will demonstrate to Northern Midlands Council and the community that the proposed development is appropriate in order to obtain development approval for the proposed work.

2.0 About electric vehicle charging and networks

2.1 Evie Mission

Evie Networks is building a national ultra-fast electric vehicle charging network in order to catalyse the adoption of clean and efficient transportation in Australia. Evie Network's mission is to accelerate the adoption of electric vehicles in Australia, working with key partners to build an open, customer friendly and widespread ultra-fast charging network on highways, in cities and in towns.

2.2 Evie Challenge

Australia is on the cusp of a transportation revolution, with electric vehicles, car sharing and autonomous vehicles bringing benefits in terms of productivity, jobs, balance of trade, energy security, health and emissions. Drivers are about to benefit from the introduction of fast, fun and convenient electric vehicles (with lower fuel and running costs) as major auto manufacturers bring more models to Australia. As the price of Lithium ion batteries falls, the price of these vehicles will fall to equivalent levels to petrol and diesel vehicles.

What's holding us back? Australia's current charging network is slow, patchy and unplanned, and despite conservative projections estimating between 40,000 and 140,000 electrical vehicles in Australia by 2025, we are yet to establish a clear framework for meeting the charging demand for those vehicles. Evie Networks' ultra-fast charging network will form an integral part of the plan to help meet the demand.

2.3 Infrastructure Mix

One positive aspect about electric vehicles is that they can be charged at a variety of locations using different charge rates (from slow to ultra-fast). Unlike petrol and diesel vehicles, electric vehicles don't necessarily need to be charged at dedicated charging stations. A mixture of charging options will be required to meet consumer demand. Typically, electric vehicles are charged at destination-based AC power charge points (at home or workplaces) or at journey-based DC power fast and ultra-fast charge points.

2.3.1 Destination charge points

Many electric vehicles can, for example, be charged at home or work using basic AC chargers. Drivers who charge their vehicles at home can use off-peak electricity or solar panels and save up to 75% on their annual fuel bills. Another significant part of the charging network will be chargers at shopping centres and other short to medium stay locations such as hotels, cinemas, sports grounds, car parks and the like.

These types of charging points are often referred to as 'destination chargers.' Destination charge points are typically slow – taking between 2 and 8 hours to charge a vehicle to a sufficient level.


2.3.2 Journey based charge points

Not everyone can charge at home or at work, and Australians love a week-end getaway or road-trip. Businesses also need fast and convenient charging for all-day duty cycles. Fast and ultra-fast charge points will be necessary to meet demand from such users.

Fast Charge Points: These types of charge points typically operate with a power level of 50kW but can be up to 150kW and take between 20 minutes and an hour to charge a vehicle to a sufficient level.

EXHIBITED

Evie Metro Tritium Charger



DC Fast Charging 50kW


Up to 50km range added in approx. 10mins*

Supports multi-modal transport

Waste no time charging with nearby amenities and convenience stores

Ultra-Fast Charge Points: The missing element is ultra-fast inter-city highway charging – ultra-fast so that drivers can fill-up on the go and without delay – and have an equivalent experience to refuelling a conventional motorcar. Ultra-fast charge points will operate at 350kW and take around 10 minutes to charge a vehicle to a sufficient level.

Evie Highway Tritium Charger







DC Ultra-Fast Charging 350kW

Up to 350km range added in approx. 15mins*

Located in highway stations with 24/7 access and amenities

2.3.3 An equivalent driving experience

In Australia, no single player is big enough to do it alone. So Evie Networks, backed by the significant resources of the St Baker Energy Innovation Fund, has committed to leading the development of an open standards, open access ultra-fast electric vehicle charging network.

	Level 1 (AC)	Level 2 (AC)	Fast Charging (DC)	Ultra-Fast Charging (DC)
	2.4 - 3.7 kW	7 - 22 kW	50 kW	150 - 350 kW
	5 - 16 hrs	1 - 5 hrs	20 - 60 mins	10 - 40 mins
	10-20 km range per hr	30-120 km range per hr	250-500 km range per hr	1000+ km range per hr
	Residential	Residential, Workplace, Carparks	Metro, Destination, Commercial	Highway, Commercial Logistics

2.3.4 Building Australia's largest ultra-fast charging network

Australia's lack of charging stations is a major barrier to electric car adoption. For that reason, Evie Networks is building an ultra-fast charging network. This will provide electric vehicle drivers the freedom to travel on the open road. Infrastructure Australia has identified that a national electric vehicle fast-charging network is a high priority initiative. The lack of access to charging stations is a major barrier to the uptake of electric vehicles.¹

The Evie network provides:

- The ability to charge in minutes with access to safe, secure ultra-fast charging sites.
- Charging stations across major Australia highway routes.
- Approximately 150 km distance to nearest fast charging stations.
- Simple payment options and 24/7 customer support.

Evie Networks is committed to building an ultra-fast electric vehicle charging network on highways across Australia, commencing with the Cairns to Adelaide route in 2018-2019. Across this network, each site will include between two and six state-of-the-art, locally manufactured, ultra-fast 350kW chargers.

¹ <https://www.infrastructureaustralia.gov.au/map/national-electric-vehicle-fast-charging-network>



Evie Networks' mid-term goal for the network is to ensure no driver needs to travel further than 75 kilometres between 50-150kW fast chargers, and no more than 200 kilometres between 350kW ultra-fast chargers.

2.3.5 The State of Electric Vehicles in Australia (June 2018)

Electric vehicle momentum is growing:

Internationally;

- EV sales grew 56% between 2016 and 2017.
- Now > 3 million EV on the road.

In Australia;

- EV sales grew 67% between 2016 and 2017, but still less than 1% of vehicle sales.
- Model availability is likely to drive increased sales.

This will drive the requirement and demand for electric vehicle charging points – both destination-based AC power charging points (at home or workplaces) and journey-based DC power fast and ultra-fast charging points. Like the percentage increases in electric vehicle sales, the number of electrical vehicle charging points is also growing rapidly. The number of publicly available charging points in Australia grew from 476 to 783 from 2017 to 2018. It has been estimated that by 2040 some 30,000 DC fast and ultra-fast charging stations will be required.

3.0 The proposal

3.1 Scope of Works

This proposal to install a new ultra-fast electric vehicle charging station (EVCS) at Campbell Town is a key component of the Midland Highway route between Launceston and Hobart. The new EVCS adjoins the existing Council car park and utilises the existing access from Commonwealth Lane.

The proposal involves:

- Demarcation of two (2) existing car spaces for use as Evie charging bays by electric vehicles;
- Existing carpark line marking to be removed and repainted.
- Installation of one (1) transformer on a new pad footing;
- Installation of one (1) Evie ring metering unit on a new pad footing and one (1) metering cabinet on a new H-frame;
- Installation of one (1) Evie ICT cabinet and one (1) Evie power unit on a new pad footing;
- Installation of two (2) Evie 350kW ultra-fast charge heads on new pad footings;
- Installation of Evie charging facility information signage on Commonwealth Lane to the west of the car park;
- Installation of a future canopy over the electric vehicle charging bays, on new bored-pier footings, which will be coloured white. It will have a maximum height of 4m;
- Installation of bollards (165mm x 1m (h)) and rubber wheel stops at each bay;
- Installation of a 5-10kW solar photovoltaic system on the roof of the new canopy;
- Installation of power supply to be confirmed by the landlord (Council) and Tas Networks which will include a new transformer and switch board near the south-west corner of the car park and associated underground sub-mains connection to the power distribution board near the Evie charging units;
- Installation of one (1) 5.5m light pole (6.5m to top of pole) (double globe) adjacent to the EVCS. It is proposed to be of a similar design to the existing light pole in the car park;
- Removal of one (1) small tree; and
- Ancillary works associated with the EVCS.

The Evie 350kW charge heads look similar to petrol pumps and have dimensions of 980mm (w), 525mm (d) and height of 1.998m. They will be coloured white with some blue imaging. The nearby power unit and ICT cabinet each have dimensions of 603mm (w), 1,23m (d) and height of 2.35m. Both will be coloured white. A copy of the draft design drawings is enclosed at Appendix A.

The EVCS is proposed to operate 24 hours per day, seven (7) days per week.

A photo of a recently constructed EVCS in Brisbane is shown on the next page. Note this is a six (6) bay site whereas this application is for a two (2) bay site.



Image 1 – Photo of existing site in Brisbane.

4.0 Site description and analysis

4.1 Site Description

The land is located at 3 Commonwealth Lane, Campbell Town, TAS 7210, and is more particularly described as Lot 1 in Plan 138127, PID 6203212. The land is currently used and developed as a car park owned by the Northern Midlands Council. Access to the land is from Commonwealth Lane at the northern end of the car park. The access in and out of the site is one-way circulation. The existing paved area of the car park occupies most of the site.

There is some planted vegetation within the car park mostly being mature trees for screening on the adjoining eastern, western and southern property boundaries and in some locations within the car park. The car park otherwise includes some light poles for night lighting (see photo next page).

The site is within the Community Purpose Zone under the provisions of the Northern Midlands Planning Scheme. Surrounding zoning includes General Residential to the east and Open Space to the north.

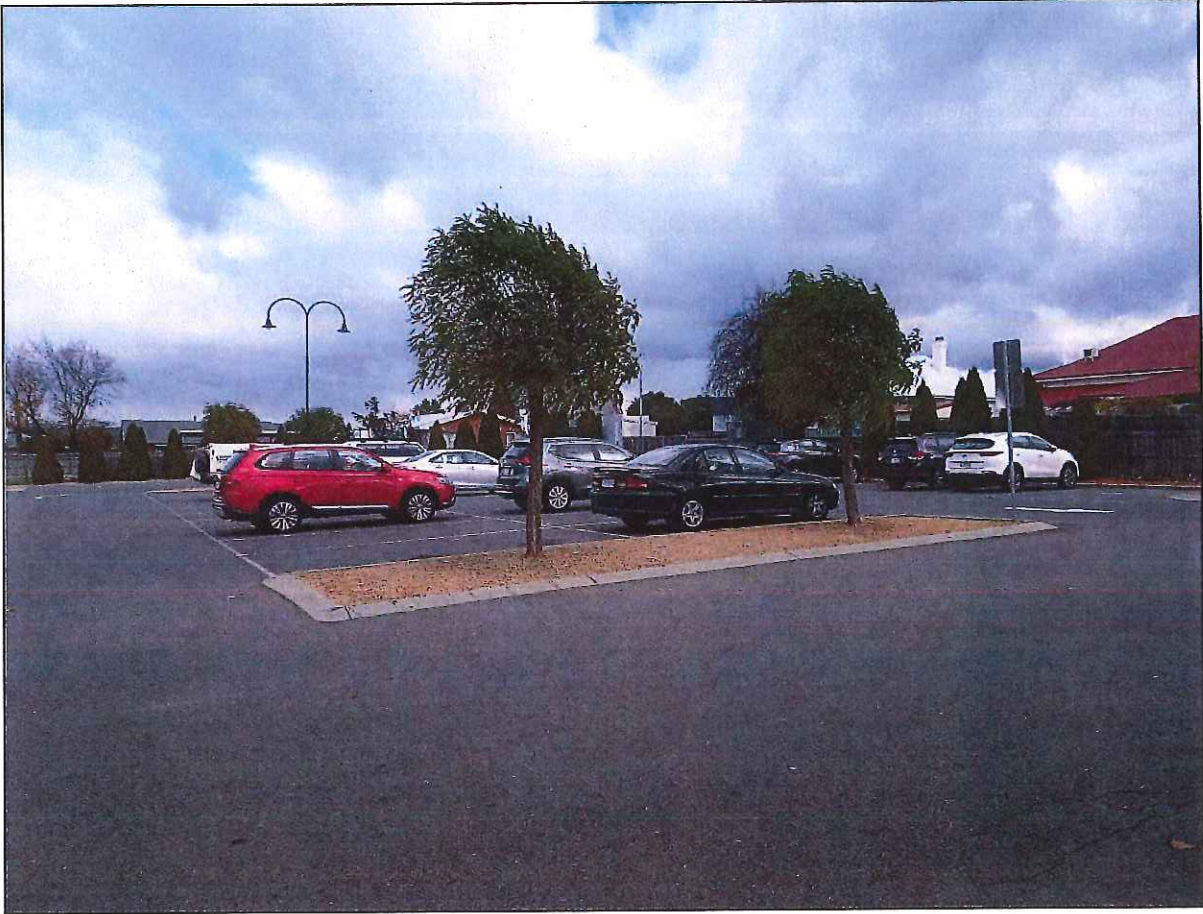


Image 2 – Looking south to car park – EVCS location to mid left.

4.2 Broader site context

The car park is a short distance (approximately 40 metres) to the east of the High Street commercial area of Campbell Town, which is located on the Midland Highway, the major transport route between Launceston and Hobart, Tasmania's two (2) largest centres by population. Campbell Town is approximately 70km south of Launceston and 130km north of Hobart and so is strategically located between the two cities. As the town is not bypassed it is a regular stopping point for motorists between Launceston and Hobart. Many other towns on the Midland Highway are bypassed and as a result are not used as regular stopping points.

The car park abuts residential properties to the east and south, with commercial development to the west fronting High Street, including a former Post Office. To the north of the car park is a mix of commercial, residential and open space development (see aerial image over page, Source: Bing Maps).

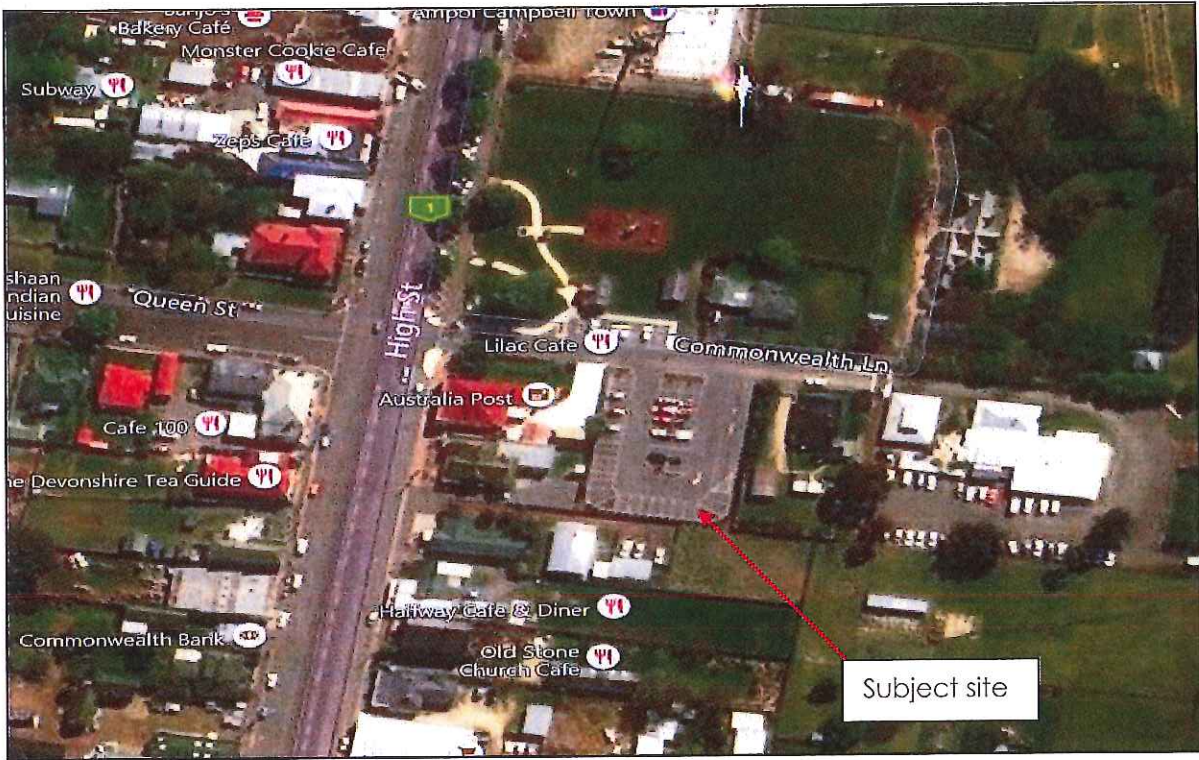


Image 3 – Aerial image of EVCS site (Source: Bing Maps).

EXHIBITED

5.0 Legislative and regulatory context

5.1 The Northern Midlands Interim Planning Scheme 2013

This planning scheme sets out the requirements for use or development of land in accordance with the **Land Use Planning and Approvals Act 1993** (the Act).

The Planning Scheme **Purpose** is set out in Clause 2 and is:

- (a) to further the Objectives of the Resource Management and Planning System and of the Planning Process as set out in Parts 1 and 2 of Schedule 1 of the Act; and
- (b) to achieve the planning scheme objectives set out in clause 3.0 by regulating or prohibiting the use or development of land in the planning scheme area.

The **Regional Land Use Strategy** is at Clause 2.2 and includes:

2.2.1 The Northern Region is comprised of the eight municipal areas of the Launceston, Northern Midlands, Meander Valley, West Tamar, George Town, Dorset, Break O' Day and Flinders councils. The Northern Regional Land Use Framework provides strategic context at a regional level for planning schemes within the region and contains strategies for the future use and development of land within the region.

This planning scheme is based on the Regional Model Planning Scheme, derived from the Regional Land Use Framework, the mechanisms by which land use strategies for sustainable economic, environmental and social outcomes are delivered at a Regional level, through the appropriate allocation of zones and the inclusion of regionally consistent development controls for use and development.

The application of zoning responds to the unique circumstances of the Northern Region with the settlement hierarchy reflected in some zones only being relevant to the population densities of Launceston urban area and the principal use of the Rural Resources Zone reflecting the highly dispersed and variable nature of the Region's productive rural resources. Each of the zones contains regionally consistent core elements in the provisions that respond to the regional strategies.

2.2.2 Consistent with the Regional Land Use Framework and settlement hierarchy, Northern Midlands Council will manage land use and development according to the following local principles and strategies, with the relevant ones here being:

2.2.2.1 Settlement

- a) Encourage growth within the existing settlement pattern in the main towns of Longford, Cressy, Perth, Evandale, Campbell Town, Ross and Avoca as the foci for commercial, residential, industrial, community and other development.
- b) Allow urban development within the capacity of existing services outside the urban growth boundaries of the main settlements but only in established settlements.

EXHIBITED

2.2.2.4 Tourism

- a) Recognise the importance of heritage to the community's sense of place and as an asset to local employment initiatives.
- b) Promote the Northern Midlands as 'Tasmania's Historic Heart', supported by the protection of its historic, cultural and natural heritage, protection of major tourist routes from inappropriate development and encouragement of appropriate tourist developments using historic, cultural and environmental resources.

2.2.2.6 Infrastructure

- a) Recognise existing infrastructure as an asset to the community and locate development to maximise the use of existing and planned services.
- b) Protect utilities from encroachment by incompatible uses.

2.2.2.7 Transport

- a) Protect Launceston Airport from encroachment by incompatible uses or developments that compromise its operations in recognition of its importance and contribution to the Launceston Region and State economy.
- b) Recognise the regional importance of, and protect the viability of, State Highways for the movement of goods, services and people, and the role of rail to augment the road transport system.
- c) Protect the strategically important railway junction and marshalling yards of Western Junction from operational constraints.

2.2.2.8 Heritage

- a) Recognise the importance of the area's Aboriginal and European heritage to the community and protect it for the benefit of the community and visitors.

Built Form

- b) recognise the importance to the identity of the community and value to the economy of the area of its heritage buildings, items and places.
- c) New development is to be guided by the patterns of settlement already established, and should seek to enhance and complement the identified heritage values and not detract from these assets, and will be subject to detailed assessment

The Planning Scheme **Objectives** of the Northern Midlands Interim Planning Scheme 2013 are contained within Clause 3 of the Planning Scheme and the Strategic Planning Directions are detailed at Clause 3.2. The Strategic plan provides a conceptual framework for evaluating the relevance and impact of proposals by investors, and assists the community and Council, as the planning authority, to ensure decisions achieve an appropriate balance in the further development of Northern Midlands.

Directions for the Future are outlined at Clause 3.2.2 and include reference to various areas of interest including housing, tourism, agriculture and notes the following with reference to Campbell Town:

3.2.8 District centre

Campbell Town's highway position and centrality to the Midlands district, and its existing concentration of business, community, health and education services provide a basis for Campbell Town to consolidate its role as the principal service centre in the central Midlands.

The challenge will be to stabilize and increase Campbell Town's population and reinforce the town as the focus for service delivery. This will require policy support from state and local government when positioning future community facilities for the midlands area, which will then influence commercial investment decisions.

This may require further partnerships with state agencies to integrate improved delivery of services to the Midlands through Campbell Town and ensure capacity to meet the needs of the town and its role in the district.

3.4.2 District centre

Campbell Town's highway position, centrality to the Midlands district, and existing concentration of business, community, health and education services provides a still fragile critical mass for Campbell Town to consolidate a role as the Midlands district centre. Policy support from state and local government through decisions on location of further government and community facilities to service the midlands area will be decisive and will influence commercial decisions.

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.

Comments

The proposed EVCS is considered to be fully compliant with the purpose, objectives and Regional Land Use Strategy of the Northern Midlands Interim Planning Scheme 2013.

It will help strengthen services to the district and help to supplement the importance of the Midland Highway and augment the road transport system.

It will not impact the heritage qualities of the town as its location in a car park to the east of High Street and the main commercial area means it will have little or no visibility from those points.

The EVCS will also provide a necessary infrastructure item in a compatible location already set aside for car parking, enabling the EVCS to provide a complementary service here.

The EVCS is also compatible with the zoning of the land.

EXHIBITED

5.2 Planning Scheme Provisions

Clause 7 is Planning Scheme Operation. It sets out the operations of Zones and Codes, applicable standards, acceptable solutions and performance criteria.

The Evie electric charging facility (EVCS) is classified as a **utility** under the Use Classes of **Clause 8.2** of the Planning Scheme.

Clause 8.10 Determining Applications includes the following:

8.10.2 In determining an application for a permit for a discretionary use the planning authority must, in addition to the matters referred to in sub-clause 8.10.1, have regard to:

- (a) the purpose of the applicable zone;
- (b) any relevant local area objective or desired future character statement for the applicable zone;
- (c) the purpose of any applicable code; and
- (d) the purpose of any applicable specific area plan.

but only insofar as each such purpose, local area objective or desired future character statement is relevant to the particular discretion being exercised.

5.3 Zoning Provisions

The site is located within a **Community Purposes Zone** under Clause 17 the Northern Midlands Interim Planning Scheme 2013. An extract from the zoning maps is shown below.

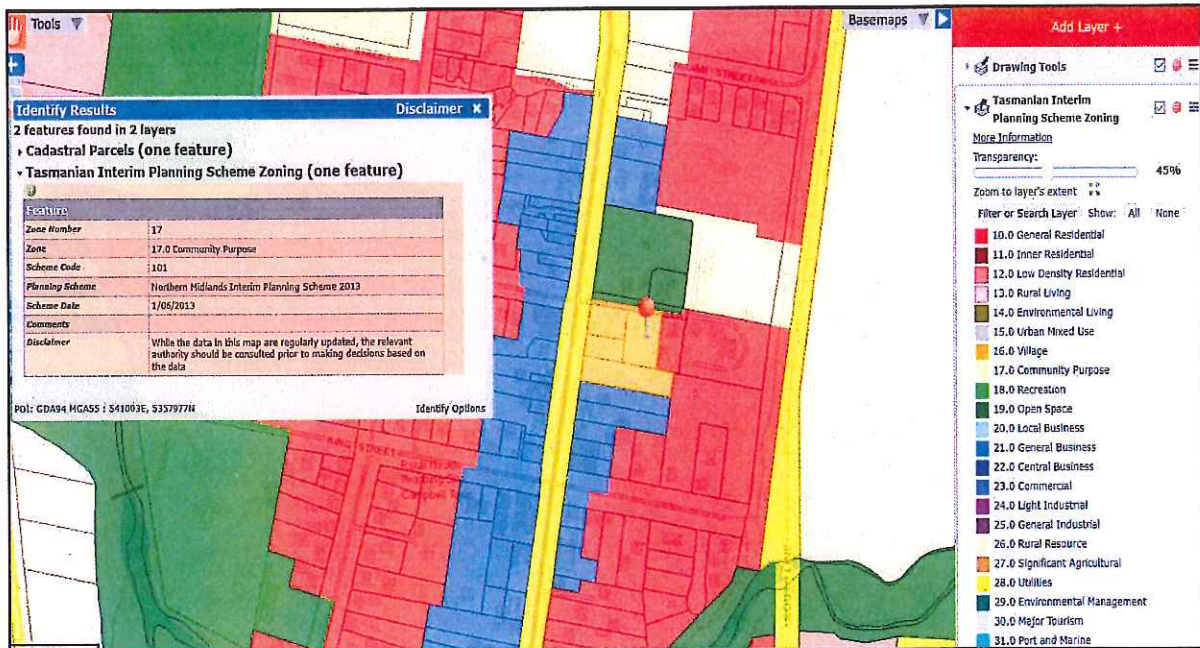


Image 4 – Zoning map (Source: List Map).

EXHIBITED

Clause 17.1.1 Zone Purpose Statements are:

17.1.1.1 To provide for key community facilities and services where those facilities and services are not appropriate for inclusion as an associated activity within another zone.

17.1.1.2 To provide for a range of health, educational, government, cultural and social facilities to serve the function of settlements and local communities.

Clause 17.1.2 Local Area Objectives are:

To manage development in the Community purpose 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 context of the Heritage Precincts in each settlement.

Clause 17.1.3 Desired Future Character Statements notes:

There are no desired future character statements.

Use tables are included at Clause 17.2 of the Planning Scheme. Utilities in this instance is a Discretionary use for which a permit is required.

Use Standards are listed under **Clause 17.3**, including Objectives, Acceptable Solutions and Performance Criteria and are addressed as follows:

17.3 Use Standards**17.3.1 Zone Character****Objective**

To ensure that all uses accord with the objectives for the zone or a community facility.

Acceptable Solutions	Performance Criteria	Comments
A1 Storage of materials or equipment external to a building must not be visible from the road to which the lot has frontage.	PT Storage of materials or equipment does not visually detract from the character of the area.	Complies. No storage areas are proposed.
A2 Commercial vehicles for discretionary uses must be parked within the boundary of the property. P2	P2 No performance criteria	Complies. Any commercial vehicles associated with the use will be parked within the property boundary.

EXHIBITED

17.3.2 Amenity

Objective

To ensure that the use of land is not detrimental to the amenity of surrounding residential areas in terms of noise, emissions, operating hours or transport/traffic.

Acceptable Solutions	Performance Criteria	Comments
A1 For development within 20m of a residential zone, the operating hours of the use must be between 7.00am and 7.00pm Monday to Friday and 8.00am to 6pm Saturday and Sunday.	P1 The operating hours must not cause or be likely to cause an environmental nuisance through emissions including noise and traffic movement and illumination.	Complies. Whilst the EVCS will operate 24 hours per day, it emits no noise. Visitations after normal working hours are likely to be minimal and should not cause undue noise. The proposed light will be subject to Council's approval in a location to ensure no nuisance from illumination.

Development Standards are listed under Clause 17.4, including Objectives, Acceptable Solutions and Performance Criteria and are addressed as follows:

17.4.1 Building Design and Siting

Objective

To ensure that the siting and design of development;

- a) protects the amenity of surrounding uses; and
- b) furthers the local area objectives and desired future character statements, if any.

Acceptable Solutions	Performance Criteria	Comments
A1 Building height must not exceed 8m.	P1.1 Building height must: a) be unobtrusive and must not dominate the character of the surrounding landscape and streetscape; or b) respond to the site context and the local area objectives, if any, for the provision of community uses; and P1.2 Building height must protect the amenity of adjoining sensitive uses from the impacts of unreasonable	Complies. The height of the canopy associated with the EVCS is 4.0m which is in accordance with the specified height.

	overshadowing and overlooking by providing separation that is appropriate for the use, having regard to: i) the form of the building; and ii) the contours or slope of the land; and iii) existing screening or the ability to implement/establish screening.	
A2 Buildings must be set back from the frontage a minimum distance of 5m or for infill lots, within the range of the front setbacks of buildings on adjoining lots, indicated by the hatched section in Figure 17.4.1 below. Figure 17.4.1 – Front Setback for Infill Lots (Illustration not shown)	P2 Building frontage setbacks must: a) be unobtrusive and must not dominate the character of the surrounding landscape and streetscape; or b) respond to the site context and the local area objectives, if any, for the provision of community uses.	Complies. The Evie charging units and future canopy are in excess of 5 metres from the site frontage. Their low profile should ensure they do not dominate the surrounding landscape.
A3 Buildings must be setback from the side and rear boundaries a minimum distance of 3m.	P3 Side and rear building setbacks must: a) protect the amenity of adjoining sensitive uses from the impacts of unreasonable overshadowing and overlooking by providing separation that is appropriate for the use; and b) have regard to: i) the form of the building; and ii) the contours or slope of the land; and iii) existing screening or the ability to implement/establish screening.	Complies. The EVCS components that are within 3m of the adjoining boundary are a maximum 4m height and will not overshadow or overlook adjoining properties given they are utility structures.

Clause 17.4.2 relates to subdivision and is not considered relevant to this proposal.

EXHIBITED

6.0 Overlays

The subject land is included in both a Heritage Precinct Overlay and an Urban Growth Boundary Overlay. The latter is not considered relevant to the proposal.

The proposal is subject to **Code E13** which is the **Local Historic Heritage Code**.

E13.1 Purpose

E13.1.1 The purpose of this provision is to:

- a) protect and enhance the historic cultural heritage significance of local heritage places and heritage precincts; and
- b) encourage and facilitate the continued use of these items for beneficial purposes; and
- c) discourage the deterioration, demolition or removal of buildings and items of assessed heritage significance; and
- d) ensure that new use and development is undertaken in a manner that is sympathetic to, and does not detract from, the cultural significance of the land, buildings and items and their settings; and
- e) conserve specifically identified heritage places by allowing a use that otherwise may be prohibited if this will demonstratively assist in conserving that place.

E13.2 Application of the Code

E13.2.1 This code applies to use or development of land that is:

- a) within a Heritage Precinct;
- b) a local heritage place;
- c) a place of identified archaeological significance.

Table E13.1 includes **Local Heritage Precincts**. For the purpose of this table, Heritage Precincts refers to those areas listed, and shown on the Planning Scheme maps as Heritage Precincts. Campbell Town is included in this list as:

5 CAMPBELL TOWN HERITAGE PRECINCT CHARACTER STATEMENT

The Campbell Town Heritage Precinct is unique because it is the core of a substantially intact nineteenth century townscape, with its significant built fabric, and its atmosphere of a traditional resting place on the main road between the north and south. Its wide main street, historic buildings and resting places for travellers all contribute to its unique character. High Street has remained as the main commercial focus for the town, continuing to serve the needs of residents, visitors and the agricultural community. The War Memorial to the north marks the approach to the business area which terminates at the historic bridge over the Elizabeth River; a significant landscape feature. Traditional buildings in the Precinct include impressive examples of colonial architecture. The historic Valentine's Park is the original foreground for 'The Grange' and provides a public outdoor resting place for visitors and

EXHIBITED

locals at the heart of the town. Campbell Town's heritage ambience has been acknowledged, embraced and built on by many of those who live in or visit the town.

Management Objectives

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 adversely impact on the character of the streetscape but contribute positively to the Heritage Precincts in each settlement.

It is noted the subject land is within the Heritage Precinct but is not specifically identified as a local heritage place.

Use Standards are listed under **Clause E13.5**, including Objectives, Acceptable Solutions and Performance Criteria and are addressed as follows:

E13.5.1 Alternative Use of heritage buildings

Objective

To ensure that the use of heritage buildings provides for their conservation.

Acceptable Solutions	Performance Criteria	Comments
<p>A1 No acceptable solution</p>	<p>P1 Notwithstanding Clause 8.9, a permit may be granted for any use of a locally listed heritage place where: a) it can be demonstrated that the proposed use will not adversely impact on the significance of a heritage place; and b) the amenity impacts of both the proposed use on the surrounding areas and from the surrounding area on the proposed use are considered acceptable; and c) a report by heritage professional states that it is necessary for conservation purposes or the continued maintenance of the building or where there is an overriding public benefit.</p>	<p>Complies. The proposed EVCS does not include any use or alteration to a locally listed heritage building or place.</p>

EXHIBITED

Clause E13.6 is **Development Standards** and includes Objectives, Acceptable Solutions and Performance Criteria which are addressed as follows:

E13.6.1 Demolition

Objective

To ensure that the demolition or removal of buildings and structures does not impact on the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.

Acceptable Solutions	Performance Criteria	Comments
<p>A1 Removal of non-original cladding to expose original cladding.</p>	<p>P1.1 Existing buildings, parts of buildings and structures must be retained except: a) where the physical condition of place makes restoration inconsistent with maintaining the cultural significance of a place in the long term; or b) the demolition is necessary to secure the long-term future of a building or structure through renovation, reconstruction or rebuilding; or c) there are overriding environmental, economic considerations in terms of the building or practical considerations for its removal, either wholly or in part; or d) the building is identified as noncontributory within a precinct identified in Table E13.1: Heritage Precincts, if any; and P1.2 Demolition must not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</p>	<p>Complies. No demolition is proposed.</p>

Clause E13.6.2 is **Subdivision and development density** and is not considered relevant to the proposal.

EXHIBITED

Clause E13.6.3 is Site Cover.**Objective**

To ensure that site coverage is consistent with historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts, if any.

Acceptable Solutions	Performance Criteria	Comments
A1 Site coverage must be in accordance with the acceptable development criterion for site coverage within a precinct identified in Table E13.1: Heritage Precincts, if any.	P1 The site coverage must: a) be appropriate to maintaining the character and appearance of the building or place, and the appearance of adjacent buildings and the area; and b) not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.	Complies. The site coverage with the EVCS is relatively minor. The charging facilities are set well within the car park and back from the street frontage and will not detract from meeting the management objectives for the precinct.

Clause E13.6.4 is Height and Bulk of Buildings.**Objective**

To ensure that the height and bulk of buildings are consistent with historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.

Acceptable Solutions	Performance Criteria	Comments
A1 New building must be in accordance with the acceptable development criteria for heights of buildings or structures within a precinct identified in Table E13.1: Heritage Precincts, if any.	P1.1 The height and bulk of any proposed buildings must not adversely affect the importance, character and appearance of the building or place, and the appearance of adjacent buildings; and P1.2 Extensions proposed to the front or sides of an existing building must not detract from the historic heritage significance of the building; and P1.3	Complies. No building heights are identified in Table E13.1. However, it has been noted the proposal meets the Development Standard under Clause 17.4.1, Building Height A1, as being well under the 8m height limit nominated. It is assessed that the character of the car park will not be affected, and that the proposed EVCS is the type of facility expected in such a setting.

EXHIBITED

	The height and bulk of any proposed buildings must not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.	
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Clause E13.6.5 is Fences. No fences are proposed here so this Clause is not considered relevant to the proposal.

Clause E13.6.6 is Roof Form and Materials.

Objective

To ensure that roof form and materials 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.

Acceptable Solutions	Performance Criteria	Comments
A1 Roof form and materials must be in accordance with the acceptable development criteria for roof form and materials within a precinct identified in Table E13.1: Heritage Precincts, if any.	P1 Roof form and materials for new buildings and structures must: a) be sympathetic to the historic heritage significance, design and period of construction of the dominant existing buildings on the site; and b) not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.	The canopy structure is proposed to be added after the EVCS is developed. The proposed white colour scheme as shown in the earlier photo is considered to be compatible with the surrounds of the car park.

Clause E13.6.7 is **Wall materials** and is not considered relevant to the proposal as no walls are proposed.

Clause E13.6.8 is Siting of Buildings and Structures.

Objective

To ensure that the siting of buildings, 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	Comments
A1 New buildings and structures must be in accordance with the acceptable development criteria for setbacks of buildings and structures to the road within a precinct identified in Table E13.1: Heritage Precincts, if any.	P1 The front setback for new buildings or structure must: a) be consistent with the setback of surrounding buildings; and b) be set at a distance that does not detract from the historic heritage significance of the place; and c) not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.	Complies. No setbacks are specified in Table E13.1. It has been noted the proposed EVCS components are well setback from the street frontage and will have limited visibility from the surrounds. It should not detract from the heritage qualities of the precinct.

Clause E13.6.9 is Outbuildings and Structures is not considered relevant to the proposal given the comments for Siting of Buildings and Structures above.

Clause E13.6.10 is Access Strips and Parking is also not considered relevant to the proposal given the site is an existing car park.

Clause E13.6.11 is Places of Archaeological Significance and is also not relevant to the proposal as the place is not identified in Table E13.3 as having archaeological significance.

Clause E13.6.12 is 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	Comments
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.	Complies. Only one (1) small tree is proposed to be removed as part of the proposal (see photo over page). It is not expected this will unreasonably impact on the cultural significance of the place given the use of the land as a car park. The tree concerned is also located at the rear corner of the car park and its removal will have little visual impact from the nearest street views.

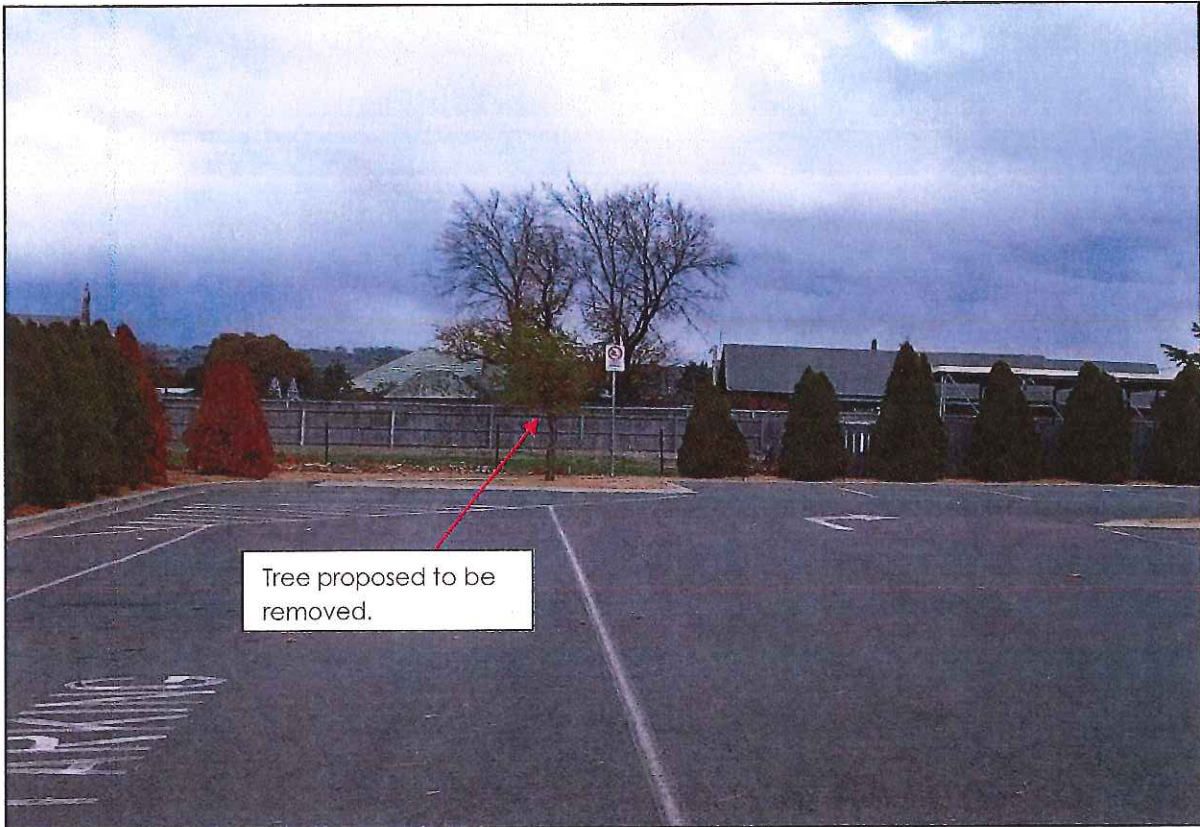


Image 5 – Tree to be removed.

Clause E13.6.13 is Signage.

Objective

To ensure that signage is appropriate to conserve the historic heritage significance of local heritage places and precincts.

Acceptable Solutions	Performance Criteria	Comments
<p>A1 Must be a sign identifying the number, use, heritage significance, name or occupation of the owners of the property not greater than 0.2m2.</p>	<p>P1 New signs must be of a size and location to ensure that: a) period details, windows, doors and other architectural details are not covered or removed; and b) heritage fabric is not removed or destroyed through attaching signage; and c) the signage does not detract from the setting of a heritage place or does not unreasonably impact on the</p>	<p>Complies. The signage associated with the proposed EVCS will have maximum dimensions of 450mm x 510mm. They are considered minor in nature and will be for directional assistance and operating assistance at the charging site. Such signage is considered acceptable for the car park site. Any directional signage off the site will also be to Council's approval. No period or</p>

	view of the place from public viewpoints; and d) signage does not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.	architectural details are covered or removed and the associated signage will not detract from the view of the place from public viewpoints. A copy of the standard signage is provided at Appendix C.
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7.0 Aboriginal Cultural Heritage

The proposed site of the electric charging station is a fully developed car park. A search using the Aboriginal Heritage Tasmania (AHT) Property Search function has not identified any registered Aboriginal relics or apparent risk of impacting Aboriginal relics.

Should any Aboriginal cultural heritage artefacts be uncovered during the development, works would cease, and the find would be reported in accordance with relevant legislation.

8.0 Other Planning Considerations

8.1 Urban design

The proposed EVCS is considered to:

- make a positive contribution to the locality, considering its strategic location within the transport network, by providing an ultra-fast electric vehicle charging point;
- integrate with the existing car park land use and development currently undertaken on the land; and
- implement the important elements noted in Section 2 of this application, including Evie Networks' mission to accelerate the adoption of electric vehicles in Australia, working with key partners to build an open, customer friendly and widespread ultra-fast charging network on highways, in cities and in towns.

8.2 Acoustic Privacy

- The proposed EVCS will operate in accordance with Tasmanian legislation being the Environment Protection Policy (Noise) 2009.
- As noted earlier the EVCS units do not emit any noise.

8.3 Landscaping

- The footings for the canopy are designed and positioned to ensure that there is the least possible impact to the structural root zones of the existing mature trees nearby.
- It has been noted that one (1) small tree is proposed to be removed and has been suggested replacement planting if deemed appropriate can be negotiated with Council.

8.4 Waste Management

- No waste-generating activities occur as a result of the operation of the EVCS.
- The proposed EVCS does not generate waste that will contribute to land being contaminated.

8.5 Car Parking

- The proposed EVCS is designed to satisfy the requirement solely to charge electric vehicles, and sufficient parking is provided by the number of charging bays.
- No street parking is generated by the proposed EVCS.

9.0 The likely impacts of the development

Evie Networks' proposal to establish an EVCS at Campbell Town forms an important component of its ultra-fast electric vehicle charging network. The subject site has been selected due to its strategic location within the transport network, and as a gateway to the south, along the Launceston to Hobart route. This application has assessed the impacts of the proposed EVCS development, and it is assessed the EVCS will have minimal impacts and sit comfortably within the car park here. The planning and environmental matters identified are matters that can be appropriately managed through compliance with Australian Standards and legislated documents and guidelines.

10.0 The suitability of the site for the development

Evie Networks' proposal to establish an EVCS at Campbell Town forms an important component of its ultra-fast electric vehicle charging network. The subject site has been selected due to its strategic location within the transport network along the Launceston to Hobart route.

The subject site has been assessed as detailed in this application and is considered to be suitable for the development. The following key attributes of the site contribute to its suitability:

- The land is on the same lot as land used for a car park and avoids the need to build new car parking facilities to accommodate the EVCS.
- The site is currently underutilised and the use for an EVCS will make a positive contribution to the locality.
- The proposed EVCS is consistent with the relevant requirements of Council's planning scheme including the Zone and Overlay provisions.

11.0 Representations/Objections

The proposal will be notified in accordance with Northern Midlands Council practices. If submissions are received and Council needs assistance to deal with those submissions, Metasite will provide necessary assistance as requested by Council.

EXHIBITED

12.0 The public interest

Australia is on the cusp of a transportation revolution, with electric vehicles, car sharing and autonomous vehicles bringing benefits in terms of productivity, jobs, balance of trade, energy security, health and emissions. Drivers are about to benefit from the introduction of fast, fun and convenient electric vehicles (with lower fuel and running costs) as major auto manufacturers bring more models to Australia. As the price of Lithium ion batteries falls, the price of these vehicles will fall to equivalent levels to petrol and diesel vehicles.

This transport revolution is predicated on the development of a mixture of vehicle charging infrastructure options.

Australia's current charging network is slow, patchy and unplanned, and despite conservative projections estimating between 40,000 and 140,000 electrical vehicles in Australia by 2025, we are yet to establish a clear framework for meeting the charging demand for those vehicles. Evie Networks' ultra-fast charging network will form an integral part of the plan to help meet the demand.

One positive aspect about electric vehicles is that they can be charged at a variety of locations using different charge rates (from slow to ultra-fast). Unlike petrol and diesel vehicles, electric vehicles don't necessarily need to be charged at dedicated charging stations. A mixture of charging options will be required to meet consumer demand. Typically, electric vehicles are charged at destination-based AC power charge points (at home or workplaces) or at journey-based DC power fast and ultra-fast charge points.

However, not everyone can charge at home or at work, and Australians love a week-end getaway or road-trip. Businesses also need fast and convenient charging for all-day duty cycles. Fast and ultra-fast charge points will be necessary to meet demand from such users.

Australia's lack of charging stations is a major barrier to electric car adoption. For that reason, Evie Networks is building an ultra-fast charging network. This will provide electric vehicle drivers the freedom to travel on the open road. Infrastructure Australia has identified that a national electric vehicle fast-charging network is a high priority initiative. The lack of access to charging stations is a major barrier to the uptake of electric vehicles.²

The proposal is to construct and operate an electric vehicle charging station (EVCS), comprising two 350kW ultra-fast charging heads is designed to help address the infrastructure deficit and meet these demands.

Being located conveniently between Tasmania's two largest cities the proposal will form a critical part of the Evie electric vehicle charging network.

² <https://www.infrastructureaustralia.gov.au/map/national-electric-vehicle-fast-charging-network>

On the basis that the proposal will form a critical part of a national network catering to growing demand for electric vehicles and that it will help catalyse the transition to electrification of the transport sector, the proposal is considered to be in the public interest.

13.0 Conclusion

This report has been prepared by Metasite Pty Limited on behalf of Fast Cities Australia Pty Ltd (Evia Networks) for a development application for a new electric vehicle charging station at 3 Commonwealth Lane, Campbell Town, TAS 7210. The application is lodged in accordance with the requirements of the Northern Midlands Interim Planning Scheme 2013.

The proposal has been designed to achieve compliance with the relevant provisions of applicable laws and environmental planning instruments.

The proposal is to construct and operate an electric vehicle charging station (EVCS), comprising two 350kW ultra-fast charging heads together with associated infrastructure to meet growing demand for electric vehicle charging options and is considered a suitable development at the site and is considered to be in the public interest.

14.0 Appendices

Appendix A – Proposed Plans

Appendix B – Survey Plan

Appendix C – Light Pole Specifications

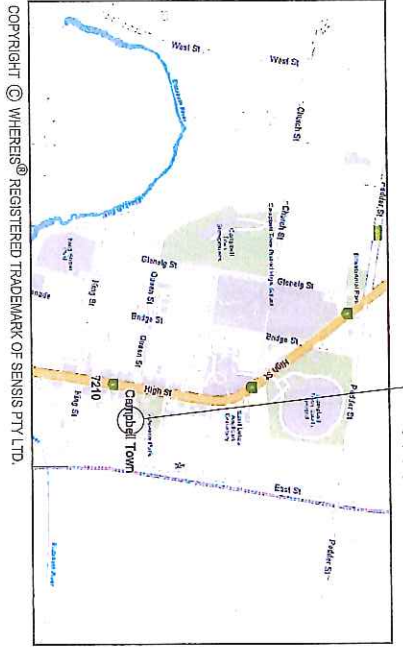
Appendix D – Light Bulb Specifications

Copy of Title

Copy of Title Plan



SITE LOCATION



COPYRIGHT © WHEREIS® REGISTERED TRADEMARK OF SENSIS PTY LTD.

SITE CO-ORDINATES		
ZONE: 55	DATUM: GDA 94	
EASTING (m): 540 994	LAT. (Degrees): -4.1929186°	
NORTHING (m): 5 357 970	LONG. (Degrees): 147.4944449°	

SITE INFORMATION:

1-308

GENERAL

1. THE CONTRACTOR SHALL COMPLY WITH ALL RELEVANT CONSTRUCTION STANDARDS, AUSTRALIAN STANDARDS AND SPECIFICATIONS.
2. ALL INFORMATION TO BE CHECKED ON SITE PRIOR TO FABRICATION AND CONSTRUCTION.

PARKING BAYS

1. EXISTING PARKING BAY TO BE USED. REFER TO DRG. H002-G4 FOR DETAILS.
2. BOLLARDS AND WHEEL STOPS REFER TO DRG. H002-G4, TBC DURING DETAILED DESIGN STAGE.

CHARGING HEADS

PROPOSED EVIE 350kW ULTRA-FAST CHARGE HEADS (2-OFF) TR1105-350-01 350kW DC UNIT, 980W x 525D x 1999H.

POWER TRANSFORMER

500kVA LOW VOLTAGE SUPPLY TO BE REQUESTED FROM TASNETWORKS.
 PROPOSED 500kVA FCA POWER TRANSFORMER 415V/2 x 480V, APPROX. 1200W x 1650L x 1750H.

POWER UNITS

PROPOSED EVIE POWER SYSTEM CABINETS: PK (1-OFF), TR1105-350-01, 603W x 1230D x 2350H.

ICT CABINET

PROPOSED EVIE ICT (1-OFF), TR1114-350-01, 603W x 1230D x 2350H.

- SHADE CANOPY (FUTURE)**
 SHOULD BE SIZED TO ADEQUATELY PROVIDE COVERAGE TO THE ACTIVE CHARGING HEADS AND ASSOCIATED ACCESS.
- SOLAR PV SYSTEM (FUTURE)**
 5-10kW SOLAR PV ARRAY TO BE INSTALLED ON ROOF. TBC DURING DETAILED DESIGN STAGE.
- FACILITY LIGHTING**
 PROVIDE AN AVERAGE ILLUMINANCE OF 10 LUX AND A MINIMUM ILLUMINANCE OF AT LEAST 4 LUX BY LINKED GROUP.
- LANDSCAPING**
1. LANDSCAPING DESIGN WILL BE INCLUDED IN DETAILED DESIGN STAGE, IF REQUIRED.
 2. ANY DAMAGE CAUSED TO EXISTING LANDSCAPING TO BE REMEDIATED, POST CONSTRUCTION.
- SIGNAGE**
 INFORMATION SIGNAGE FOR EV CHARGING FACILITY TBC DURING DETAILED DESIGN DETAILS.
- SITE HAZARDS**
1. FOR IDENTIFIED SITE HAZARDS, RISK TREATMENTS AND RESIDUAL RISK FOR THE PROJECT ELEMENTS DESIGNED BY METASITE, REFER TO THE SAFETY IN DESIGN REPORT AND ASSOCIATED RISK REGISTER.
 2. PARTIES WHO ACCESS THIS SITE MUST COMPLETE THEIR OWN HAZARD IDENTIFICATION, THE RISK ASSESSMENT AND THE ABOVE REGISTER DOES NOT ALLEVIATE THIS RESPONSIBILITY.

EXHIBITED

Rev	Date	CAO	Revision Details	Designer	Approved
01	29.11.19	JMI	PRELIMINARY ISSUE	ML	PJ

metasite
 TASNETA CO. PTY. LTD. 1/477 STATION ROAD, HOBART TAS 7000
 T +61 3 9888 8870
 WWW.METASITE.COM.AU

Client:

EVIE EVI ENERGY INNOVATION FUND

TRITUM

Project:

EVIE NETWORKS

SITE No.: H002
 CAMPBELL TOWN
 3 COMMONWEALTH LANE

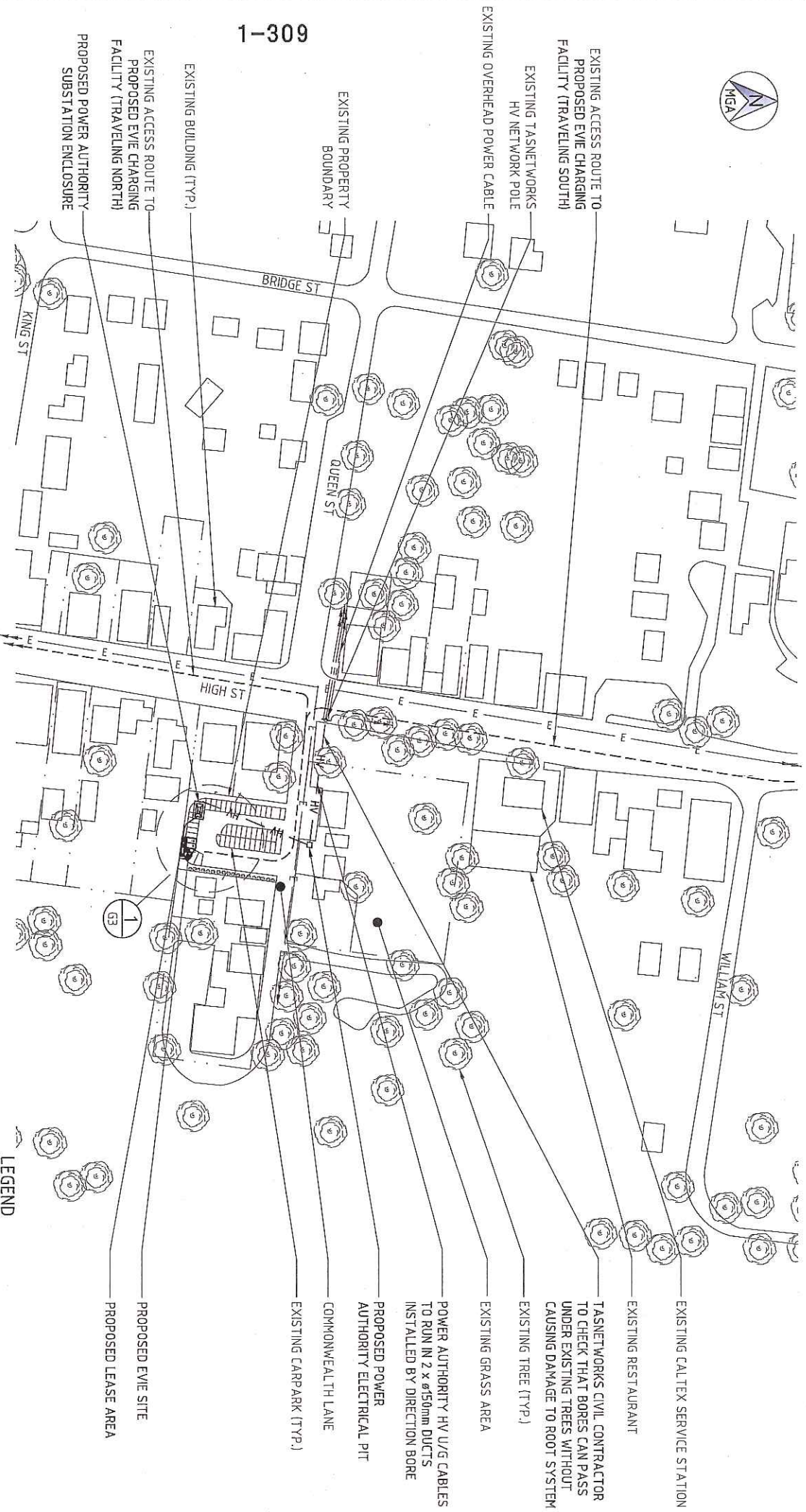
Drawing Title:

SITE SPECIFICATIONS

Drawing Status: **PRELIMINARY**

Drawing No.: **H002-G1**

Revision: **01**



1-309

NOTE:
1. SITE MAIN SWITCH BOARD AND POWER CABLES TO EVIE PROJECT WILL BE SPECIFIED DURING DETAILED DESIGN STAGE.

OVERALL SITE PLAN
SCALE: 1:2000

LEGEND

—	EXISTING BOUNDARY
— E —	EXISTING OVERHEAD POWER
— HV —	PROPOSED U/G HIGH VOLTAGE POWER
— Eye —	PROPOSED U/G EVIE POWER

metasite

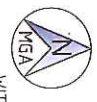
TIMBER CORP. LEVEL 1/147 ST WILSON ROAD, MELBOURNE VIC 3041
WWW.METASITE.COM.AU

Client:

Project:
EVIE NETWORKS
SITE No:- H002
CAMPBELL TOWN
3 COMMONWEALTH LANE

OVERALL SITE PLAN **EXHIBITED**

Drawing Status:	Drawing No:	Revision
PRELIMINARY	H002-G2	01



FUTURE EVIE CANOPY ABOVE WITH 5-10KW SOLAR PV SYSTEM

EXISTING CARPARK LINE TO BE REMOVED AND REPAINTED

PROPOSED EVIE CHARGING FACILITY INFORMATION MARKING

EXISTING CARPARK (TYP.)

MGA ZONE
E 54.0 994
N 5.537 971
AT CENTRE OF CHARGING BAY

EXISTING CAR PARKS TO BE USED FOR NEW EVIE CHARGING BAY (2-OFF)

PROPOSED 1000 x 1650L RUBBER WHEEL STOP (TYP.)

PROPOSED EVIE U/G CONSUMER MAINS VIA 3 x ϕ 100 PVC CONDUITS

PROPOSED EVIE CHARGING FACILITY INFORMATION SIGNAGE (REFER DRAWING FSD-012 - SIGN 4)

PROPOSED BOLLARDS (ϕ 165 x 1000H) WITH BASE PLATE (4-OFF)

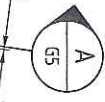
PROPOSED EVIE 350KW ULTRA-FAST CHARGE HEADS ON PAD FOOTING (2-OFF)

EXISTING FENCE

PROPOSED EVIE DISTRIBUTION BOARD

FUTURE CANOPY COLUMN (TYP.)

5987
PROPOSED EVIE LEASE AREA



2600
2600

7699
PROPOSED EVIE LEASE AREA

R4300
CABLE REACH (TYP.)

11220
PROPOSED EVIE LEASE AREA

5678
PROPOSED EVIE LEASE AREA

1800

579

1000

4996
PROPOSED EVIE LEASE AREA

EXISTING KERB

PART OF EXISTING GARDEN BED TO BE REMOVED AND NEW PAVEMENT REQUIRES FOR NEW CHARGE HEAD

PROPOSED EVIE LIGHTPOLE WITH FACILITY LIGHTING

EXISTING TREE TO BE REMOVED

PROPOSED EVIE POWER UNIT TR105-350-01 (1-OFF) WITH NEW EVIE ICT CABINET TR114-350-01 (1-OFF) ON PAD FOOTING

EXISTING DRAINAGE PIT

NEW KERB TO MATCH WITH EXISTING KERB

EXISTING SIGNAGE TO BE RELOCATED

PROPOSED EVIE LV SOLUTION 500KVA TRANSFORMER WITH STEEL BEAM

EXISTING BOUNDARY

LEGEND

- — — — — EXISTING BOUNDARY
- e — — — — PROPOSED U/G POWER SUPPLY
- Eve — — — — PROPOSED U/G EVIE POWER

NOTES:

1. NORTH DIMENSION TO BE CONFIRMED BY SURVEY DRAWINGS.
2. * DIMENSION TO BE CONFIRMED BY SURVEY DRAWINGS.

SITE SETOUT PLAN

DETAIL 2
SCALE 1:100
G3

Rev	Date	By	Description
01	29.11.19	JM	PRELIMINARY ISSUE
		GM	Revision Details

Designer	Approved
ML	PJ

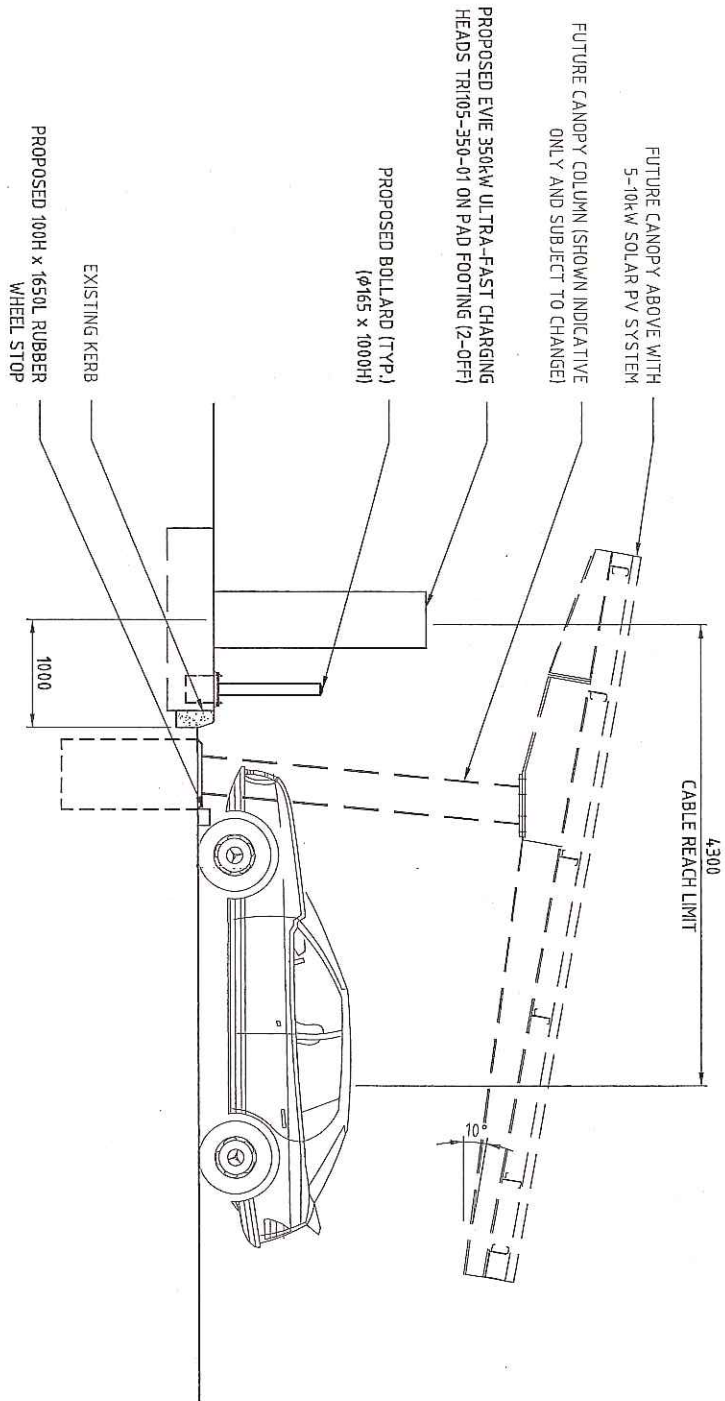
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Client:
EVIE
STRANGER INNOVATION FUND
TRITTIUM

Project:
EVIE NETWORKS
SITE No.: H002
CAMPBELL TOWN
3 COMMONWEALTH LANE

Drawing Title:
SITE SETOUT PLAN
Drawing Status:
PRELIMINARY
Drawing No.: H002-G4
Revision: 01

1-312



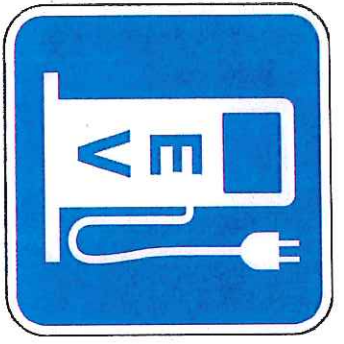
(SIGNAGE, LIGHT POLE AND ANCILLARY EQUIPMENT NOT SHOWN FOR CLARITY)

SECTION A
SCALE 1:50



Rev	Date	CAO	Revision Details	Designer	Approved
01	28.11.19	JM	PRELIMINARY ISSUE	ML	PJ

 <small>TANGERA CORP. LEVEL 1/477 ST KILDA ROAD, MELBOURNE VIC 3004 WWW.METASITE.COM.AU</small>		 <small>EVIE ENERGY PARTNER</small>	 <small>TRITUM</small>
Project: EVIE NETWORKS SITE No.:- H002 CAMPBELL TOWN 3 COMMONWEALTH LANE		Drawing Title: SITE ELEVATION EXHIBITED	
Drawing Status: PRELIMINARY		Drawing No.: H002-G5	Revision: 01



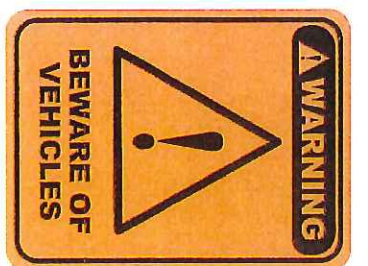
SIGN 1 : ELECTRIC VEHICLE CHARGING SIGN RD455
SIZES: 450x2



SIGN 4 : ELECTRIC VEHICLE PARKING ONLY SIGN
R5-41-5L RD452
SIZES: 270 x 450



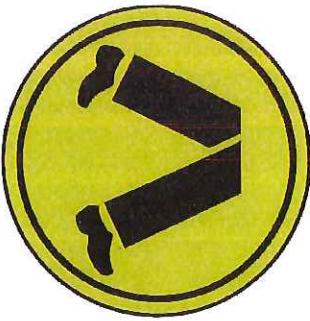
SIGN 5 : ELECTRIC VEHICLE PARKING ONLY SIGN
R5-41-5R RD453
SIZES: 270 x 450



SIGN 8 : BEWARE OF VEHICLES W3003
SIZES: 450 x 300



SIGN 2 : ELECTRIC VEHICLE DIRECTIONAL ARROW SIGN RD457



SIGN 6 : PEDESTRIAN CROSSING SIGN RD182
SIZES: ø600



SIGN 7 : STOP SIGN RD446
SIZES: 600 x 500



SIGN 9 : MAXIMUM HEIGHT SIGN RD392
SIZES: 600 x 100 OR 900 x 200

- NOTES:
1. ALL SIGNS FROM 'NATIONAL SAFETY SIGNS' OR APPROVED EQUIVALENT AND MATERIAL IS 1.5mm ALUMINIUM;
 2. SIGN FIXING TO POST REFER TO FSD-013;
 3. SIGN FIXING TO CANOPY: AT TOP OF THE SIGN REFER TO NOTE 8 ON DRG FSD-013; AT BOTTOM OF THE SIGN WITH GLUE SUITABLE FOR STEEL AND ALUMINIUM;
 4. SIGNAGE WITH CLASS 1 REFLECTIVE RATING;
 5. SIGN 9 SIZE TO BE DETERMINED BY CANOPY EDGE MEMBER HEIGHT.

SIGN 3 : ELECTRIC VEHICLE DIRECTIONAL ARROW SIGN RD457



Rev	Date	Rev	Date	Rev	Date	Rev	Date
C	24/10/19	JW	REVISED	JL		PJ	
C	03/10/19	JW	REVISED	JL		PJ	
B	26/07/19	JW	REVISED	JL		PJ	
A	10/12/18	JP	FIRST ISSUE	JL		PJ	
		CAD	Revision Details	Designer	Approved		

metasite
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T 493 2 8483 1000
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Client:
EVIE
30 ALEXANDER STREET, GROWNS HEST, NSW 2085
TRITIUM

Project:
EVIE NETWORKS
STANDARD DRAWINGS

Drawing Title:
SIGNAGE DETAILS EXHIBITED

Drawing Status:
FOR CONSTRUCTION

Drawing No.: FSD-012

Revision: D

1-316

PLAN OF SURVEY

OWNER: NORTHERN MIDLANDS COUNCIL

BY SURVEYOR JUSTIN RICHARD JOHN LEGG of
VERIS AUSTRALIA PTY LTD
2/37 TASMA STREET NORTH HOBART 7000
PH 6232 0400 FX 6231 2844
MOB 0409 602 598

Registered Number

FOLIO REFERENCE: FR.138127/1

LOCATION
**TOWN OF CAMPBELL TOWN
(SECTION E)**

APPROVED
EFFECTIVE FROM

GRANTEE: Part of 3ac.Sec.E Gtd. to
Joseph Solomon.

SCALE 1:250

LENGTHS IN METRES

Surveyors Ref:
301705 L01-1

Recorder of Titles

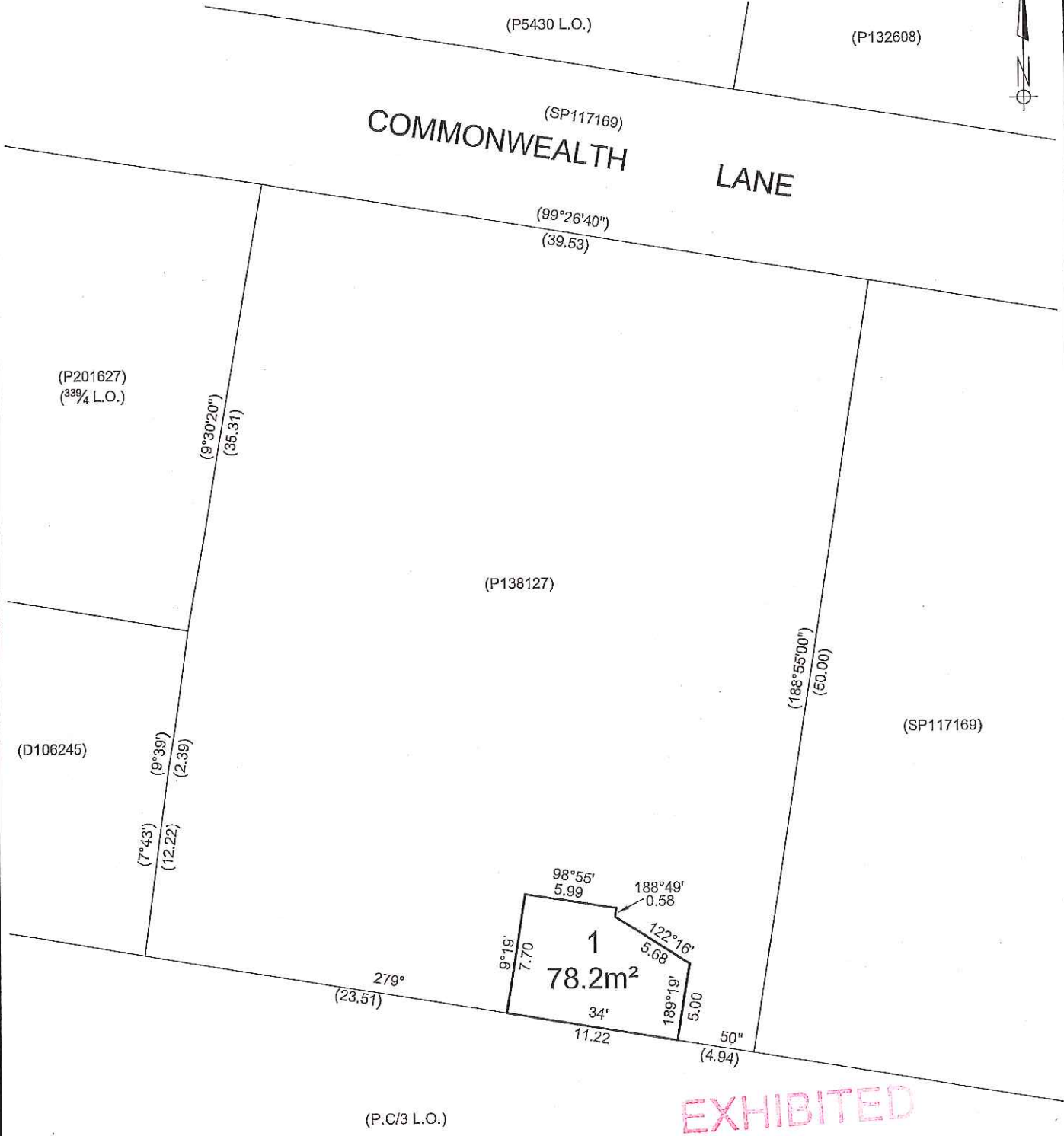
MAPSHEET MUNICIPAL
CODE No.123 (5435-21)

LAST
UPI No

LAST PLAN
No. P.138127

ALL EXISTING SURVEY NUMBERS TO BE
CROSS REFERENCED ON THIS PLAN

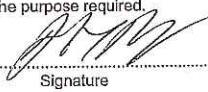
SURVEY FOR LEASEHOLD ESTATE



EXHIBITED

JRL
 Registered Surveyor 18/9/19
 DATE

 COUNCIL DELEGATE DATE

<p>SURVEY NOTES</p> <p>SHEET 1 OF 1 SHEETS</p>		<p>Registered Number</p>	<p>SURVEY CERTIFICATE</p> <p>I, JUSTIN RICHARD JOHN LEGG of HOBART in Tasmania a Registered Land Surveyor HEREBY CERTIFY that:</p> <p>(a) this survey is based upon the best evidence that the nature of the case admits.</p> <p>(b) the survey notes have been truly compiled from surveys made by me or made under my supervision; and</p> <p>(c) this survey and accompanying survey notes comply with the relevant legislation affecting surveys and are correct for the purpose required.</p> <div style="display: flex; justify-content: space-between; align-items: flex-end;"> <div style="text-align: center;">  Signature </div> <div style="text-align: right;"> Date <u>18/9/19</u> </div> </div>			
<p>CROSS REFERENCE PLAN NUMBERS USED AS PART OF THIS SURVEY</p>		<p>LENGTHS IN METRES</p>				
<p>Owner: NORTHERN MIDLANDS COUNCIL</p>						
<p>Folio Reference: FR.138127/1</p>						
<p>Purpose of Survey: SURVEY FOR LEASEHOLD ESTATE</p>						
<p>Survey Commenced: 02/09/2019</p>		<p>Survey Completed: 16/09/2019</p>		<p>Surveyors Ref: 301705 L01-R2</p>		
<p>Horizontal Datum: GDA94</p>		<p>Bearing Datum: MGA94</p>		<p>Combined Scale Factor: 0.999589</p>		
<p>MGA94 COORDINATE ORIGIN</p>						
SURCOM	Mark ID: SPM 10207	E 540943.994	N 5358018.892	EPU 0.040m		
AUSPOS	Local coordinated mark:	E	N	EPU	Measurement Duration:	
NRTK	Local coordinated mark:	E	N	EPU	CORS provider:	
Single base station CORS CORS provider:	Local comparison information SURCOM Check Mark ID:	SURCOM: E		N		EPU
		Measured: E		N		EPU
		Δ E		Δ N		
		Local coordinated mark:	E	N		
<p>MGA94 BEARING ORIGIN [If bearing origin is determined from SURCOM marks or GNSS observations, state the line adopted (station identifiers and bearing between) and ground distance comparison (where appropriate)].</p> <p style="text-align: center;"><u>MGA94 BEARING DATUM</u> SPM10207 to (2E) 279°08'39" 102.337 (SIO166869) 279°08'39" 102.320 (SURVEY)</p>						
<p>BOUNDARY REINSTATEMENT REPORT</p> <p>(Where not documented in the body of these survey notes, describe all evidence, (including statements by interested parties), comparisons and other information relevant to the reinstatement of boundaries)</p>						
<p>Survey by Total Station</p> <p>All boundaries are open and all corners are CP's unless otherwise shown.</p> <p><u>Comparison 1</u> 236°04'42" 54.448 (D106245) 236°04'10" 54.447 (SURVEY) -0°00'32" 0.001 Adopt to re-establish (Y), (V) and position of (T) per D106245 from (X)</p> <p><u>Comparison 2</u> 42°06'57" 66.157 (SP117169) 42°06'05" 66.159 (CALC) -0°00'52" 0.002 Adopt to re-establish (2D) and (1F) per SP117169 from (2C)</p>						

EXHIBITED

SURVEY NOTES
ANNEXURE SHEET
 SHEET 1 OF 1 SHEETS

OWNER: NORTHERN MIDLANDS COUNCIL
 FOLIO REFERENCE: FR.138127/1

Registered Number

THIS ANNEXURE SHEET FORMS PART OF THE ATTACHED SURVEY NOTES. THE SURVEYORS CERTIFICATE EXTENDS TO THE DETAILS ON THIS SHEET.

CROSS REFERENCE PLAN NUMBERS USED AS PART OF THIS SURVEY

Registered Land Surveyor

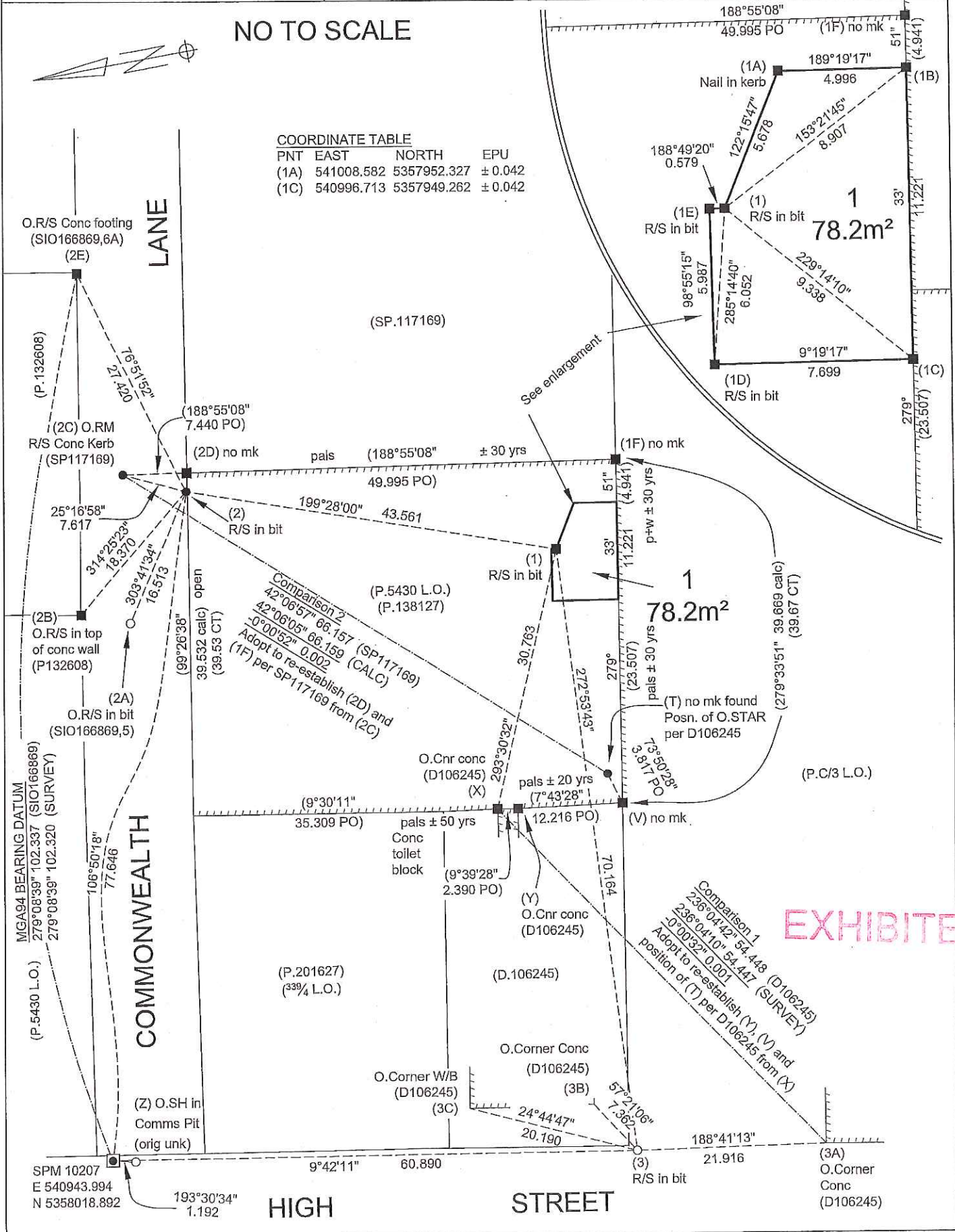
18/6/19
 Date

LENGTHS IN METRES

NO TO SCALE

COORDINATE TABLE

PNT	EAST	NORTH	EPU
(1A)	541008.582	5357952.327	± 0.042
(1C)	540996.713	5357949.262	± 0.042



EXHIBITED

MGA94 BEARING DATUM
 279°08'39" 102.320 (SURVEY)
 279°08'39" 102.320 (SURVEY)
 (P.5430 L.O.)

COMMONWEALTH

SPM 10207
 E 540943.994
 N 5358018.892

HIGH STREET

Comparison 1
 236°04'42" 54.448 (D106245)
 236°04'10" 54.442 (SURVEY)
 -0°00'32" 0.001
 Adopt to re-establish (Y) and position of (T) per D106245 from (X)

Comparison 2
 42°06'57" 66.157 (SP117169)
 42°06'05" 66.159 (CALC)
 -0°00'52" 0.002
 Adopt to re-establish (2D) and (1F) per SP117169 from (2C)

(T) no mk found
 Posn. of O.STAR
 per D106245

(P.201627)
 (339/4 L.O.)

(D.106245)

O.Corner Conc
 (D106245)
 (3B)

O.Corner W/B
 (D106245)
 (3C)

(3A)
 O.Corner
 Conc
 (D106245)

Boulevard

The Boulevard is a timeless heritage style light pole which will enhance any urban landscape.

It features 2 ornate transition castings, and stands on a handsome 12 sided base.

The Boulevard is available with single or double outreach, or as a post top column (no outreach).

The mounting options are in-ground mount, base plate for foundation bolts or base plate for Ezi-Fit in-ground base section.

Options List

- Post Top.
- Single Outreach.
- Double Outreach.
- Ladder rest (Post Top).
- Ezi-Fit in-ground base section.
- In-ground mount.
- Base plate mount.
- Spigot to suit various types of light fittings.

Commonly used colours.

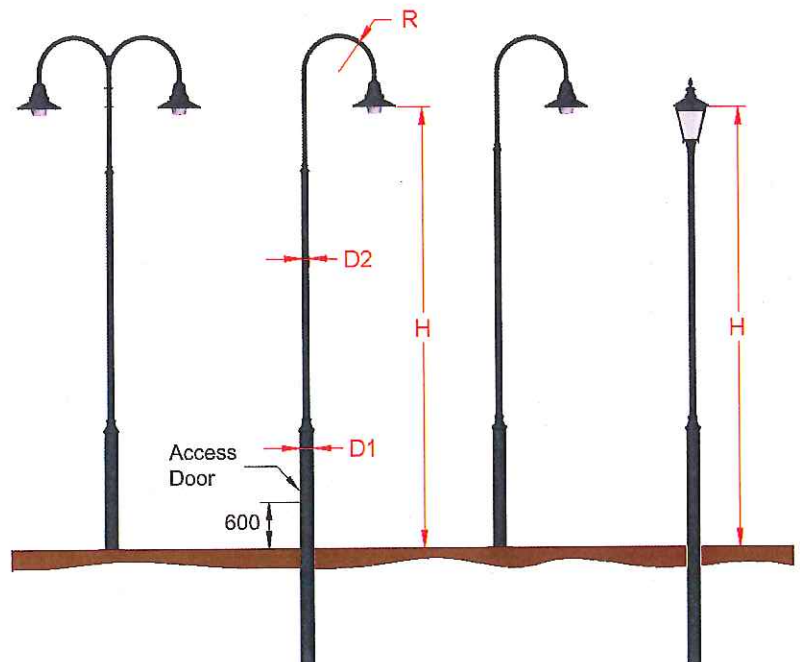


Extensive range of colours available. For coastal environments a coastal paint specification is available on request.

Specifications

"H"	"D1"	"D2"	"R"	Outreach	Door Opening	Mounting
4.5m	165mm	90mm	450mm	Single	100 x 250	M16 Rag Bolt
4.5m	165mm	90mm	450mm	Single	100 x 250	Inground 1.25m
4.5m	165mm	90mm	450mm	Double	100 x 250	M16 Rag Bolt
4.5m	165mm	90mm	450mm	Double	100 x 250	Inground 1.25m
5.5m	165mm	90mm	None	None	100 x 250	M20 Rag Bolt
5.5m	165mm	90mm	None	None	100 x 250	Inground 1.5m
5.5m	165mm	90mm	450mm	Single	100 x 250	M20 Rag Bolt
5.5m	165mm	90mm	450mm	Single	100 x 250	Inground 1.5m
5.5m	165mm	90mm	450mm	Double	100 x 250	M20 Rag Bolt
5.5m	165mm	90mm	450mm	Double	100 x 250	Inground 1.5m
8.5m	220mm	114mm	750mm	Single	100 x 260	M20 Rag Bolt
8.5m	220mm	114mm	750mm	Single	100 x 260	Inground 1.8m
8.5m	220mm	114mm	750mm	Double	100 x 260	M20 Rag Bolt
8.5m	220mm	114mm	750mm	Double	100 x 260	Inground 1.8m

Note: other heights available on request



EXHIBITED

TOORAK¹⁻³²⁰16LED MkII

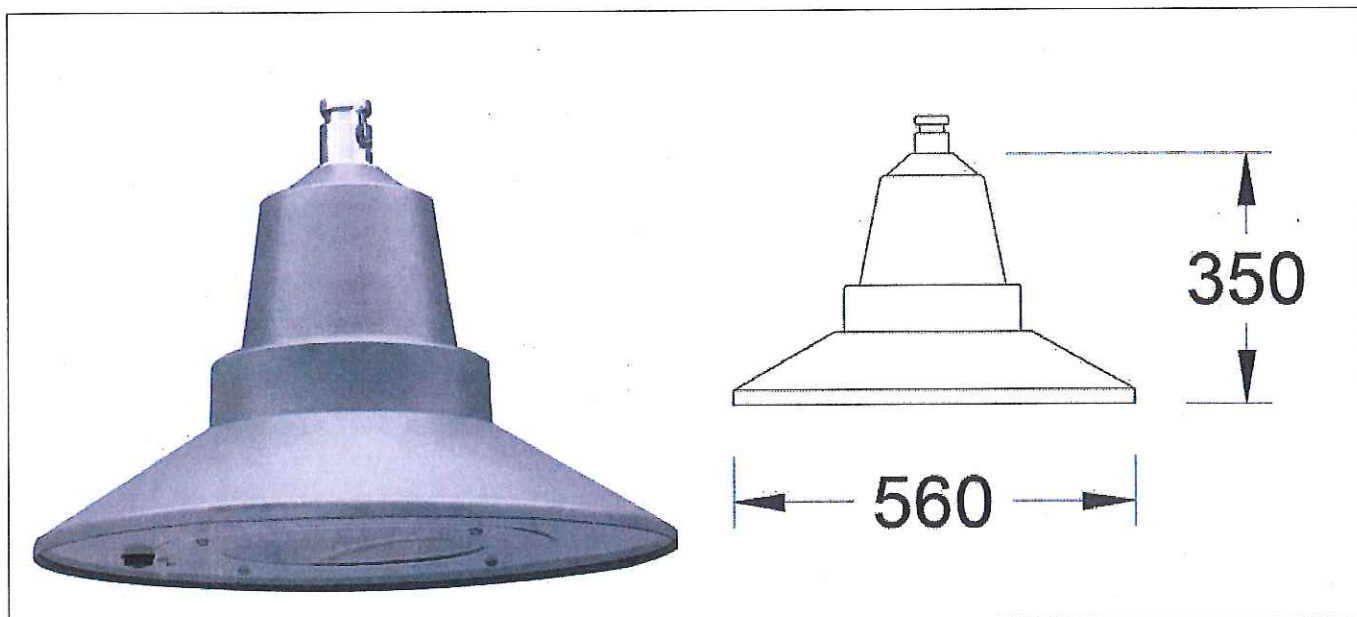
The Toorak 16LED MkII is the 3rd generation of this venerable public lighting luminaire. With the physical profile unaltered, the distinctive heritage cues remain as it is re-launched with 21st century lighting efficiency.

Featuring the Candela (UK) 16LED board, with LEDs by CREE, the Toorak 16LED uses just 21 watts (total power consumption) and is the most energy efficient luminaire in its class...at just 23% of the energy consumption of the old 80w MV lanterns (total system watts). The Toorak 16LED boasts exceptional green credentials, and has been designed specifically for the requirements of Australia's Pedestrian Area & Minor Road Lighting Applications (Category P). With the use of solid state electronics in the LED board and the driver, the luminaire has a service life in excess of 20 years – and comes with an unprecedented 10 year warranty.

Exceeding the requirements of AS1158, its reliability has increased while its service costs have decreased with the use of an IP66 optic chamber which guarantees against water & dust ingress.

Features

- 21 watts total system power consumption.
- IP66 optic chamber & electronic driver.
- 7 Pin NEMA PEC Base.
- LED Board features 16 Cree LEDs.
- Lumen output 2340 lm
- Colour temperature 4000k.
- Integrated Meanwell 350mA driver.
- Exceeds the requirements of AS1158.
- Weight = 7.8kg Sail area = 0.09m²
- Optional Pre-wired with supply cable.
- Exceptional pole spacings.
- Aeroscreen visor.
- Ultra low running costs AND maintenance costs.
- Design life - in excess of 20 years
- 10 Year Warranty
- Roads Approved, in Victoria - other states pending.



INNOVATION · KNOWLEDGE · EXPERIENCE · UNPARALLELED DESIGN & QUALITY

Rosemary Jones

From: Northern Midlands Council
Sent: Monday, 13 January 2020 8:42 AM
To: Des Jennings; NMC Planning
Subject: Electric car charging - email of support

Follow Up Flag: Follow up
Flag Status: Flagged

For your information

Regards,
Council Administration Officer

Council Office, 13 Smith Street (PO Box 156), Longford Tasmania 7301
T: (03) 6397 7303 | F: (03) 6397 7331
E: council@nmc.tas.gov.au | W: 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

-----Original Message-----

From: Dave Connell <dave.connell@nmc.tas.gov.au>
Sent: Saturday, 11 January 2020 2:46 PM
To: Northern Midlands Council <council@nmc.tas.gov.au>
Subject: Electric car charging

Hi there,

I just wanted to say that I recently saw your plans to install some electric car ultra rapid chargers in the car park near the park and toilet block in Campbell Town - and I wanted to add that I think this is a fantastic idea!

We were passing through the area last week in our Tesla and some charging stations while we had a short break would have been fantastic.

Thanks!
Dave

Sent from my iPad

Phillip Stoneman
4 Bonnett Place
Mornington TAS 7018

11 January 2020

General Manager
Northern Midlands Council
PO Box 156 Longford 7301

I would like to write in support of an electric vehicle charge station being considered for Campbell Town.

Regards

Phillip Stoneman

General Manager
Northern Midlands Council
PO Box 156
Longford 7301

I would like to make a representation for development application PLN-19-0243 at 3 Commonwealth Lane, Campbell Town.

I **strongly support the approval** of this electric vehicle charging station. Campbell Town is ideally situated as a rest location for visitors travelling from the north to the south of the state, and this has contributed to significant tourist and economic activity in the town.

This electric vehicle charging station will ensure that the town remains in this position in the coming years as the number of electric vehicles in the state will increase.

Regards,
Charles Gregory
24 Jeannette Court
Lenah Valley Tas 7008

NORTHERN MIDLANDS COUNCIL

REPORT FROM: HERITAGE ADVISER, DAVID DENMAN
DATE: 23 December 2019
REF NO: PLN-19-0243; 302300.93
SITE: 3 Commonwealth Lane, Campbell Town
PROPOSAL: Use two parking spaces for electric vehicle charging station and two parking spaces for substation/transformer, install canopy, signage, light pole and remove tree (utilities) (within 20m of residential zone, vary setbacks, heritage precinct)
APPLICANT: Fast Cities Australia Pty Ltd
REASON FOR REFERRAL: HERITAGE PRECINCT
Local Historic Heritage Code
Heritage Precincts Specific Area Plan

Do you have any objections to the proposal: **No**

Do you have any other comments on this application?

The proposed car charging bays are located at the rear of the existing car park and will not have any adverse impact on the historic heritage values of the streetscape.

The location, size and style of the signage and new light are acceptable.


It is recommended that the removed tree be replaced in a suitable location to help screen the space from neighbouring properties.

I have no objections to the proposal.

Email referral as word document to David Denman –

Attach public exhibition documents

Subject line: Heritage referral PLN-19-0243 - 3 Commonwealth Lane, Campbell Town



David Denman (Heritage Adviser)

Date: 8/1/2020

Assessment against E13.0 (Local Historic Heritage Code)
--

E13.1 Purpose

E13.1.1 *The purpose of this provision is to:*

- a) *protect and enhance the historic cultural heritage significance of local heritage places and heritage precincts; and*
- b) *encourage and facilitate the continued use of these items for beneficial purposes; and*
- c) *discourage the deterioration, demolition or removal of buildings and items of assessed heritage significance; and*
- d) *ensure that new use and development is undertaken in a manner that is sympathetic to, and does not detract from, the cultural significance of the land, buildings and items and their settings; and*
- e) *conserve specifically identified heritage places by allowing a use that otherwise may be prohibited if this will demonstratively assist in conserving that place*

E13.2 Application of the Code

E13.2.1 *This code applies to use or development of land that is:*

- a) *within a Heritage Precinct;*
- b) *a local heritage place;*
- c) *a place of identified archaeological significance.*

E13.3 Use or Development Exempt from this Code

E13.3.1 *The following use or development is exempt from this code:*

- a) *works required to comply with an Emergency Order issued under Section 162 of the Building Act 2000;*
- b) *electricity, optic fibre and telecommunication cables and gas lines to individual buildings;*
- c) *internal alterations to buildings if the interior is not included in the historic heritage significance of the place or precinct;*
- d) *maintenance and repairs that do not involve removal, replacement or concealment of any external building fabric;*
- e) *repainting of an exterior surface that has been previously painted, in a colour similar to that existing;*
- f) *the planting, clearing or modification of vegetation for safety reasons where the work is required for the removal of dead, or treatment of disease, or required to remove unacceptable risk to the public or private safety, or where vegetation is causing or threatening to cause damage to a building or structure; and*
- g) *the maintenance of gardens, unless there is a specific listing for the garden in Table E13.1 or Table E13.2.*

Comment:

The subject site is within a *Heritage Precinct*.

E13.5 USE STANDARDS**E13.5.1 Alternative Use of heritage buildings**

<i>Objective: To ensure that the use of heritage buildings provides for their conservation.</i>	
Acceptable Solutions	Performance Criteria
A1 <i>No acceptable solution.</i>	<p>P1 <i>Notwithstanding Clause 8.9, a permit may be granted for any use of a locally listed heritage place where:</i></p> <ul style="list-style-type: none"> a) <i>it can be demonstrated that the proposed use will not adversely impact on the significance of a heritage place; and</i> b) <i>the amenity impacts of both the proposed use on the surrounding areas and from the surrounding area on the proposed use are considered acceptable; and</i> c) <i>a report by heritage professional states that it is necessary for conservation purposes or the continued maintenance of the building or where there is an overriding public benefit.</i>

Comment: N/a

E13.6 DEVELOPMENT STANDARDS

E13.6.1 Demolition

<i>Objective: To ensure that the demolition or removal of buildings and structures does not impact on the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.</i>	
Acceptable Solutions	Performance Criteria
A1 <i>Removal of non-original cladding to expose original cladding.</i>	<p>P1.1 <i>Existing buildings, parts of buildings and structures must be retained except:</i></p> <ul style="list-style-type: none"> a) <i>where the physical condition of place makes restoration inconsistent with maintaining the cultural significance of a place in the long term; or</i> b) <i>the demolition is necessary to secure the long-term future of a building or structure through renovation, reconstruction or rebuilding; or</i> c) <i>there are overriding environmental, economic considerations in terms of the building or practical considerations for its removal, either wholly or in part; or</i> d) <i>the building is identified as non-contributory within a precinct identified in Table E13.1: Heritage Precincts, if any; and</i> <p>P1.2 <i>Demolition must not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</i></p>

Comment: N/a

E13.6.2 Subdivision and development density

<i>Objective: To ensure that subdivision and development density does not impact on the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.</i>	
Acceptable Solutions	Performance Criteria
A1 <i>No acceptable</i>	P1 <i>Subdivision must:</i>

<p>solution.</p>	<p>a) be consistent with and reflect the historic development pattern of the precinct or area; and</p> <p>b) not facilitate buildings or a building pattern unsympathetic to the character or layout of buildings and lots in the area; and</p> <p>c) not result in the separation of building or structures from their original context where this leads to a loss of historic heritage significance; and</p> <p>d) not require the removal of vegetation, significant trees or garden settings where this is assessed as detrimental to conserving the historic heritage significance of a place or heritage precinct; and</p> <p>e) not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</p>
------------------	--

Comment: N/a

E13.6.3 Site Cover

<p><i>Objective: To ensure that site coverage is consistent with historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts, if any.</i></p>	
Acceptable Solutions	Performance Criteria
<p>A1 Site coverage must be in accordance with the acceptable development criterion for site coverage within a precinct identified in Table E13.1: Heritage Precincts, if any.</p>	<p>P1 The site coverage must:</p> <p>a) be appropriate to maintaining the character and appearance of the building or place, and the appearance of adjacent buildings and the area; and</p> <p>b) not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</p>

Comment: Satisfies the performance criteria.

E13.6.4 Height and Bulk of Buildings

<p><i>Objective: To ensure that the height and bulk of buildings are consistent with historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.</i></p>	
Acceptable Solutions	Performance Criteria
<p>A1 New building must be in accordance with the acceptable development criteria for heights of buildings or structures within a precinct identified in Table E13.1: Heritage Precincts, if any.</p>	<p>P1.1 The height and bulk of any proposed buildings must not adversely affect the importance, character and appearance of the building or place, and the appearance of adjacent buildings; and</p> <p>P1.2 Extensions proposed to the front or sides of an existing building must not detract from the historic heritage significance of the building; and</p> <p>P1.3 The height and bulk of any proposed buildings must not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</p>

Comment: N/a

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.

Acceptable Solutions	Performance Criteria
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"> a) be designed to be complementary to the architectural style of the dominant buildings on the site or b) be consistent with the dominant fencing style in the heritage precinct; and c) not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.

Comment: N/a

E13.6.6 Roof Form and Materials

Objective: To ensure that roof form and materials 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.

Acceptable Solutions	Performance Criteria
A1 Roof form and materials must be in accordance with the acceptable development criteria for roof form and materials within a precinct identified in Table E13.1: Heritage Precincts, if any.	P1 Roof form and materials for new buildings and structures must: <ul style="list-style-type: none"> a) be sympathetic to the historic heritage significance, design and period of construction of the dominant existing buildings on the site; and b) not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.

Comment: N/a

E13.6.7 Wall materials

Objective: To ensure that wall materials 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.

Acceptable Solutions	Performance Criteria
A1 Wall materials must be in accordance with the acceptable development criteria for wall materials within a precinct identified in Table E13.1: Heritage Precincts, if any.	P1 Wall material for new buildings and structures must: <ul style="list-style-type: none"> a) be complementary to wall materials of the dominant buildings on the site or in the precinct; and b) not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.

Comment: N/a

E13.6.8 Siting of Buildings and Structures

Objective: To ensure that the siting of buildings, 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 New buildings and structures must be in accordance with the acceptable development criteria for setbacks of buildings and structures to the road within a precinct identified in Table E13.1: Heritage Precincts, if any.	P1 The front setback for new buildings or structure must: <ul style="list-style-type: none"> a) be consistent with the setback of surrounding buildings; and b) be set at a distance that does not detract from the historic heritage significance of the place; and c) not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.

Comment: N/a

E13.6.9 Outbuildings and Structures

Objective: To ensure that the siting of outbuildings and structures 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 Outbuildings and structures must be: <ul style="list-style-type: none"> a) set back an equal or greater distance from the principal frontage than the principal buildings on the site; and b) in accordance with the acceptable development criteria for roof form, wall material and site coverage within a precinct identified in Table E13.1: Heritage Precincts, if any. 	P1 New outbuildings and structures must be designed and located; <ul style="list-style-type: none"> a) to be subservient to the primary buildings on the site; and b) to not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.

Comment: Satisfies the performance criteria.

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.

Acceptable Solutions	Performance Criteria
A1 Car parking areas for non-residential purposes must be: <ul style="list-style-type: none"> a) located behind the primary buildings on the site; or b) in accordance with the acceptable 	P1 Car parking areas for non-residential purposes must not: <ul style="list-style-type: none"> a) result in the loss of building fabric or the removal of gardens or vegetated areas where this would be detrimental to the

<p><i>development criteria for access and parking as within a precinct identified in Table 1: Heritage Precincts, if any.</i></p>	<p><i>setting of a building or its historic heritage significance; and</i> b) <i>detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</i></p>
---	---

Comment: It is recommended that the tree to be removed is replaced with a tree in a more suitable location on the site.

E13.6.11 Places of Archaeological Significance

<p><i>Objective: To ensure that places identified in Table E13.3 as having archaeological significance are appropriately managed.</i></p>	
Acceptable Solutions	Performance Criteria
<p>A1 <i>No acceptable solution.</i></p>	<p>P1 <i>For works impacting on places listed in Table E13.3:</i> a) <i>it must be demonstrated that all identified archaeological remains will be identified, recorded and conserved; and</i> b) <i>details of survey, sampling and recording techniques technique be provided; and</i> c) <i>that places of identified historic heritage significance will not be destroyed unless there is no prudent and feasible alternative.</i></p>

Comment: N/a

E13.6.12 Tree and Vegetation Removal

<p><i>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.</i></p>	
Acceptable Solutions	Performance Criteria
<p>A1 <i>No acceptable solution.</i></p>	<p>P1 <i>The removal of vegetation must not:</i> a) <i>unreasonably impact on the historic cultural significance of the place; and</i> b) <i>detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</i></p>

Comment: It is recommended that the tree to be removed is replaced with a tree in a more suitable location on the site.

E13.6.13 Signage

<p><i>Objective: To ensure that signage is appropriate to conserve the historic heritage significance of local heritage places and precincts.</i></p>	
Acceptable Solutions	Performance Criteria
<p>A1 <i>Must be a sign identifying the number, use, heritage significance, name or occupation of the</i></p>	<p>P1 <i>New signs must be of a size and location to ensure that:</i> a) <i>period details, windows, doors and other architectural details are not covered or removed; and</i> b) <i>heritage fabric is not removed or destroyed through attaching signage; and</i> c) <i>the signage does not detract from the setting of a heritage</i></p>

<p>owners of the property not greater than 0.2m².</p>	<p>place or does not unreasonably impact on the view of the place from public viewpoints; and d) signage does not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</p>
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Comment: Satisfies the performance criteria.

E13.6.14 Maintenance and Repair

<p>Objective To ensure that maintenance and repair of buildings is undertaken to be sympathetic to, and not detract from the historic cultural heritage significance of local heritage places and precincts.</p>
<p>Acceptable Solution</p>
<p>New materials and finishes used in the maintenance and repair of buildings match the materials and finishes that are being replaced.</p>

Comment: N/a

Table E13.1: Local Heritage Precincts

For the purpose of this table, Heritage Precincts refers to those areas listed, and shown on the Planning Scheme maps as Heritage Precincts.

<p>Existing Character Statement - Description and Significance</p>
<p>EVANDALE HERITAGE PRECINCT CHARACTER STATEMENT The Evandale Heritage Precinct is unique because it is the core of an intact nineteenth century townscape, with its rich and significant built fabric and village atmosphere. Its historic charm, tree lined streets and quiet rural setting all contribute to its unique character. Its traditional buildings are an impressive mix of nineteenth and early twentieth century architectural styles while its prominent elements are its significant trees, the Water Tower and the Church spires. The original street pattern is an important setting for the Precinct, with views along traditional streetscapes, creating an historic village atmosphere that is still largely intact. Period residential buildings, significant trees, picket fences, hedgerows and cottage gardens are all complementary, contributing to the ambience of a nineteenth century village. The main roads into and out of Evandale create elevated views to the surrounding countryside which give context to the town and the Precinct, and contribute to its character. The quiet village feel of the town is complemented by a mix of businesses meeting local needs, tourism and historic interpretation. Evandale's heritage ambience has been acknowledged, embraced and built on by many of those who live in or visit the village.</p> <p>ROSS HERITAGE PRECINCT CHARACTER STATEMENT The Ross Heritage Precinct is unique because it is the intact core of a nineteenth century townscape, with its rich and significant built fabric and the village atmosphere. Its historic charm, wide tree lined streets and quiet rural environment all contribute to its unique character. Its traditional buildings comprise simple colonial forms that are predominantly one storey, while the prominent elements are its significant trees and Church spires. Most commercial activities are located in Church Street as the main axis of the village, which directs attention to the War Memorial and the Uniting Church on the hill. The existing and original street pattern creates linear views out to the surrounding countryside. The quiet rural feel of the township is complemented by a mix of businesses serving local needs, tourism and historic interpretation.</p>

Ross' heritage ambience has been acknowledged, embraced and built on by many of those who live in or visit the village.

PERTH HERITAGE PRECINCT CHARACTER STATEMENT

The Perth Heritage Precinct is unique because it is still the core of a small nineteenth century riverside town, built around the thoroughfare from the first bridge to cross the South Esk River, and which retains its historic atmosphere. It combines significant colonial buildings, compact early river's edge residential development, and retains the small-scale commercial centre which developed in the nineteenth century at the historic crossroads and river crossing for travel and commerce between Hobart, Launceston and the North West. Perth's unique rural setting is complemented by its mix of businesses still serving local and visitor's needs. Perth's heritage ambience is acknowledged by many of those who live in or visit the town, and will be enhanced by the eventual construction of the Midland Highway bypass.

LONGFORD HERITAGE PRECINCT CHARACTER STATEMENT

The Longford Heritage Precinct is unique because it is the core of an intact nineteenth century townscape, rich with significant structures and the atmosphere of a centre of trade and commerce for the district. Traditional commercial buildings line the main street, flanked by two large public areas containing the Christ Church grounds and the War Memorial. The street then curves gently at Heritage Corner towards Cressy, and links Longford to the surrounding rural farmland, creating views to the surrounding countryside and a gateway to the World Heritage listed Woolmers and Brickendon estates. Heritage residential buildings are tucked behind the main street comprising traditional styles from the mid nineteenth century to the early twentieth century, including significant street trees, picket fences and cottage gardens. The rural township feel is complemented by a mix of businesses serving local needs, tourism and historic interpretation. Longford's heritage ambience has been acknowledged, embraced and built on by many of those who live in or visit the town.

CAMPBELL TOWN HERITAGE PRECINCT CHARACTER STATEMENT

The Campbell Town Heritage Precinct is unique because it is the core of a substantially intact nineteenth century townscape, with its significant built fabric, and its atmosphere of a traditional resting place on the main road between the north and south. Its wide main street, historic buildings and resting places for travellers all contribute to its unique character. High Street has remained as the main commercial focus for the town, continuing to serve the needs of residents, visitors and the agricultural community. The War Memorial to the north marks the approach to the business area which terminates at the historic bridge over the Elizabeth River; a significant landscape feature. Traditional buildings in the Precinct include impressive examples of colonial architecture. The historic Valentine's Park is the original foreground for 'The Grange' and provides a public outdoor resting place for visitors and locals at the heart of the town. Campbell Town's heritage ambience has been acknowledged, embraced and built on by many of those who live in or visit the town.

Management Objectives

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.

Comment: The proposal is consistent with the Heritage Precinct Character Statement and satisfies the Management Objectives.

Assessment against F2.0 (Heritage Precincts Specific Area Plan)

F2.1 Purpose of Specific Area Plan

F2.1.1 *In addition to, and consistent with, the purpose of E13.0 Local Historic Heritage Code, the purpose of this Specific Area Plan is to ensure that development makes a **positive contribution to the streetscape** within the Heritage Precincts.*

F2.2 Application of Specific Area Plan

F2.2.1 *This Specific Area Plan applies to those areas of land designated as Heritage Precincts on the Planning Scheme maps.*

F2.2.2 *The following development is exempt from this Specific Area Plan:*

- a) *works required to comply with an Emergency Order issued under section 162 of the Building Act 2000;*
- b) *electricity, optic fibre and telecommunications cables, and water, sewerage, drainage connections and gas lines to individual buildings;*
- c) *maintenance and repairs that do not involve removal, replacement or concealment of any external building fabric;*
- d) *repainting of an exterior surface that has been previously painted, in a colour similar to that existing;*
- e) *the planting, clearing or modification of vegetation for safety reasons where the work is required for the removal of dead wood, or treatment of disease, or required to remove unacceptable risk to the public or private safety, or where vegetation is causing or threatening to cause damage to a building or structure; and*
- f) *the maintenance of gardens, unless there is a specific listing for the garden in Table E13.1 or Table E13.2.*

F2.3 Definitions

F2.3.1 *Streetscape*

For the purpose of this specific area plan 'streetscape' refers to the street reservation and all design elements within it, and that area of a private property from the street reservation; including the whole of the frontage, front setback, building façade, porch or verandah, roof form, and side fences; and includes the front elevation of a garage, carport or outbuilding visible from the street (refer Figure F2.1 and F2.2).

F2.3.2 *Heritage-Listed Building*

For the purpose of this Plan 'heritage-listed building' refers to a building listed in Table F2.1 or listed on the Tasmanian Heritage Register.

F2.4 Requirements for Design Statement

F2.4.1 *In addition to the requirements of clause 8.1.3, a design statement is required in support of the application for any new building, extension, alteration or addition, to ensure that development achieves consistency with the existing streetscape and common built forms that create the character of the streetscape.*

F2.4.2 *The design statement must identify and describe, as relevant to the application, setbacks, orientation, scale, roof forms, plan form, verandah styles, conservatories, architectural details, entrances and doors, windows, roof covering, roof plumbing, external wall materials, paint colours, outbuildings, fences and gates within the streetscape. The elements described must be shown to be the basis for the design of any new development.*

F2.4.3 *The design statement must address the subject site and the two properties on both sides, the property opposite the subject site and the two properties both sides of that.*

Comment: Although the subject site is within the Heritage Precincts Specific Area Plan, the proposal will not have an effect on the streetscape.

REFERRAL OF DEVELOPMENT APPLICATION PLN-19-0243 TO WORKS & INFRASTRUCTURE DEPARTMENT

Property/Subdivision No: 302300.93

Date: 23 December 2019

Applicant: Fast Cities Australia Pty Ltd

Proposal: Use two parking spaces for electric vehicle charging station and two parking spaces for substation/transformer, install canopy, signage, light pole and remove tree (utilities) (within 20m of residential zone, vary setbacks, heritage precinct)

Location: 3 Commonwealth Lane, Campbell Town

W&I referral PLN-19-0243, 3 Commonwealth Lane, Campbell Town

Planning admin: W&I fees paid.

No engineering comment required.

Jake Walley (Engineering Officer)

Leigh McCullagh (Works Manager)

Date: 24/12/2019