



**NORTHERN
MIDLANDS
COUNCIL**

AGENDA

ORDINARY MEETING OF COUNCIL

MONDAY, 15 NOVEMBER 2021

**IN PERSON & VIA ZOOM
VIDEO CONFERENCING PLATFORM**

Des Jennings
GENERAL MANAGER



QUALIFIED PERSONS ADVICE

The *Local Government Act 1993* Section 65 provides as follows:

- (1) A general manager must ensure that any advice, information or recommendation given to the council or a council committee is given by a person who has the qualifications or experience necessary to give such advice, information or recommendation.
- (2) A council or council committee is not to decide on any matter which requires the advice of a qualified person without considering such advice unless –
 - (a) the general manager certifies, in writing –
 - (i) that such advice was obtained; and
 - (ii) that the general manager took the advice into account in providing general advice to the council or council committee; and
 - (b) a copy of that advice or, if the advice was given orally, a written transcript or summary of that advice is provided to the council or council committee with the general manager's certificate.

I therefore certify that with respect to all advice, information or recommendation provided to the Council in or with this Agenda:

- i) the advice, information or recommendation is given by a person who has the qualifications or experience necessary to give such advice, information or recommendation; and
- ii) where any advice is directly given by a person who does not have the required qualifications or experience, that person has obtained and taken into account in that person's general advice, the advice from an appropriately qualified or experienced person.

MEETING CONDUCT

- People attending Council Meetings are expected to behave in an appropriate manner.
- The following is not acceptable:
 - Offensive or inappropriate behaviour;
 - Personal insults; and
 - Verbal abuse.
- In the case of any inappropriate outburst or derogatory behaviour, an apology from the offending party or parties will be requested. Anyone at the meeting, if they feel offended in any way by any such behaviour specified above, should immediately bring the behaviour to the notice of the Chairperson by the way of a Point of Order.
- The Chairperson has the right to evict from a meeting any person who is not behaving to an appropriate standard.

RECORDING OF COUNCIL MEETINGS

COVID-19 Disease Emergency (Miscellaneous Provisions) Act 2020 – Regulation 18 makes provision for councils to hold meetings via video conferencing platforms.

A copy of the recording of the meeting will be placed on Council's website as soon as practicable after the meeting, the Closed Council session of the meeting will be redacted.

Regulation 33 of the **Local Government (Meeting Procedures) Regulations 2015** provides for the audio recording of Council meetings.

The purpose of recording meetings of Council is to assist Council officers in the preparation of minutes of proceedings.

Council's Policy includes the following provisions:

- only applies to formal Council meetings (ordinary meetings, special meetings and Annual General meetings);
- does not apply to closed sessions of Council;
- does not apply to Committees of Council;
- The recording will not replace written minutes and a transcript of the recording will not be prepared;
- The recording may be used by Council staff to assist with the preparation of the minutes and by Council during a subsequent meeting within the period that the recording is retained;
- The official copy of the recording of a Council meeting is to be retained by Council for at least a period of 6 months from the date of a meeting and deleted after that period has expired;
- Notices advising that:

A member of the public may only use an audio recorder, or any other recording and/or transmitting device, to record the proceedings of a meeting of Council with the written permission of the General Manager for the express purpose proposed. The Northern Midlands Council reserves the right to revoke such permission at any time.

Unless expressly stated otherwise, Northern Midlands Council claims copyright ownership of the content of recordings of Council meetings ("the Recordings").

Des Jennings
GENERAL MANAGER



GUIDELINES FOR COUNCIL MEETINGS

PUBLIC ATTENDANCE DURING THE COVID-19 DISEASE EMERGENCY DECLARATION

Public Attendance Meeting Guidelines during the COVID-19 Disease Emergency

The conduct of Council Meetings is currently being undertaken in accordance with the *COVID-19 Disease Emergency (Miscellaneous Provisions) Act 2020*. This has necessarily meant that public attendance at meetings has been restricted. Under these arrangements Council meetings have been undertaken remotely via online platforms.

While COVID-19 restrictions remain in place, Council is mindful of the need to ensure community safety and compliance with regard to social distancing and limitations on the number of persons who may gather. This obligation is balanced with the need to minimise disruption to the business of Council.

Council determined that limited public access to Council meetings would be permitted from the Council Meeting scheduled for 14 December 2020.

Attendance of the public will be restricted to those who wish to make representation or present a statement in person at the meeting, preference is to be given to individuals:

1. making representations to planning applications which are subject to statutory timeframes (limit of 4 persons per item); and
2. those making statements or representations on items listed in the Agenda for discussion (limited to 2 persons).

To ensure compliance with Council's COVID-19 Safety Plan, any person wishing to attend will be required to register their interest to attend, which is to be received by Council before 12noon 4 days (i.e. usually the Friday) preceding the meeting by emailing council@nmc.tas.gov.au or phoning Council on 6397 7303.

On arrival attendees will:

- be required to complete the health declaration section of their registration form to support COVID-19 tracing (in the event that it is necessary); and
- receive direction from council officers (or Council's delegate) in relation to their access to the meeting room.

Access to the Municipal Building will only be permitted prior to 5.00pm and between 6.30pm to 6.40pm. Public Question Time commences at 6.45pm.

Members of the public who would prefer not to attend the meeting, but would like to ask a question or make a representation to the Council that would normally be heard during Public Question Time, may forward their question/representation to council@nmc.tas.gov.au which is to be received by Council before 12noon 4 days (i.e. usually the Friday) preceding the meeting.

Any questions/representations received will be circulated to Councillors prior to the meeting, tabled at the meeting and recorded in the minutes of the meeting.

These arrangements are subject to review based on any change in circumstance relating to the COVID-19 Disease Emergency.

Council will continue to ensure minutes and audio recordings of Council meetings are available on Council's website.

PUBLIC QUESTIONS AND STATEMENTS

Regulation 31 of the *Local Government (Meeting Procedures) Regulations 2015* makes provision for Public Question Time during a Council meeting.

Public question time is to commence immediately after the meal break at approximately 6.45pm and is to be conducted in accordance with the following guidelines:

- At each Council Meeting up to 20 minutes, or such longer period as Council may determine by resolution at that meeting, is to be provided for persons at the meeting to ask questions.
- A person seeking to ask a question must firstly identify himself or herself by stating their name and the town they reside in.
- If more than one person wishes to ask a question, the Mayor is to determine the order in which those questions are asked.
- Questions must be directed to the Mayor who shall answer or direct the question to the appropriate Councillor or Council Officer. A question will be answered if the information is known otherwise taken on notice and responded to in writing within 10 working days.
- Questions should preferably be in writing and provided to the General Manager 7 days prior to the Council Meeting.
- A person is entitled to ask no more than 2 questions on any specific subject. If a person has up to two questions on several subjects, the Mayor may defer those questions until other questions have been asked and refer back to that person only if time permits.
- Each submission speaker is limited to a maximum of 3 minutes.

REPRESENTATIONS ON PLANNING ITEMS

A maximum of 4 persons per item (2 for and 2 against) will be permitted to address Council on a planning item. After the representation has been made, Councillors are permitted to ask questions of the party who made the representation.

Each speaker is limited to a maximum of 3 minutes.

PETITIONS

In relation to the receipt of petitions, the provisions of the *Local Government Act 1993*, Part 6 - Petitions, polls and public meetings, S57 and S58, should be noted.



NOTICE IS HEREBY GIVEN THAT THE NEXT MEETING OF THE NORTHERN MIDLANDS COUNCIL WILL BE HELD ON MONDAY, 15 NOVEMBER 2021 AT 5.00 PM AT THE COUNCIL CHAMBERS, 13 SMITH STREET, LONGFORD AND VIA ZOOM VIDEO CONFERENCING PLATFORM IN ACCORDANCE WITH THE *COVID-19 DISEASE EMERGENCY (MISCELLANEOUS PROVISIONS) ACT 2020, SECTION 18* (AUTHORISATION FOR MEETINGS NOT TO BE HELD IN PERSON)

DES JENNINGS
GENERAL MANAGER
10 NOVEMBER 2021

4.00pm	Councillor Workshop – closed to the public
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1 ATTENDANCE

PRESENT

In Attendance:

APOLOGIES



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INFORMATION ITEM 8.18:

That the White Ribbon Oath be taken after the meal break, prior to the commencement of Public Question Time.



3 ACKNOWLEDGEMENT OF COUNTRY

We acknowledge and pay our respects to the Tasmanian Aboriginal Community as the traditional and original owners, and continuing custodians of this land on which we gather today and acknowledge Elders – past, present and emerging.

4 DECLARATIONS OF ANY PECUNIARY INTEREST OF A COUNCILLOR OR CLOSE ASSOCIATE

As per the *Local Government Act 1993, Part 5 - Pecuniary Interests, section 48*:

- (1) *A councillor must not participate at any meeting of a council, council committee, special committee, controlling authority, single authority or joint authority in any discussion, nor vote on any matter, in respect of which the councillor–*
 - (a) *has an interest; or*
 - (b) *is aware or ought to be aware that a close associate has an interest.*
 - (2) *A councillor must declare any interest that the councillor has in a matter before any discussion on that matter commences.*
-

5 PROCEDURAL

5.1 CONFIRMATION OF COUNCIL MEETING MINUTES

5.1.1 Confirmation Of Minutes: Ordinary Council Meeting

RECOMMENDATION

That the Open Council Minutes of the Ordinary Meeting of the Northern Midlands Council held at the Council Chambers, Longford on Monday, 18 October 2021, be confirmed as a true record of proceedings.

5.2 DATE OF NEXT COUNCIL MEETING

Mayor Knowles advised that the next Ordinary Council Meeting of the Northern Midlands Council would be held at 5.00pm on Monday, 13 December 2021 in person and via the Zoom video conferencing platform in accordance with the *COVID-19 Disease Emergency (Miscellaneous Provisions) Act 2020, Section 18* (authorisation for meetings not to be held in person).



5.3 MOTIONS ON NOTICE

5.3.1 Motions On Notice - Cr Davis: Subdivision Applications

Responsible Officer: Des Jennings, General Manager
Report prepared by: Councillor Jan Davis

NOTICE OF MOTION

Councillor Davis has requested the below Notice of Motion be tabled at the 15 November 2021 Council Meeting:

That any application for a subdivision in a residential zone which would result in blocks below the minimum lot size for the zone (i.e. 450m²) be referred for consideration to Council and not be dealt with under delegated authority.

BACKGROUND

The following notice of Motion was received from Cr Jan Davis:

The current planning scheme sets a minimum lot size for houses of 450m² in the residential zone.

Most blocks in many of the older townships of our municipality would be significantly larger than this minimum - and this is one of the attractions of the village nature of these township areas.

Over recent times, there has been significant concern about infill developments in these older areas which are seen to detract from the existing character of the neighbourhood. In some recent instances, residents have been upset that smaller lots have been approved without complying with the minimum lot size requirements. In some cases, they believe that the proposed lots are not capable of meeting the relevant performance criteria set out in the planning scheme.

While the need for more housing is recognised, there is a strong view that these small-lot developments compromise the character of our established township areas. Furthermore, there is no demonstrated or pressing need for this type of development, as other options such as villas and duplexes can address the needs of people looking for small-lot lifestyles.

On that basis, I would like to propose the following motion: that any application for a subdivision in a residential zone which would result in blocks below the minimum lot size for the zone (i.e. 450m²) be referred for consideration to Council and not be dealt with under delegated authority.



5.3.2 Motion On Notice - Mayor Knowles: Refugee Advocacy

Responsible Officer: Des Jennings, General Manager

Report prepared by: Mayor Mary Knowles

NOTICE OF MOTION

Councillor Knowles has requested the below Notice of Motion be tabled at the 15 November 2021 Council Meeting:

That Council submit the following motion for consideration at the Local Government Association of Tasmania General Meeting to be held on 11 March 2022:

That LGAT request the State Government lobby the Federal Government to consider a special intake of 20,000 refugees into Australia from Afghanistan.

BACKGROUND

The excellent work of Australian Government and Australian Defence Force personnel in evacuating more than 4000 people out of Afghanistan in the final two weeks of August is noted. However, this life-saving work could continue through a significant commitment to the resettlement of Afghan nationals over the coming two or three years. There is an overwhelming number of Australians offering to support the resettlement of Afghan refugees through offers of employment, housing and donations of goods and also offering to be involved in welcoming refugees to their local communities.

There has been a significant reduction in the Refugee and Humanitarian Program which have taken place since early last year – the shortfall of 5,579 visas issued in 2019-20 due to the COVID-19 pandemic, an expected shortfall of more than 6,000 visas in 2020-21 and the annual cut to the program of 5,000 places announced last October.

Australia should continue to respond generously to the situations of refugees in other parts of the world, as happened during the height of our response to the crises in Syria and Iraq. Australia's role in refugee resettlement is highly valued nationally and internationally, as is our capacity to respond flexibly at times of even greater need.

The Federal Government needs to be urged to consider this request for a special intake of 20,000 refugees from Afghanistan, looking at this in the light of the shortfalls in the issuing of visas in 2019-20 and 2020-21 and last year's reduction to the annual Refugee and Humanitarian Program.



6 COUNCIL COMMITTEES - CONFIRMATION OF MINUTES

Minutes of meetings of the following Committees are attached:

	Date	Committee	Meeting
i)	5/10/2021	Perth Local District Committee (notes – no quorum)	Ordinary
ii)	14/10/2021	Evandale Community Centre & Memorial Hall Management Committee	Ordinary
iii)	26/10/2021	Northern Midlands Local Recycling Committee	Ordinary
iv)	3/11/2021	Longford Local District Committee	Ordinary
v)	2/11/2021	Campbell Town District Forum	Ordinary
vi)	2/11/2021	Ross Local District Committee Minutes	Ordinary

Matters already considered by Council at previous meetings have been incorporated into **Information Item: Officer's Actions**.

In the attached minutes of Council Committees, recommendations of Committees are listed for Council's consideration in the Agenda Item 7 below.

MINUTES

PERTH LOCAL DISTRICT COMMITTEE

MINUTES OF THE MEETING HELD AT PERTH COMMUNITY CENTRE ON TUESDAY, 4 OCTOBER 2021, AT 5.30PM

1 ATTENDANCE

Russell Mackenzie (Chair), Jo Saunderson, Michelle Elgersma, Shan White (minute taker)

NOTE: Total membership – 8; Quorum – 5 therefore decisions from the 4 October 2021 meeting will be held over to be confirmed at the 2 November 2021 meeting.

In Attendance:

Councillor Janet Lambert, Councillor Jan Davis

Apologies:

Tony Purse, Don Smith, Jonathan Targett, John Stagg

2 CONFIRMATION OF MINUTES

J Sanderson/ M Elgersma

That the minutes of the meeting of the Perth Local District Committee held on 7 September 2021 be confirmed as a true and correct record of proceedings.

Carried

3 DECLARATION OF ANY PECUNIARY INTEREST BY A MEMBER OF A SPECIAL COMMITTEE OF COUNCIL

In accordance with the provisions of the *Local Government Act 1993*, Part 5, S48A – S56, a member of a Special Committee must not participate in any discussion or vote on any matter in respect to which the member:

- a) has an interest; or
- b) is aware or ought to be aware that a close associate has an interest.

A member has an interest in a matter if the matter was decided in a particular manner, receive or have an expectation of receiving or likely to receive a pecuniary benefit or pecuniary detriment.

* *It should be noted that any person declaring an interest is required to notify the general manager, in writing, of the details of any interest declared within 7 days of the declaration.*

Noted that

- Mr Tony Purse is consulting and/or has an involvement in the following projects currently being undertaken by Council:
 - Perth Community Centre Master Plan
 - Perth Recreation Ground Master Plan
 - South Esk River Parkland Proposal, including owner/developer of adjacent property
 - Perth Streetscape Improvements

Mr Purse's declaration noted, with no further additions

4 BUSINESS ARISING FROM THE MINUTES

4.1 Main Street Redevelopment / Perth Streetscape Masterplan

At the September 2021 meeting, the Committee requested that the final drawings/layouts of the entry signage be circulated.

Attached.

Should be noted that signage has been manufactured and will be installed when conditions are favourable.

Councillor Davis provided a briefing on the discussions from the NMC Property Committee meeting held 4/10/2021

At the 3 August 2021 meeting, the following was the recommendation of the Committee to Council:

*Request Council provide PLDC with a proposed works schedule to align with the 2021/22 budget priorities for Perth.
Council to note projects that have been bought forward from 2020/21 budget.*

Matter to be referred to 20 September 2021 Council Meeting.

Officer Comment:

Council officers will determine the allocation of resources depending upon weather, design, approval process and availability of contractors, and staff and equipment at that time.

MINUTE NO. 21/349

DECISION

Deputy Mayor Goss/Cr Brooks

That the committee be advised that when works are programmed the advice will be provided.

Carried

4.4 Line Marking in Perth

At the June 2021 meeting, the Committee requested that Council review and refresh the line marking in Perth. Committee are advised that a Customer Request needs to be submitted to Council for consideration, with reference made to specific location of line-marking required.

At the 3 August 2021 meeting, the following was the recommendation of the Committee to Council:

Request Council undertake an audit of Perth streets to ensure line-marking is compliant with the relevant standards.

Matter to be referred to 20 September 2021 Council Meeting.

Officer Comment:

Council does not have the budget to undertake such an audit, the matter could be referred to the 2022/2023 budget process, however, this matter is not considered to be a high priority as Council's works crew and other officer's in the course of their day to day activities take note of such matters. Where the need is considered a priority the matter is referred to the State Government for funding, which comes available in October 2021. If the Committee considers any line-marking to be considered as a priority, such a request should be forwarded to Council as a Customer Request.

MINUTE NO. 21/350

DECISION

Deputy Mayor Goss/Cr Lambert

That Council take no action and suggest to the Committee that they provide details of specific needs via customer request.

Carried Unanimously

RECOMMENDATION: *PLDC request council consider line-marking in Clarence Street, between Elizabeth and George Streets due to the potential safety issues caused by vehicles parking illegally on the eastern side of Clarence street. Customer Request to support this request submitted by Councillor Davis.*

Moved: J Sanderson Seconded: M Elgersma - To be confirmed at PLDC November 2021 meeting

4.5 Seccombe Street Speed Limit Signage

At the 6 July 2021 meeting, the Committee raised the issue that motorists are entering Seccombe Street from the roundabout at speeds in excess of the 50kph speed limit which is in place on urban roads (in built-up areas) across Tasmania, at which time the following recommendation was made to Council:

That Council consider installation of speed limitation signage at the entrance to Seccombe Street from the roundabout.

The recommendation was considered by Council at the 16 August 2021 Council meeting, at which time Council made the following decision

That Council note the request and the action to be taken.

Officer's advised that a 50km/h speed sign is to be erected.

At the 3 August 2021 meeting, the Committee updated their recommendation to Council, as follows:

That Council consider installation of speed limitation signage at the entrance to Seccombe Street from the roundabout and/ or road calming measures.

Matter to be referred to 20 September 2021 Council Meeting.

The Committee noted that the recommendation required amendment due to the dangers posed to pedestrians and children in the area, especially in the vicinity of the playground, and should read as follows:

That Council consider installation of speed limitation signage at the entrance to Seccombe Street from the roundabout and road calming measures.

Officer Comment:

At the 6 July 2021 meeting, the Committee raised the issue that motorists are entering Seccombe Street from the roundabout at speeds in excess of the 50kph speed limit which is in place on urban roads (in built-up areas) across Tasmania, at which time the following recommendation was made to Council:

That Council consider installation of speed limitation signage at the entrance to Seccombe Street from the roundabout.

The recommendation was considered by Council at the 16 August 2021 Council meeting, at which time Council made the following decision

Officer's advised that a 50km/h speed sign is to be erected.

That Council note the request and the action to be taken.

A 50km/h speed sign has been erected.

The Committee has since noted that signage has not deterred speeding, and has requested further traffic calming measures.

Council Officers note that speeding is a police matter and Tasmania Police has been notified of the concerns raised.

MINUTE NO. 21/351

DECISION

Deputy Mayor Goss/Cr Adams

That Council note the recommendation and the action taken.

Carried Unanimously

4.6 Electric Charging Station

At the 3 August 2021 meeting, the following was the recommendation of the Committee to Council:

Request Council explore the opportunity for an Electric Charging Station to be installed in Perth

Matter to be referred to 20 September 2021 Council Meeting.

Officer's Comments:

The provision of EV charging stations is considered to be a function of private enterprise, Council could assist in providing contact details of EV service providers. Should opportunities arise, Council will assist in the identification of appropriate sites across the Northern Midlands.

MINUTE NO. 21/353

DECISION

Cr Davis/Cr Lambert

That Council note the request of the Committee and action if the opportunity arises.

Carried Unanimously

4.7 Environmental Project for Perth

At the 3 August 2021 meeting, the following was the recommendation of the Committee to Council:

Request Council identify a project for Perth which can align with Council's Strategic Plan priority: PLACE – Meet Environmental Challenges - examples suggested install FOGO bins in the Main Street; eliminate single use plastics

Matter to be referred to 20 September 2021 Council Meeting.

Officer's Comments:

Council has a Local Recycling Committee and this recommendation is within the ambit of that committee, and should be referred to that Committee for their consideration. Council's recycling trailer came about at the initiative of that Sub Committee. The trailer can be sited in different locations across the Northern Midlands. Any initiatives would need to be considered in the 2022/2023 budget deliberations.

MINUTE NO. 21/354

DECISION

Cr Lambert/Cr Polley

That Council recommend to the Committee that they identify suitable locations to site the recycling trailer in Perth and that the other matters be referred to the Local Recycling Committee for consideration.

Carried Unanimously

4.8 Development Applications

At the 3 August 2021 meeting, the following was the recommendation of the Committee to Council:

Request council review Local Area Plans for Perth as well as other Northern Midlands townships and consider implementing a process for this review which will result in amendments to satisfy and provide such outcomes as (but not limited to):

- Development and design clarity; improved definition of developments; preservation of local area characteristics.

Matter to be referred to 20 September 2021 Council Meeting.

Officer's Comments:

That the Committee be advised that the community will have the opportunity for representation to the draft Local Provisions Schedule when it is on public notification, expected to be before end of 2021.

MINUTE NO. 21/355

DECISION

Cr Davis/Cr Adams

That Council note the recommendation and officer's comments.

Carried Unanimously

4.9 North Perth Density Review

At the 3 August 2021 meeting, Councillor Davis advised that a consultant had been engaged to undertake a density survey as part of the North Perth Development Project. Councillor Davis noted that she would circulate the papers to the PLDC and arrange for a briefing at a future meeting.

RECOMMENDATION: *PLDC request council consider providing the committee with a face-to-face briefing by the General Manager and consultant, by way of attendance at a future meeting - suitable date to be determined by Council..*

Moved: M Elgersma Seconded: S White To be confirmed at PLDC November 2021 meeting

5 OTHER PROJECTS / COMMITTEE REPORTS

5.1 Murals, Artworks, History interpretation panels

Noted at the 3 August 2021 Committee meeting:

- Work is progressing - DA will be submitted for approval if required.

5.2 Perth Bicentenary Sub-Committee

Noted at the 3 August 2021 Committee meeting:

- the sub-committee will be closed, and a final report prepared (attached for information)
- Councillor Davis advised town entrance sculptures have been completed. Councillor to advise the PLDC at the next meeting of the design and installation dates as per the council works schedule.

At the 3 August 2021 meeting, the following was the recommendation of the Committee to Council:

Request Council provide an update on the planning and design for a Bicentenary commemorative plaque to be installed alongside the existing plaque and then relocated to a suitable location as part of the Perth Main street Plan works.

Matter to be referred to 20 September 2021 Council Meeting.

Further information was requested by Council in relation to this project as no prior request had been received.

J Sanderson/S White

The Committee requests that Council design and install a commemorative plaque (to be in keeping with the 150 year plaque) and relocate both plaques to a suitable location in the Perth Main Street landscaped area proposed for the south of Perth (Old Punt Road/Clarence Street redesign).

Carried

Officer's Recommendation:

That Council note the recommendation and relist the matter when the information requested has been received.

MINUTE NO. 21/352

DECISION

Cr Adams/Cr Polley

That Council note the recommendation and relist the matter when the information requested has been received.

Carried

Matter to be relisted for consideration by Council in October 2021.

RECOMMENDATION: *PLDC request council consider incorporating in the Main Street Masterplan an appropriate design/ manufacture/ location of a plaque to commemorate the Bicentenary of Perth and include the existing 150 years of settlement commemorative plaque in the design and location.*

Moved: J Sanderson Seconded: M Elgersma To be confirmed at PLDC November 2021 meeting

5.3 Perth Early Learning Centre

Report tabled at September 2021 Council meeting, media release attached for information.

Attached.

6 MATTERS PENDING

6.1 Highway Maintenance

Roads have not yet been transferred to Council by State Growth (roundabouts have been transferred to Council, landscaping works to be programmed).

The Committee requested that Council lobby for the transfer of the roads so that Main Street works can commence.

T Purse/J Targett

That, due to the current poor state of the entrances to Perth Council undertake, or request the Dept of State Growth undertake, maintenance of the verges including removal of waste and rubbish where works have been carried out.

Carried

Matter to be listed for consideration by Council in October 2021.

6.2 Old United Service Station Site cnr Drummond and Main Street

The Committee noted that this matter has been resolved; however, sought clarification that the site had been signed off by the EPA.

D Smith/J Targett

That Council approach the owners of the decommissioned United Service Station to purchase the property to be used for community purposes.

Carried

Council's Property Management Committee already has matter listed for consideration.

6.3 Perth Dog Park

Council is investigating a second location in Perth for a secure Dog Park and will provide PLDC with updates as this can be progressed, no site has been identified.

7.1 Mulgrave Street Dog Park

The Committee discussed the installation of suitable signage at the dog park. Agreed that signage should be similar to that which is installed at the dog park at Coronation Park in South Longford, inclusive of the naming of the Dog Park. Customer request to be submitted – [no update provided](#)

7.2 Perth Tourism Website

Noted that the Chair is in discussions with Council's Tourism Officer re a website for Perth Tourism – [no update provided](#).

7 NEW BUSINESS

Nil

8 NEXT MEETING/CLOSURE

The meeting closed at 6.30pm.

The next meeting to be held at the Perth Community Centre at 5.30pm on Tuesday, 2 November 2021.

**EVANDALE COMMUNITY CENTRE AND MEMORIAL HALL
MANAGEMENT COMMITTEE**

Minutes of General Meeting Tuesday 14th October 2021

Chairperson John Lewis

Meeting opened: 1.00pm

1. Present: Arthur Walter, Peter Riley, Geoff Divall, Kath and Barry Wenn, Barry and Maria Lawson, Brett Goldsworthy, Frank Halliwell, Judy Heazlewood, Sue Bedford, Gillian Atherton.

2. Apologies: Heather and Chris Leggett, Jackie Divall, Ian Goninon.

3. Minutes of Previous Meeting: were taken as read and confirmed. Geoff Divall/Arthur Walter. Carried.

4. Centre Report/Correspondence:
 - A few more visitors than last year, 492/378.
 - Wednesday Social Afternoons working well.
 - Monthly report from new EFTPOS machine proving much cheaper than FRED, was \$314, now \$4.39.

5. Community Hall Report:
 - Horticultural Spring Show in November
 - Re-negotiating with the Cat Show.
 - Solar panels being installed, some maintenance done.
 - Op Shop Ball, waiting to see how ticket sales progress.
 - Makers' Market last Sunday in each month.

6. Financial Report:

EVANDALE COMMUNITY CENTRE Financial Statement as at 30 September 21			
BANK BALANCE			\$21,301.81
Add interest		Interest	\$8.56
Add deposits		Cash Deposits	\$870.00
		Zeller	\$278.88
		Direct payments	\$2,472.88
		Credit interest bank adjustment	\$0.01
			\$24,932.14
Less cheques			
	03.09.21	Direct (Telstra)	\$126.37
	03.09.21	Direct (Link)	<u>\$36.30</u>
	03.09.21	Direct (CMYK Colour)	\$1,145.23
	08.09.21	Direct (In series electrical)	\$1,510.00
	11.09.21	Direct debit CBA(Albert return)	\$110.00
	15.09.21	Direct (Flick)	\$50.05
	15.09.21	Direct NMC Aurora	\$331.05
	29.09.21	Direct NMC Aurora	\$352.95
			3661.95
			21,270.19
Less direct debit	30.09.21	CBA Eftpos Fee	\$60.00
			21,210.19
BANK BALANCE			
Less unrepresented cheques			
Available Balance			
Debit Card Account	31.05.21		\$281.76

7. Gift Shop:

No report from the Gift Shop.

It was moved and seconded that the reports be accepted. Peter Riley/Barry Lawson. Carried.

8. General Business:

On-going:

- Still waiting for report from N.M.C. re the question of RV friendly town and parking, especially on Saturday evenings. .
- New brochure/map of Evandale – Geoff has met with Fiona Dewar to further this project. It will be in PDF form so each Centre can print their own. Suggested that we keep our own glossy brochure for Evandale tourists.
- Calendars on sale and proving popular. To cost \$15 each or 5 for \$50. Volunteers may purchase one for \$10.
- Tourism National Australian Experience Content Initiative Grant: no reply as yet.

New:

- Large map of Evandale to be updated and reprinted. Need to let NMC known of any additions required.(Light Railway, Toilets, Centre, continuation of Cambock Lane East etc.).
- Suggestion to change to colour of the OPEN sign to make it more noticeable. Will defer until next meeting.
- Suggestion to promote the calendars through The Courier. Suggested that a Birthday Calendar may be a project for next year.
- It was moved that : “ a donation of \$1000.00 be given to the appeal for Charlie Taylor’s Eye Surgery:” Arthur Walter/Peter Riley. Carried.
- Volunteers to be reminded to check locking of the front door.
- John Lewis suggested the Prince of Wales Hotel for Christmas Lunch together with the History Society. After discussion he agreed to ask for a quote for a Christmas meal for the next meeting, members being willing to pay half the cost.
- Barry Lawson has a TV that could be used at the Centre for History/Tourism videos.

Meeting closed at 2.00 pm and was followed by afternoon tea.

Next meeting Tuesday, 9th November at 1.00pm.`

NOTICE IS GIVEN THAT THE MEETING OF THE NORTHERN MIDLANDS LOCAL RECYCLING COMMITTEE MEETING WILL BE HELD AT THE LONGFORD COUNCIL CHAMBERS ON TUESDAY 26TH OF OCTOBER 2021 COMMENCING AT 2:00PM

MINUTES

1 PRESENT – Owen Diefenbach (OD) Cr. Ian Goninon (IG) Jonathan Galbraith (JG) Maria Lawson (ML) Rex Heathcote (RH) Roderick Cuthbert (RC)

2 IN ATTENDANCE – Mayor Mary Knowles

3 APOLOGIES – Leanne Sherriff (LS), Kate Heathcote (KH)

4 DECLARATION OF ANY PECUNIARY INTEREST BY A MEMBER OF A SPECIAL COMMITTEE OF COUNCIL

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5 CONFIRMATION OF MINUTES

Recommendation

The minutes of the meeting of the Local Recycling Committee held on **Tuesday, 28th of September 2021** be confirmed as a true and correct record of proceedings. Proposed RH seconded RC

6 BUSINESS ARISING FROM THE MINUTES

6.1 Composting of organics

JG to invite Launceston Environmental services to attend a future meeting.

6.2 Subsidising the purchase of cloth nappies

Discussed at the NTRWMG meeting on 22/10/21 – The regional group are not pursuing this matter any further. JG to follow-up with Hobart regarding the scheme they have recently been running.

6.3 Kerbside greenwaste collection

It was noted that with the new state waste levee coming in it may now be viable to start a kerbside greenwaste collection.

7 AGENDA

7.1 Volunteers to assist with recycling at events

Volunteers requested for:

- Longford blooms festival – November 20
- Verandah Festival – November 27-29
- Longford Four Seasons Market – October 3, February 13, April 10, July 10 – RH is willing to volunteer
- Launceston Horticultural society, Evandale September 11 -12 – Trailer to be used on site
- Sustainable living festival to be held at Riverside on October 9. RH has agreed to do this.

Follow-up with Lucie re Facebook add for volunteers. Contact Jeff McClintok regarding recycling volunteers at the verandah festival. Noted that they need to do an induction.

The name “northern midlands waste watchers” has been chosen for the group. JG and LC to follow-up with Fiona regarding some vests with a logo.

7.2 Develop program for use of recycling trailer

More work still required on a program for the trailer. Campbell Town School have expressed an interest in it through Council’s Youth Officer.

Campbell Town School are interested in having the trailer. This is being organised by Council’s Youth Officer.

The Cradle Coast Waste Management Group have an education officer who is available to run sessions in schools provided he has enough notice. There may also be an opportunity for committee members to take part in this program and make use of the Cradle Coast Group’s resources.

JG to pass on to the northern group that finding a new waste education officer for the Northern Region should be a priority.

7.3 Support for business recycling

Council offers all businesses a 140L waste bin and a 240L recycling bin for \$126 per year or a 240L waste bin and a 240L recycling bin for \$189 per year. Alternatively, a business could elect to have two recycling bins for this price and not have a waste bin.

Council do not have a list of businesses. The best way to advertise this may be through Northern Midlands Business association. Jonathan has drafted a letter explain Council’s policy. JG to send to IG.

7.4 Single use plastics policy

Policy to be considered by Council. To be taken to a future workshop.

7.5 Recycling shed – Approach completion, some minor works still to be carried out by contractors. Discuss an opening for the new shed, media / promotion opportunities etc. Suggested Wednesday December 1 for an opening.

7.6 Presenting at community groups – e.g. Neighbourhood watch, KH to follow-up. JG has spoken to Launceston Council but they don't have any suitable presentations. KH to follow-up further suitable presentations and groups that might be interested.

7.7 Farm and agricultural waste – LS is looking into this further, to provide a further update at the next meeting.

7.8 Volunteer induction – All volunteers and committee members need to go through a Council induction process. To be done at either the October or November meeting depending on officer availability

7.9 Column for country courier

LS is working on an article on coffee cups.

Future columns??

7.10 Dog ID labels

Comment has been requested from Council's animal control officer.

7.11 Plasroc

Any updates from Plasroc?

8 NEW ITEMS

8.1 National recycling week – Nov 8 – 14 – Lucie is running a campaign on the Facebook Page, seeking ideas from the committee. Suggested that the trailer is put somewhere prominent for the week with a sign. Locations to be confirmed, committee to facilitate.

9 PRIORITY IDEAS LIST

9.1 FOGO collection for businesses – on hold

9.2 Launceston Council have a good fridge magnet which shows how products can be recycled. Look into whether this can be sent out with the next rates notices. – committee noted information, perhaps to be considered with next years rates mail out.

10 FACEBOOK / WEBSITE IDEAS

10.1 Recycling at events – Lucie to arrange Facebook items and content before departure.

12 FUTURE IDEAS LIST

12.1 Updates to recycling information sent out with rates

12.2 Recycling at sports clubs

12.3 Labelling of clothing businesses

13 CLOSURE

Chairperson closed meeting at 3.06pm.

Next meeting to be held at **3.00pm** on Tuesday **30th of November 2021** at the Longford Council Chambers.

MINUTES OF THE MEETING OF THE LLDC HELD AT THE CATHOLIC PARISH HOUSE ON WEDNESDAY Nov 3, 2021, COMMENCING AT 5.35PM

PRESENT: Neil Tubb, Bron Baker, Doug Bester, Tim Flanagan, Vivien Vaca.
Jo Clarke, Dennis Pettyfor, Megan McKinnon

1 **IN ATTENDANCE:** Councillor Adams

2 **APOLOGIES:** Simon Bower, Councillor Brookes

3 **WELCOME NEW MEMBERS** – not applicable at this time.

4 **DECLARATION OF ANY PECUNIARY INTEREST BY A MEMBER OF A SPECIAL COMMITTEE OF COUNCIL**

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5 **CONFIRMATION OF MINUTES**

The minutes of the meeting of the Longford Local District Committee held on **Oct 6, 2021**, were confirmed as a true and correct record of proceedings.

MOVED: Dennis Pettyfor **SECONDED:** Doug Bester **CARRIED**

6 **BUSINESS ARISING FROM THE MINUTES**

7.1 Wellington Street Pedestrian Crossing.

Further to our last meeting we now understand that a Traffic Survey will be carried out by State Growth as requested. Request that Council officers ensure that this takes place on Wednesday (discount day Hill St) Thursday (pension day) and Friday in school term to gauge volume.

Motion:

That Council respect the outcome of the new traffic survey to be conducted in the main street of Longford by State Growth and not take any decision on development plans within the main thoroughfare from Union St through to Malcombe St until more relevant data is available to accurately determine the impacts of the traffic flow.

MOVED: Viven Vaca **SECONDED:** Tim Flanagan **CARRIED**

7 **NEW BUSINESS**

- 8.1 Longford Cup celebration.
Councillor Goninon is council's rep on a committee with Tas Racing and the Turf Club. Master Plan for the Longford Racecourse will be out next week.

9 **REPORTS FROM SUB COMMITTEES**

- 9.1 Railway Committee
New quote pending on pillars. Calendar photos are ready.
- 9.2 Longford Legends
Lyche Gate is being constructed.
Legend Nominees still to be confirmed.
- 9.3 Town Hall lease to Longford Town Hall Arts Committee
Council Officers and Committee plan to meet soon.

10 **PENDING BUSINESS ITEMS**

- Planning Development (44 Dwellings) near Longford Racecourse. Pending as it was pulled from Council agenda at their last meeting.
- Melbourne Cup Tour in Longford. Cancelled due to Covid.
- Water trough plaque. Pending.
- Safety issues at Woolmers Lane/Panshangar Rd intersection.
Unchanged. A 'T' junction sign in place. Vivien requested a permanent sign of a truck be placed as she's seen in other locations and will get photographic evidence.
- Tim Mayer stone
- Memorial Hall – Village Green development.
 1. Megan said the hall provides an ideal facility for birthday parties if the weather is bad. A user-friendly online booking site would generate more use of this building.
 2. Committee questioned what the new concept is hoping to achieve as far as future usage.
 3. Community meeting on Nov 16, 4-6pm with representations submitted from Nov 9-23. Tim presented a local man's thoughts on the concept with concerns especially on the new verandah being too close to the cenotaph. Also the loss of toilets for public to access being halved.
- Wellington & Marlborough Streets Intersection – [waiting on Council decision](#).
- Tas Planning Scheme Revisions LGAT & NMC.

11 OTHER BUSINESS

- Christmas Community Concert to be held in the Town Hall Dec 4, 2-4:30pm with singers, Dance Zone, ukulele, East Timor group. Toosey folk invited to share in the occasion.
- Childcare facility needed in Longford, especially for before and after school care. Maybe an interim measure would be providing a bus to transport children from Longford primary to the new Perth facility.
- Longford Main Street upgrade. Trent from NMC has listed times to meet with LLDC. Neil will suggest the time and confirm to us.
- Longford township strategy meeting Dec 1.
- Tas Planning Scheme Revisions LGAT & NMC. Ratepayers received a letter from Council inviting written representations on the draft of NM Local provisions schedule TPS from 22/10 – 21/12.
- Bendigo Bank. Neil has been in contact and awaits the Regional Manager's response on the opportunity to have dialogue about opportunities for Bendigo Bank in Longford, considering the limitations with Comm Bank. Our area needs a functional banking facility.
- Citizen of the Year nomination forms to be in by Dec 1.

- Multiple dwelling development in Heritage Precinct. Proposed development of 21 houses in Marlborough St brought up concerns over issues of
 1. Heritage style buildings being imposed upon with modern structures
 2. Safety with only one way in and out. Placement of fire hydrant, accessibility for emergency vehicles and positioning of 42 rubbish bins for collection.
 3. Mental health issues with no area for children to play/green space.
 4. Impact on the road network with volume but especially turning right onto Marlborough St.

CLOSURE

There being no further business, the meeting closed at 6.58 pm.
The next meeting will be on Wednesday Dec 1, 2021 at 5.30pm.

MINUTES

MEETING OF THE CAMPBELL TOWN DISTRICT FORUM HELD IN THE UPSTAIRS MEETING ROOM AT THE TOWN HALL, CAMPBELL TOWN ON TUESDAY, 2 NOVEMBER 2021 COMMENCING AT 9:30AM

1 PRESENT

Mrs Jillian Clarke, Mrs Jill Davis, Ms Sally Hills, Mr Danny Saunders, Mrs Tracy Spencer – Lloyd, Mrs Fiona Oates, Ms Jo Taylor, Mr Owen Diefenbach

2 IN ATTENDANCE

Cr Andrew Calvert, Mrs Lucie Copas Fowler (NMC)

3 APOLOGIES

Ms Sarah Annesley

4 DECLARATION OF ANY PECUNIARY INTEREST BY A MEMBER OF A SPECIAL COMMITTEE OF COUNCIL

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Nil declared

5 CONFIRMATION OF MINUTES

Mr Danny Saunders/ Mrs Sally Hills

The minutes of the meeting of the Campbell Town District Forum held on **Tuesday, 7 September 2021** be confirmed as a true and correct record of proceedings with the following amendments:

6.11 Main Street Upgrades Consultation

The committee has requested to view the traffic management plan.

7.4 Pedestrian lights

General discussion was held regarding the installation of pedestrian lights on a national highway. Several members advised that this a regular occurrence on mainland states and queried why it cannot occur here.

6 BUSINESS ARISING FROM THE MINUTES

6.1 Underpass

The Department of State Growth has advised that works will commence at the end of October, 2021.

General discussion was held regarding the commencement of works. No further action required.

6.2 Bicentennial Celebrations

Ongoing events, committee to provide update.

General discussion was held regarding upcoming events and very successful events that have already taken place.

6.3 Town Hall Review

No further update has been received since the last meeting.

Committee noted information.

6.4 Tourist Signage/ Dual Naming

The signs are currently being made and will be installed once complete.

No further update received.

Committee noted information.

6.5 Information and Tourist Signs

Colour changes have been made, Mrs Copas Fowler to circulate example with agenda for feedback.

Mrs Copas Fowler advised that she had been liaising with Councils Events & Tourism Officer to facilitate the installation of signs.

6.6 Invitations

The following groups and organizations were suggested:

- Tasmania Police
- Ambulance Tasmania
- TasFire
- Royal Flying Doctor Service
- Department of State Growth

Mrs Copas Fowler contacted the Department of State Growth in May 2021.

Awaiting reply (updated 26 October 2021).

Mr Saunders and Mrs Oates have both separately contacted the Department of State Growth and have received responses requesting specific questions prior to a meeting.

General discussion was held, the committee will forward the questions directly to the Department of State Growth.

The committee again requested to view a traffic plan for Campbell Town. Mrs Copas Fowler advised that she will investigate and circulate the plan with the minutes.

6.7 Upgrades to the Campbell Town Skate Park

Committee to provide update.

Mrs Davis and Mrs Oates to meet with Jodie and students from the school. Update to be provided at December meeting.

6.8 Banners

Awaiting printing and installation.

Committee noted information.

6.9 Noticeboard

Mrs Oates investigating suitable location.

No further action required.

6.10 Community Newsletter

Ms Annesley has circulated a draft to committee members for comment.

Ms Annesley was not present at the meeting to provide an update. General discussion was held regarding the possibility of combining the community newsletter with the newsletter printed and facilitated by the Campbell Town Hospital Board. It was noted that this opportunity was already discussed previously and was not a suitable option.

The committee is hoping to have the first edition printed in January.

6.11 Membership of the Elizabeth Macquarie Irrigation Trust

Further information required. Mrs Copas Fowler to provide directly to nominee.

Mr Saunders advised that he had spoken to Mrs Lyne and she would be sending further information through to Council.

Mrs Copas Fowler to follow up.

6.12 Australia Day Awards

Council's Australia Day Awards are now open for nominations; all details can be found on Council's website. The 2022 event will be held in Cressy.

Nominations are highly encouraged and close on Wednesday 1 December 2021.

Committee noted information.

6.13 Climate Change

Committee to provide update.

Mrs Tracy Spencer – Lloyd advised that she had spoken with the parents of the student and that they were not going to pursue anything further at this stage.

6.14 Parking Lines along Main Street

Our Works Department is currently seeking quotes and availability from contractors, delays expected due to the upcoming Christmas period.

Works Department to complete.

7 NEW BUSINESS

7.1 Resignation

Mrs Copas Fowler has formally tendered her resignation with the Northern Midlands Council. A new secretary will be appointed in due course.

Committee noted the information and thanked Mrs Copas Fowler for her assistance over the years.

7.2 Southern Committees Christmas Function

Save the date - Thursday 2 December 2021.

The new date for the Southern Committees Christmas Function is Wednesday 1

December 2021, to be held at Zeps.

7.3 Letter of thanks

General discussion was held regarding sending a letter of thanks to outgoing member, Mrs Judith Lyne.

Mrs Copas Fowler confirmed that she has received one from Mayor Knowles.

7.4 Mindfulness Group

Mrs Tracy Spencer Lloyd provided the group with information regarding her mindfulness group which she is now running in Campbell Town.

7.5 Recycle Trailer Visit

General discussion was held regarding facilitating a visit from the NMC Recycling Trailer. Mr Diefenbach advised that he has volunteered to supervise the trailer and will get in touch with Council's Engineering Officer, Jonathan, who is the main contact for the recycling committee.

7.6 New Toilet Design

General discussion was held regarding the design of the new toilet at the War Memorial Oval. The committee expressed that they did not like the design and queried why the closest alternative toilets were identified at Valentines Park. Mrs Copas Fowler advised that Valentine Park was indicated because the War Memorial Oval Facility was not always open. The committee has queried whether a portaloo can be installed at the War Memorial Oval until the new toilets are complete.

7.7 Invitation to Brian Mitchell

General discussion was held regarding inviting Brian Mitchell to a future meeting to discuss priorities for Campbell Town with him prior to the 2022 Federal Election.

Committee to progress.

7.8 Museum

General discussion was held regarding the museum, the committee has requested whether an alternative location has been found yet. Cr Calervt advised that a new location has not yet been identified but Council was looking into it.

8 CLOSURE

Chairperson closed meeting at **10:26am**.

Next meeting to be held on **7 December 2021** at the Town Hall, upstairs meeting room.

MINUTES

**THE ROSS LOCAL DISTRICT COMMITTEE MEETING HELD AT THE READING ROOM, ROSS, ON TUESDAY
2nd NOVEMBER 2021, COMMENCING AT 11.15AM.**

1 PRESENT

Arthur Thorpe (Chairperson), Christine Robinson, Helen Davies, Candy Hurren, Michael Smith, Herbert Johnson, Ann Thorpe (Hon Secretary).

2 IN ATTENDANCE

Councillor Janet Lambert, Councillor Andrew Calvert, Wendy Dyer, Rick Mansfield, David Gatenby, Keith Jolly.

3 APOLOGIES

Marcus Rodrigues, Jill Bennett, Paul Eyre.

4 DECLARATION OF ANY PECUNIARY INTEREST BY A MEMBER OF A SPECIAL COMMITTEE OF COUNCIL

In accordance with the provisions of the *Local Government Act 1993*, Part 5, S48A – S56, a member of a Special Committee must not participate in any discussion or vote on any matter in respect to which the member:

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It should be noted that any person declaring an interest is required to notify the General Manager, in writing, of the details of any interest declared within 7 days of the declaration.

Nil Declared

5 CONFIRMATION OF MINUTES

That the minutes of the meeting of the Ross Local District Committee held on Tuesday 5th October, 2021 be confirmed as a true and correct record of proceedings.

Christine Robinson / Candy Hurren

6 BUSINESS ARISING FROM THE MINUTES

6.1 Ross Pool

Council at its 18th October 2021 meeting passed the following resolution:-

MINUTE NO. 21/402

DECISION

Cr Davis /Deputy Mayor Goss

That Council:

- a) notes this report;
- b) completes a full risk assessment of the Ross Pool prior to the opening of the pool for the 2021/2022 season, and remedies access and trip hazards prior to opening;
- c) complete annual risk assessment of the Ross Pool prior to the opening of the pool.

Carried

Voting for the Motion:

Mayor Knowles, Deputy Mayor Goss, Cr Adams, Cr Davis, Cr Brooks, Cr Lambert and Cr Polley

Voting Against the Motion:

Cr Goninon

Chair asked if the Ross Pool risk assessment had been completed, and if so, what was the outcome? Councillor Lambert advised there were no further updates at this time.

A representative from the pool volunteer working group raised concerns at the complete lack of communication between NMC and the Ross Community Sports Club (RCSC), regarding the pool maintenance / opening. This was apparent in that a volunteer carried out a physically demanding maintenance task (scrubbing the interior of the pool) that took quite some time, only to be told the pool was to be relined and it had been a waste of time and effort. If the RCSC had been advised regarding relining the interior of the pool, the task wouldn't have been commenced.

Councillors advised that Cressy was to be relined first and then Ross, but dates are dependent on the weather.

A local resident had shown interest in joining as a lifeguard and the RCSC has offered to fund the training required for this person. A representative from RCSC had endeavoured to contact a senior NMC staff member a number of times to progress this matter, however no follow up calls have been received. Councillor Lambert suggested an email rather than a phone call may be more appropriate and that Samantha Dillon is the contact person for all human resources queries.

Chair to contact Works Manager regarding the outcome of the Ross Pool risk assessment, and the timetable for installing the pool liner.

6.2 Campbell Town Hospital Board

Mr David Gatenby, Chair of the Campbell Town Hospital Board, addressed the meeting.

David advised that the Board was currently updating the Constitution as it had previously been ratified in 2011.

Campbell Town Hospital has 26 beds, 20 residential and 6 acute. As we are all aware, there has been a change in the Doctor's systems, which had had teething problems. Those with any issues should pass these on the Hospital Board who can take them back to the practice. Also, efforts are being made to have another Doctor attend the practice. The area covered by Campbell Town practice is enormous, much larger than Longford or Perth.

Staffing is always an issue, however now that the Doctor/Nurses accommodation has been upgraded to self-contained units, it will hopefully attract more staff. Growth in local area is booming. The Anglican Church is hoping to build 26 houses in Campbell Town, and currently the hospital is not big enough and won't be big enough when new residential buildings are completed.

New block of land has been purchased near the hospital for future use by Tasmanian Health Service (was the old Ambulance Station). A Dementia Unit attached to the hospital would be marvellous to service locals and to allow for families to be close. The Health Service is aware of the needs of our community and LGH are always happy to send patients back to Campbell Town.

Upgrade of our services and planning by THS Manager, Fiona Young is to be finalised in the next couple of months. We need to be more proactive to obtain all that we require. Any ideas or information you want to go through to the board, contact Arthur Thorpe.

There are 63 people employed, there is the Hospital Board and the Hospital Auxiliary and 30 volunteers. The volunteers are a great benefit to the community. Volunteers always needed to spread the load. There is a Newsletter available from the Post Office.

The Holman Clinic car was purchased specifically for cancer clinic patients. Money currently available for its upkeep. The Hospital Board will approve the purchase of a new one when kms reaches certain limit.

There are 3 new flag poles being erected and this is thanks to a very generous benefactor who has paid for this to be carried out. It is a government ruling that 3 flags are always flown.

Councillor Lambert asked if there was a breakdown of numbers between locals and out of town employees – not that David was aware of.

The Lions Club Perth sell Christmas Cakes locally each year, the Campbell Town Hospital Auxiliary received a very generous donation from the Lions last year. Cakes are now available for purchase costing 1kg \$13, and 1.5kgs \$17.00.

The Chair made mention of David Gatenby receiving the NMC Citizen of the Year Award at the 2021 Australia Day services, and mentioned all the work he carries out for the community.

6.3 Village Green

Work is ongoing, no date for the opening ceremony has yet been advised.

Councillor Lambert feels it could be the end of November and there will definitely be a formal opening.

6.4 Ross Bicentennial Celebrations

Dec, Bicentennial Cricket match (5th Dec), New Year's Eve on The Village Green.

6.5 Clearing The Macquarie River

NMC has contacted Minister Rockcliff regarding the current condition of the Macquarie River. The issues of great concern are infestations of Cumbungi weeds and debris from previous floods needing removal. A reply from the Minister's office is awaited.

Herbert Johnson presented to the October meeting, an item from the Northern Midlands Courier paper, regarding "Stream Fencing Grants" that cover amongst other issues, weed management & fencing of waterways. The closing date for applications is 29th October and NRM North is the responsible authority. These grants may be of some help with the issues at hand. Chair has ascertained that grants from NRM North are only available to land owners, and are mainly intended to assist farmers.

Chair to contact NMC regarding this matter.

6.6 Condition Of Trees in Ross

Council's Works Manager, Mr Leigh McCullagh, has advised that the Victorian tree inspection company ENSPEC have booked to be in Tasmania 1st December 2021 to conduct their inspection of the trees in Ross.

ENSPEC is a specialist tree inspection consulting group who do not undertake any physical remediation of trees themselves. ENSPEC are utilised by many Tasmanian Councils and are recognised specialists in regards to elm leaf beetle disease.

6.7 Badajos Street Rail Crossing

NMC has also advised this issue will have to go in next year's Capital Works Budget Request List if it is to be widened. Committee need to think about whether this project will go ahead.

Councillor Calvert mentioned that a presentation from TasRail at a NMC workshop, advised there was a \$489 million spend state wide on rail infrastructure. Not on trains, but crossings, lines, etc. Perhaps this would be good time to raise our issue and try and get it on the list.

Councillor Lambert apologised for not sending TasRail funding information earlier, but has only just received it and will forward on ASAP.

Chair explained it may be difficult to widen the rail crossing because of the major rework needed in relocating a set of actively used railway points. Discussion ensued as to whether widening was needed on one side or both sides of the railway crossing. Chair to discuss with NMC re the possibility of applying for Tasrail funding for this project, once funding criteria and availability is determined.

6.8 Shipping Container In Ross Caravan Park

A caravan has been purchased as a replacement for the demountable and is currently being refurbished in Launceston before being moved to the site. It was expected to take approximately 6-8 weeks, however, there has been a delay in completion of works, as the need to make this caravan disability accessible, is taking longer than expected. Project still not completed, but will be monitored.

6.9 \$2,500 Allowance In Lieu Of Secretarial Support

Council's General Manager has confirmed that the \$2,500 allowance in lieu of RLDC secretarial support for the previous 12 months will be available to be spent on Council approved projects proposed by the RLDC.

A number of projects were discussed, however committee members were again asked to think about these and any other worthwhile items

- Oven / Defibrillator for the sports club. *Discussion: hold off on this as Candy Hurren has applied for a community grant to cover the cost of the defibrillator and the oven may be included in the upgrade to the sports ground.*
- 2 interpretative historical boards/signs on the heritage walk. *Discussion: In relation to the signs/village map, these would have to be designed and then approved by NMC, a development application would have to be lodged and available for public comment. Heritage Tasmania would also have to approve sign design, size and intended locations. This lengthy process may not be possible to finalise before 30th June 2022 however there is nothing to stop any planning being commenced.*
- Old, out of date village map currently is located on private land and a new one could be put on the village green to update locals and visitors alike. *Discussion: Sign would be subject to the same approval process as above.*
- Seat to be situated behind the Cenotaph to allow for elderly people to sit, particularly during ceremonies. The Mens Shed could perhaps make the seat. It was also mentioned that the Works Manager may have a spare one at the depot. Chair to contact Mr McCullough to ascertain availability.

Committee to reconsider at the December RLDC meeting, bearing in mind allowance must be used by 30th June 2022.

6.10 Cricket Nets In School Oval

The issue of the Cricket nets at school oval that are in need of refurbishment and a real tidy up was discussed previously. Chair raised Customer request number 51961 in relation to this matter. No further action.

6.11 Weather Damage to Ross Reading Room

The cornerstones and the bottom course of sandstone bricks at the entrance of the reading room are weathering away and in need of attention.

Councils Works Manager, Mr Leigh McCullagh has advised that the roof pipes and drains may not be the problem, and that water running down the street and along the foot of the building

may be the cause. A water cart will be used to observe water flows and determine what if any remedial action is required.

This item ongoing, as it has been too wet to complete testing. Once testing has been completed and any necessary action has been completed, consideration can be given to possible remediation of damaged sandstone footings.

6.12 Taswater Sampling Box High Street

A resident drew attention to a bright blue water sampling box installed by Taswater in High Street, stating that it really detracts from the heritage village streetscape. This infrastructure is not within Council's jurisdiction, and the matter may be best handled by High Street residents taking it up directly with Taswater.

Christine Robinson to contact and advise resident.

No further action.

6.13 Remarking Of White Lines at Church Street Intersections

The white traffic give way road markings at the intersections of Church and Bridge Streets, Church and High Streets, Church and Badajos Streets and Church Street and The Boulevards are badly scuffed, and in some cases obliterated. Customer requests 52425 and 53045 have been raised requesting line remarking to be carried out when the line marking contractors are next in the Ross area.

Committee noted information.

6.14 Mice Infestation In Town Hall Supper Room

An infestation of mice is evident in the Ross Town Hall Kitchen. Customer request 51958 has been raised requesting Council to please block the entry point of the mice into the cupboards and place the Town Hall kitchen on a regular pest inspection and baiting program.

It was advised that the NMC cleaner has since cleaned everything and hopefully baiting and repair of the ingress points has been carried out.

Further inspection necessary to determine if the problem has been overcome.

6.15 Condition Of Church Street Tables And Benches

Unfortunately a bunch of incontinent seagulls have made a real mess of the table and benches nearest the cannon. In addition the tables and benches along the length of Church Street Ross could do with a clean in preparedness for the warmer weather, and hopefully the return of more tourists. Customer request 53043 has been raised requesting Council to please carry out the cleaning.

No further action.

6.16 Provision Of Truck Bays/Facilities On Tasmanian Highways

Jacobs Consulting acting as consultants to State Growth, have confirmed that the Mona Vale to Epping Forest reconstruction of the Midland Highway will not have dedicated truck bays.

Future provision of truck bays and facilities along Tasmanian Highways will be a matter for future projects, subject as always, to available funds.

Several Caltas/Ampol/Bennett's 24 hour diesel refuelling locations complete with toilet facilities are already in place on several Tasmanian highways, e.g., Campbell Town. These facilities are accessible via a Caltas/Ampol/Bennett's fuel card.

Other locations such as Bennett's Kempton, are open 24/7 and provide free toilet facilities for all road users.

Provision of these types of facilities is not within Council's jurisdiction.

No further action.

7. NEW BUSINESS

7.1 Council's Capital Works Budget 2021/2022

Council has released the Ross Capital Works Budget for financial year 2021/2022.

Committee discussed. Roof Replacement for drill hall – painting and carpet in Town Hall - Ross Recreation Ground playing surface maintenance - Church Street nature strip sprinkler system improvements – completion of Village Green. Budget not yet distributed to the RLDC, as Chair is clarifying the funding for another footpath with Maree Bricknell.

Mr Mansfield queried drainage in Bond Street and stated that they have been flooded badly, particularly this year. Was this on a wish list or otherwise. Chair advised that this issue is part of a Council wide Urban Stormwater System Flood and Risk Assessment, and that any remediation considered necessary may possibly be carried out once all towns had been surveyed, and the final Risk Assessment report has been published and reviewed.

NMC has asked if anyone has historical photos of flooding, or recordings or observations of flood levels, could they please provide these to Council.

Chair has offered to scan photographs of flooding and send to NMC.

7.2 Round Table Discussion

Arthur Thorpe : Wished to pay tribute to Geoffrey Cadogan-Cowper for all he did for the local Ross community. Geoff as Chair of the RLDC, was instrumental in lobbying for the provision of the Water Treatment Station in Campbell Town and the provision of the pipeline down to Ross supplying fresh treated water. Geoff's involvement in many other groups, committees and organisations were mentioned. Geoff will be sorely missed. A Sympathy card from the RLDC has been sent to Debra.

Christmas Dinner – Chair asked if all had received their invitations.

Herbert Johnson : Concern regarding herbicide spraying at the Recreation Ground and spraying of hydro poles etc in town. Why is such a large area sprayed and killed? Also, when is gorse and noxious weeds around Ross Streets to be sprayed? Who controls Crown Land as grass very high particularly around the old quarry site, is it State Growth? Chair to check with Works Manager regarding these items.

Councillor Lambert : Lucie Copas-Fowler is leaving NMC, perhaps a formal note from RLDC would be appropriate. Chair to organise.

Helen Davies : More QR Code check-ins needed in the Town Hall; short by at least 2. Chair to check. Also noted flood damage at the bottom of the heritage steps hill to the cattle gate, and has offered to refill it. Raised thistle issue at the Church with contact person, however they advised there were no funds available to fix problem. It was noticed on a walk however, that someone has already picked the thistles out.

Wooden traffic bollard near South Church St viewing point rotten and fallen out. Chair to raise Customer Request. New bollards are mentioned in the Capital budget paper, but unsure if these have been approved for funding in the current financial year. Chair to clarify with NMC.

Helen also mentioned the recent book launch held in Ross and brought along the book. The author/publisher printed 200 books in keeping with the bicentenary theme. Excellent function for Ross.

Michael Smith : Water leak just outside hotel. Chair to ascertain who is responsible and contact accordingly.

8 NEXT MEETING/CLOSURE

The Chair closed the meeting at 12:20 pm.

Next meeting – Tuesday 7th December 2021 commencing 11.15am in the Ross Reading Room.



7 COUNCIL COMMITTEES - RECOMMENDATIONS

7.1 LONGFORD LOCAL DISTRICT COMMITTEE

7.1.1 Longford Local District Committee: 3 November 2021

At the ordinary meeting of the Longford Local District Committee held on 3 November 2021 the following motion/s were recorded for Council's consideration:

7.1 Wellington Street Pedestrian Crossing: . *That Council respect the outcome of the new traffic survey to be conducted in the main street of Longford by State Growth and not take any decision on development plans within the main thoroughfare from Union St through to Malcombe St until more relevant data is available to accurately determine the impacts of the traffic flow.*

Officer Comment:

The Committee have provided the following background to their request:

Further to our last meeting we now understand that a Traffic Survey will be carried out by State Growth as requested. Request that Council officers ensure that this takes place on Wednesday (discount day Hill St) Thursday (pension day) and Friday in school term to gauge volume.

It should be noted that Council officer's are progressing the 6 October 2021 recommendation of the Committee in regard to Wellington street Safety Concerns.

Officer Recommendation:

That Council Officer's note the additional information provided for consideration as part of the new traffic survey.



8 INFORMATION ITEMS

8.1 COUNCIL WORKSHOPS/MEETINGS HELD SINCE THE LAST ORDINARY MEETING

Responsible Officer: Des Jennings, General Manager

The General Manager advised that the following workshops/ meetings had been held:

Date Held	Purpose of Workshop
2021-11-02	Council Workshop Presentations <ul style="list-style-type: none">Longford Racecourse MasterplanRoss Recreation GroundMona Foma 22 Discussion included: <ul style="list-style-type: none">Request For Lease Fee ReductionRelocation Of Waste Dump PointStormwater System Flood & Risk StudiesEvandale - Street Car ParkingCouncillor Email Address & Calendar Arrangements
2021-11-15	Council Workshop Discussion: <ul style="list-style-type: none">Council Meeting Agenda items
2021-11-15	Council Meeting

8.2 MAYOR'S ACTIVITIES ATTENDED & PLANNED

Mayor's Activities Attended & Planned for the period 19 October 2021 to 15 November 2021 are as follows:

Date	Activity
19 October 2021	Attended meeting with Don River Railway, Devonport re annual passenger rail service to Fingal
20 October 2021	Attended meeting with Salvation Army, Longford
20 October 2021	Attended meeting with Ross Local District Committee reps, Ross
24 October 2021	Attended Volunteer Ambulance Officer promotional film interview, Longford
25 October 2021	Attended emergency housing zoom meeting, Gipps Creek
26 October 2021	Attended Melbourne Cup Barrier Sweep meeting with Helping Hand rep, Longford
26 October 2021	Attended Recycling meeting, Longford
26 October 2021	Attended Visit Northern Tasmania AGM, Launceston
27 October 2021	Attended Tasmania Community Fund 21 st Birthday celebration, Launceston
28 October 2021	Attended AMIC Special General Meeting, Avoca
29 October 2021	Attended Northern COVID-19 Regional Recovery Committee meeting, Launceston
2 November 2021	Attended Rossarden Xmas Group AGM, Avoca, final meeting
2 November 2021	Attended JAG group Wheel-a-thon, Evandale
2 November 2021	Attended Council Workshop, Longford
3 November 2021	Attended Tasmania Talks radio interview, Gipps Creek
4 November 2021	Attended LGAT Special General Meeting, Devonport
5 November 2021	Attended Family Violence Crisis Accommodation zoom meeting, Gipps Creek
5 November 2021	Attended Set in Stone Exhibition launch, Ross
8 November 2021	Attended Red Cross Games Day, Longford
9 November 2021	Attended TasFire Pre-season Briefing, Launceston



10 November 2021	Attended TasWater meeting, Launceston
11 November 2021	Attended Remembrance Day Service, Longford
13 November 2021	Attended Volunteer Ambulance Officers Association function, Penguin
14 November 2021	Attended AMIC volunteer promotion morning tea, Avoca
15 November 2021	Attended Council Workshop and Meeting, Longford

8.3 GENERAL MANAGER'S ACTIVITIES

General Manager's activities for the prior month are as follows:

Meetings were attended either in-person, or via electronic means (on-line or via conference call):

- Met with Tasmanian Labor Leader, Rebecca White
- Met with Consultant on site at King Street, Campbell Town
- Met with business proprietor re compliance matter
- Attended Campbell Town District Forum meeting
- Attended Inaugural Strategic Property Committee meeting
- Attended Northern Tasmania Development Corporation meeting
- Met with representative from the Department of Employment Skills and Education re Seasonal Workers
- Attended Official Opening of the refurbished Longford Recreation Ground facilities
- Attended Citizenship Ceremony
- Met with representative from St Vincent De Paul
- Met with Councillors
 - Jan Davis
 - Andrew Calvert

8.4 PETITIONS

PURPOSE OF REPORT

In accordance with the Vision, Mission and Values of Council as identified in the *Council's Strategic Plan 2021-2027* and the *Local Government Act 1993, S57-S60*, provision is made for Council to receive petitions tabled at the Council Meeting.

OFFICER'S COMMENT

In relation to the receipt of petitions, the following provisions of the *Local Government Act 1993, Part 6 - Petitions, polls and public meetings, S57 and S58*, should be noted:

Section 57. Petitions

[Section 57 Substituted by No. 8 of 2005, s. 46, Applied:01 Jul 2005]

(1) A person may lodge a petition with a council by presenting it to a councillor or the general manager.

(2) A person lodging a petition is to ensure that the petition contains –

(a) a clear and concise statement identifying the subject matter and the action requested; and

(b) in the case of a paper petition, a heading on each page indicating the subject matter; and

(c) in the case of a paper petition, a brief statement on each page of the subject matter and the action requested; and

(d) a statement specifying the number of signatories; and

(e) at the end of the petition –

(i) in the case of a paper petition, the full name, address and signature of the person lodging the petition; and

(ii) in the case of an electronic petition, the full name and address of the person lodging the petition and a statement by that person certifying that the statement of the subject matter and the action requested, as set out at the beginning of the petition, has not been changed.

(3) In this section –



electronic petition means a petition where the petition is created and circulated electronically and the signatories have added their details by electronic means;

paper petition means a petition where the petition is created on paper which is then circulated and to which the signatories have added their details directly onto the paper;

petition means a paper petition or electronic petition;

signatory means –

(a) *in the case of a paper petition, a person who has added his or her details to the paper petition and signed the petition; and*

(b) *in the case of an electronic petition, a person who has added his or her details to the electronic petition.*

58. Tabling petition

(1) *A councillor who has been presented with a petition is to –*

(a)

(b) *forward it to the general manager within 7 days after receiving it.*

(2) *A general manager who has been presented with a petition or receives a petition under subsection (1)(b) is to table the petition at the next ordinary meeting of the council.*

(3) *A petition is not to be tabled if –*

(a) *it does not comply with section 57 ; or*

(b) *it is defamatory; or*

(c) *any action it proposes is unlawful.*

(4) *The general manager is to advise the lodger of a petition that is not tabled the reason for not tabling it within 21 days after lodgement.*

PETITIONS

No petitions received.

8.5 CONFERENCES & SEMINARS: REPORT ON ATTENDANCE BY COUNCIL DELEGATES

No reports relating to attendance at Conferences and Seminars have been received.

8.6 132 & 337 CERTIFICATES ISSUED

In relation to the issue of 132 and 337 certificates, the following provisions of the *Local Government Act 1993*, Section 132 and Section 337, should be noted:

S132. Certificate of liabilities

(1) *A person referred to in [subsection \(2\)](#) may apply to the general manager for a certificate stating–*

(a) *the amount of any liability for rates, whether due or not on the land and outstanding interest or penalty payable in relation to the land;*

(b) *any amount received on account of rates that is held in credit against future liabilities for rates in relation to the land; and*

(c) *the amount of any charge on the land recoverable by the council.*

S337. Council land information certificate

(1) *A person may apply in writing to the general manager for a certificate in respect of information relating to land specified and clearly identified in the application.*

(2) *The general manager, on receipt of an application made in accordance with [subsection \(1\)](#), is to issue a certificate in the prescribed form with answers to prescribed questions that are attached to the certificate.*

(3) *A certificate under [subsection \(2\)](#) relates only to information that the council has on record as at the date of issue of the certificate.*

(4) *A prescribed fee is payable in respect of the issue of a certificate.*

(5) *The general manager, on request, may provide in or with the certificate any other information or document relating to the land that the general manager considers relevant.*

(6) *A council does not incur any liability in respect of any information provided in good faith from sources external to the council.*

(7) *A person, with the consent of the occupier or owner of specified land, may request in writing to the general manager that an inspection be carried out of that land to obtain supplementary information relevant to that land.*

(8) *If the general manager agrees to a request under [subsection \(5\)](#) or [\(7\)](#), the general manager may impose any reasonable charges and costs incurred.*

(9) *In this section –*

land *includes –*

(a) *any buildings and other structures permanently fixed to land; and*

(b) *land covered with water; and*



(c) water covering land; and

(d) any estate, interest, easement, privilege or right in or over land.

	No. of Certificates Issued 2021/2022 year												Total 2021/2022 YTD	Total 2020/2021
	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June		
132	95	74	98	111									378	1,004
337	34	54	29	59									176	499

8.7 ANIMAL CONTROL

Prepared by: *Martin Maddox, Accountant and
Maria Ortiz Rodriguez, Animal Control Officer*

Item	Income/Issues 2020/2021		Income/Issues for October 2021		Income/Issues 2021/2022	
	No.	\$	No.	\$	No.	\$
Dogs Registered	4,240	100,776	126	3,834	4,009	101,333
Dogs Impounded	27	2,212	5	262	10	2,989
Euthanised	-	-			1	
Re-claimed	24	-	5		10	
Re-homed/Dogs Home	2	-				
New Kennel Licences	16	1,152			4	288
Renewed Kennel Licences	72	3,168			83	3,652
Infringement Notices (paid in full)	36	6,785	3	152	16	3,181
Legal Action	-	-				
Livestock Impounded	1	65				
TOTAL		114,159		4,248		111,443

Analysis of kennel licences issued:

Number of licences issued - Year to date	Number of Dogs							
	3	4	5	6	7	8	9	10 or more
83	23	13	12	9	6	4	0	20

Registration Audit of the Municipality:

Ongoing

Microchips:

0 dogs microchipped.

Attacks:

0 attacks

0 dogs euthanised.

8.8 ENVIRONMENTAL HEALTH SERVICES

Prepared by: *Michael Gray, Environmental Health Officer*

Achieve improved levels of environmental and public health by ongoing monitoring, inspection, education and, where necessary, by applying corrective measures to comply with legislation.

Ensure safe standards of food offered for sale are maintained.



Investigations/ Inspections/ Licences Issued	Prior Years		
	2018/2019	2019/2020	2020/2021
Notifiable Diseases	5	1	0
Inspection of Food Premises	127	111	69 / 203
Place of Assembly Approvals			1

Actions	2021/2022											
	YTD	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
Routine Fixed Food Inspections	69 / 206	3	32	34								
Routine Mobile/Market stall Food Inspections	0	0	0	0								
Preliminary Site Visits – Licensed Premises	8	4	4	2								
On-site wastewater Assessments	7	3	4	2								
Complaints/Enquiries – All Types	16	8	8	4								
Place of Assembly approvals	1	0	1	0								
Notifiable Diseases	0	0	0	0								

* Commencement of new Full Time EHO September 2021

All Food premises are due for at least one inspection from 1 July of each year. The number of inspections in the table above is the total number carried out since 1 July in each financial year.

Inspections are conducted according to a risk-based assessment and cover all aspects of food storage, handling and preparation.

A total of 35 criteria are assessed for either compliance, non-compliance or serious non-compliance.

The Tasmanian Department of Health has produced a legal framework, the Food Business Risk-Classification System (RCS), to classify food premises for registration and notification purposes under the *Food Act 2003*.

Actions, including follow-up inspections, are taken according to the outcome of inspections, the RCS can be used to prioritise the inspection of food businesses, with inspection frequency being increased for high risk classified food premises. In addition, poorly performing food premises would be inspected more frequently.

For those enquiring about opening a food business i.e. Home based food business, officers inspect the premises and after a risk assessment determine whether a food licence is to be issued.

The following is applicable regarding food business registrations:

- A Food Business Application is to be completed and lodged with Council each year (Financial) Sections 84 or 87 or 89 of the *Food Act*.
- Council conducts a desk top assessment of the application in accordance with the Food Business Risk Classification System issued by Tasmanian Department of Health. The assessment is based on the information provided by the applicant.
- Based on the Risk assessed an invoice is issued to the applicant.
- Upon receipt of payment Council issues a Certificate of Registration.
- Council conducts an inspection of the premises during their operation to ensure compliance with the *Food Act* and Regulations and the Food Standards Code. The business is also assessed in line with their Risk Classification.
- Further inspections may be required to ensure any non-compliance issued have been addressed.

On-site Wastewater Assessments are completed after receiving a system design report from a consultant which basically determines what type of sewage system is required (septic or AWTS) and the method of distributing the sewage effluent on site based on AS1547.

A place of assembly is required for any mass outdoor public event. This means an event with over 1000 people for 2 hours or more. It may be any performance, exhibition, circus, festival, food festival, pageant, regatta, sports event, dance or publicly advertised lecture.

Notifiable Disease investigations are carried out by Council's Environmental Health Officer at the request of the Department of Health. Investigations typically relate to cases of food borne illness. While some investigations are inconclusive others can be linked to other cases and outbreaks within Tasmania and across Australia. Under the Public Health Act 1997, investigations are confidential.

8.9 CUSTOMER REQUEST RECEIPTS



Operational Area	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Animal Control	7	-	4	3								
Building & Planning	16	17	4	18								
Community Services	4	7	5	5								
Corporate Services	28	4	6	6								
Governance	9	-	-	-								
Waste	-	3	-	4								
Works	38	39	43	41								

8.10 GIFTS & DONATIONS (UNDER SECTION 77 OF THE LGA)

Date	Recipient	Purpose	Amount \$
21-Jul-21	Reptile Rescue	Donation to service	\$1,000.00
28-Jul-21	Campbell Town District High School	Inspiring Positive Futures Program	\$7,272.73
28-Jul-21	Campbell Town District High School	Chaplaincy	\$1,363.64
28-Jul-21	Evandale Primary School	Chaplaincy	\$800.00
8-Sep-21	Cressy District High School	Inspiring Positive Futures Program	\$8,000.00
12-Oct-21	C'Town, Cressy, Evandale, Longford	End of Year School Presentations 2021	\$450.00
20-Oct-21	Longford & Perth Fire Brigades	Christmas Lolly runs 2021	\$200.00
20-Oct-21	Campbell Town SES Highway Rescue	Wages and Plant hire	\$181.95
21-Oct-21	Celeste Nicholson (returned donation)	U12 Nth Tas Junior Soccer Assoc Oceania Cup NSW	-\$100.00
29-Sep-21	Connor Perri	Bursary Program 2020 - Instalment 2	\$1,000.00
18-Oct-21	Jemma Walters	Bursary Program 2020 - Instalment 2	\$1,000.00
		TOTAL	\$21,168.32

8.11 ACTION ITEMS: COUNCIL MINUTES

Meeting Date	Item No.	Item	Status	Action Required	Assignees	Action Taken
18/10/2021	5.3.1	Naming of the Perth Dog Park	In progress	Please action as per resolution. That the Perth Dog Park be named the Perth Bicentenary Dog Park.	Natalie Horne	8/11/2021 Administration / Records Management Officer - Submitted request to Place names Tasmania, waiting on confirmation
18/10/2021	7.3.2	Perth Bicentenary Sub Committee	In progress	Please action as per resolution. That Council officer's progress the request and seek comment from the Committee. - That Council officer's progress the Committee's request and identify a suitable location to erect/relocate the plaques, with comment to be sought from the Committee on design and location.	Gail Eachar	8/11/2021 Executive Assistant - Request sent to PLDC for details re wording and the placement of the proposed plaque to celebrate the 200 years anniversary of Perth
18/10/2021	9.1	Proposed Sale of Campbell Town Hall	In progress	Please action as per resolution. That Council: a) Notes the objections received from Mr Peart, Mr McCullagh and Dr Bolton; b) Determines not to take any action regarding the objections and proceed with the sale of the Town Hall in Campbell Town; and c) Directs the General Manager to give notice to the three objectors of this decision, and the right to appeal this decision, within 7 days of the date of this decision.	Amanda Bond	9/11/2021 Executive Officer - Appeal to decision has been lodged with RMPAT. Preliminary conference on 17 November 2021 at 10am.
18/10/2021	7.1.2	Recreation area -	In progress	That Council officers progress a survey of	Amanda	9/11/2021 Executive Officer -



Meeting Date	Item No.	Item	Status	Action Required	Assignees	Action Taken
		Macquarie Street, Cressy		the land in question and bring a report back to Council.	Bond, Jonathan Galbraith	Council Engineering Officer undertaking survey of area
18/10/2021	12.1	Relocation of Waste Dump Point to TRANSlink, Western Junction	In progress	Please action as per resolution. That Council progress plans to relocate the Morven Park dump site to the TRANSlink precinct at Western Junction and undertake consultation with the landowner/s as appropriate. That Council close the Morven Park dump site in 1 months' time due to safety reasons, and for appropriate signage to be installed.	Leigh McCullagh	8/11/2021 Executive Assistant - Morven Park dump site to be decommissioned 15 November. Suitable site for new dump site being sought at TRANSlink.
	1.1	17/02/2020 - 039/20 - Bartholomew Park Sign	In progress	Committee Recommendation That the Bartholomew Park sign be removed from the top of the history board and a new sign (redesign) be installed at the corner of the park facing Main and Church Streets. RESOLUTION That Council officers investigate and design a new park sign and explanation plinth (providing background on the park name) to be located at the corner of Main and Church Streets, Cressy near the trout sculpture, and it be brought back to the Committee for comment.	Amanda Bond	8/10/2021 System Support - Committee has chosen sign design. Seeking advice on planning approval requirements. Once advice received will progress. 9/11/2021 Executive Assistant - Planning application submitted.
	1.1	15/03/2021 - 088/21 - Planter - Herb Boxes	In progress	Committee Recommendation 7.2 Herb Boxes (similar to the ones outside the Cressy Bakery, be considered by Council to plant pots in the town -That Council be asked to place flower boxes outside JJ's and/or Sticky Beaks with their permission.) RESOLUTION That the matter be referred to the 2021/2022 Budget process.	Leigh McCullagh	8/10/2021 System Support - Garden bed in Victoria Square space to be allocated, Committee to contact Works Manager. 8/11/2021 Executive Assistant - Awaiting contact from Local District Committee.
	1.2	17/05/2021 - 172/21 - Horse Trough Interpretation Panel	In progress	Committee Recommendation 10.2 Horse Trough Interpretation Panel: That the committee investigate developing an appropriate plaque with full interpretation of its history and that it be attached to the statue. That Len Langan be asked to investigate. RESOLUTION That Council note the information.	Amanda Bond, Gail Eacher	8/10/2021 System Support - Committee has provided information requested. A report will be prepared for the November meeting. 8/11/2021 Executive & Communications Officer - Info Item to be considered within November agenda.
	1.4	26/04/2021 - 135/21 - Planter Boxes	In progress	Committee Recommendation Planter Boxes: That the Committee seeks permission to replant some of the planters in Longford with herbs and that they seek volunteers in the garden community to tend them. RESOLUTION That Council note the recommendation.	Amanda Bond, Gail Eacher	8/10/2021 System Support - Garden bed in Victoria Square - space to be allocated, Committee to contact Works Manager. 8/11/2021 Executive & Communications Officer - Works Manager awaiting contact from Committee.
	1.7	15/02/2021 - 059/21 - Traffic Concerns: Wellington & Marlborough Streets Intersection at Longford	In progress	That Council vigorously pursue Option 4 and the possibility of raised intersection treatment or roundabout with the Department of State Growth; and that barrier protection be installed as required to protect pedestrians and the adjacent heritage properties (on both sides of the road).	Leigh McCullagh	29/09/2021 System Support - Discussed at Workshop. Further options to be investigated. 8/10/2021 Executive Assistant - Further report from Traffic Engineer re alternate solutions awaited. 8/11/2021 Executive Assistant - Traffic Engineer scheduled to attend 29 November Councillor workshop.
	1.3	16/03/2020 - Deferred Item - GOV8	In progress	Deferred to provide opportunity for the community to attend.	Des Jennings, Gail	29/09/2021 System Support - No further action to be taken at this time. To be workshopped and report



Meeting Date	Item No.	Item	Status	Action Required	Assignees	Action Taken
		Overhanging Trees/Hedges: Evandale			Eacher	to be relisted. Discussion held with property owner, formal advice requested. Correspondence to be forwarded to property owner.
	1.6	17/05/2021 - 190/21 - Bridge Across Liffey River to Former Baptist Church Grounds	In progress	That a decision be deferred to the next meeting to establish Council's responsibilities and alternative solutions (including timber).	Leigh McCullagh	29/09/2021 System Support - Discussed at Workshop. Report to future Council Meeting. 8/10/2021 Executive Assistant - Letter sent to landowner. Comment being sought from Emergency/Government Services and Bush Heritage . 8/11/2021 Executive Assistant - Further report to December Council Meeting.
	1.11	17/09/2018 - 258/18 - Initiation of Draft Planning Scheme Amendment 04/2018 include Flood Risk Mapping in the Planning Scheme for Land along Sheepwash Creek from Arthur Street to Cemetery Road, Perth	In progress	That Council, acting as the Planning Authority, pursuant to section 34 of the former provisions of the Land Use Planning and Approvals Act 1993 resolve to initiate draft Planning Scheme Amendment 04/2018 to the Northern Midlands Interim Planning Scheme 2013 to include the flood risk mapping for land zoned General Residential and Future Residential, based on the mapping shown in the attachment, in the planning scheme maps.	Paul Godier	29/09/2021 System Support - Consultant is validating the modelling.
	1.4	17/09/2021 - 289/21 - LGAT Motions	In progress	That Council A) submit two motions to the next LGAT General Meeting on the lack of response provided by the following government agencies: Environment Protection Agency, and Department of State Growth.	Des Jennings, Gail Eacher	29/09/2021 System Support - Motions to be prepared and workshopped.
	1.15	18/05/2020 - 146/20 - Northern Midlands Youth Voice Forum	In progress	That Council endorse the progression of the Northern Midlands Youth Voice Forum.	Holly Preece	29/09/2021 System Support - To be investigated and progressed.
	1.14	18/09/2017 - 279/17 - Historical Records and Recognition: Service of Councillors	In progress	That Council, ...and ii) progress the following when the glass enclosed area at the front of the Council Chambers is nearing completion: Photograph/photographs of current Councillors - professional printing and framing; Archiving of historic photographs; Production of a photo book of historic photographs for display.	Gail Eacher	29/09/2021 System Support - Historic photos to be catalogued and collated. 5/10/2021 Executive Assistant - Framed photographs installed - action complete. Resources not available to undertake archiving of historic photographs and production of photo book. Additional resource to be sought.
	1.1	21/10/2019 - 313/19 - Macquarie River	In progress	Committee Recommendation The Ross Local District Committee requests that the Northern Midlands Council progress the dual naming of the Macquarie River to Tinamirakuna which includes community consultation and investigation. RESOLUTION That Council support the proposal and progress the request.	Amanda Bond, Gail Eacher	8/10/2021 System Support - Information provided to DPIPW, awaiting decision.
	1.3	28/06/2021 - 207/21 - Rail Crossing	In progress	Committee Recommendation The Ross Local District Committee requests that NMC contact TasRail to determine the extent of Tas Rail ownership of the	Jonathan Galbraith	8/10/2021 System Support - Email sent to TasRail on 9 August 2021. 8/11/2021 Executive & Communications Officer - TasRail



Meeting Date	Item No.	Item	Status	Action Required	Assignees	Action Taken
				Badajos Street rail crossing, for the purpose of future widening of the road to ensure the safety of road users. RESOLUTION That Council note the information and request Council Officers action the request.		provided advice, advised that Jonathan Gailbraith is TasRail's key contact at NMC for matters associated with rail crossings, as per the Safety Interface Agreement between NMC and TasRail. Jonathan to further investigate. 8/11/2021 Engineering Officer - For any major works within the rail corridor (between the two property boundaries) we would need to talk to Tasrail first and get their permission. At this location it is about 9m either side of the rail line. We can do minor works (usually only maintenance) up to 3m from the rail line but once we get past that we need to have Tasrail staff on site while we're working and this can be a fairly difficult and expensive process to coordinate.
18/10/2021	12.2	Review of Wildlife Signage on Deddington Rd	Not yet started	Please action as per resolution. That this information be noted and that Council consider installing further signage on other parts of Deddington Rd or Bryants Lane at a future date if data is available on Wombat deaths on those roads. That Council review the need to install signage on other roads within the municipal area based on survey data that identifies risk of deaths of protected animal species.	Jonathan Galbraith	To be progressed.
18/10/2021	17.2.3	Safety issues at Woolmers Lane/Panshangar Road intersection	Not yet started	Please action as per resolution. That Council officer's progress the Committee's request and pass on the information to the Department of State Growth, regarding Woolmer's Lane.	Jonathan Galbraith	8/11/2021 Executive & Communications Officer - Advice provided to DSG for consideration.
18/10/2021	17.2.2	Wellington Street Safety Concerns	Not yet started	Please action as per resolution. That Council officer's provide the information and request to conduct a new traffic survey to the Department of State Growth for their consideration.	Jonathan Galbraith	8/11/2021 Executive & Communications Officer - Advice provided to DSG for consideration.
	1.1	17/05/2021 - 180/21 - Restrictions on Keeping Roosters	On hold	That Council consider restricting the keeping of roosters in urban areas, and consider the need for a by-law with penalties for offences and non-compliance.	Maria Ortiz Rodriguez	29/09/2021 System Support - Report to future Council Meeting. 8/11/2021 Executive Assistant - Matter to be referred to future Council workshop for further advice.

COMPLETED:

Meeting Date	Item No.	Item	Status	Action Required	Assignees	Action Taken	Date Completed
20/09/2021	19.2	Asset Management Plans	Completed	Please action as per resolution. MINUTE NO. 21/366 DECISION Deputy Mayor Goss / Cr Davis That Council adopt the revised Transport Asset Management Plan. Carried Unanimously	Maree Bricknell	8/10/2021 Corporate Services Manager - Adopted plans now available for reference.	8/10/2021
20/09/2021	19.2	Asset Management Plans	Completed	Please action as per resolution. MINUTE NO. 21/367 DECISION Cr Adams/Cr Davis That Council adopt the revised Building Asset Management	Maree Bricknell	8/10/2021 Corporate Services Manager - Plans adopted and available for reference.	8/10/2021



Meeting Date	Item No.	Item	Status	Action Required	Assignees	Action Taken	Date Completed
				Plan. Carried Unanimously			
20/09/2021	17.2	Authority to sign under common seal	Completed	Please action as per resolution. MINUTE NO. 21/361 DECISION Cr Goninon / Deputy Mayor Goss 1. That Council determines the execution of a document sealed by Council is to be attested by the Mayor and General Manager; or 2. If the Mayor is absent, the Acting Mayor; or 3. If the General Manager is absent, the Acting General Manager. Carried Unanimously	Amanda Bond	9/11/2021 Executive Assistant - Noted.	7/10/2021
20/09/2021	17.1	Community Action Plan	Completed	Please action as per resolution. MINUTE NO. 21/360 DECISION Cr Goninon / Cr Adams That Council requests a further report with additional information to be brought to a future Council meeting. Carried Unanimously	Amanda Bond	7/10/2021 Executive Officer - Officer email RAW seeking feedback, awaiting response. 9/11/2021 Executive Assistant - Report to 15 November 2021 Council meeting.	7/10/2021
20/09/2021	19.3	Dog Registration Fee for Labradoodles	Completed	Please action as per resolution. MINUTE NO. 21/368 DECISION Cr Goninon / Cr Davis That Council determine the dog registration fee applicable to Tasmanian Labradoodles to be \$54 per dog. Carried Unanimously	Maree Bricknell	8/10/2021 Corporate Services Manager - Dog owners advised of applicable dog registration fee - fees have been now paid.	8/10/2021
20/09/2021	17.4	Junior Action Group Establishment as Special Committee of Council	Completed	Please action as per resolution. MINUTE NO. 21/363 DECISION Cr Davis / Cr Adams A) That Council endorses the Junior Action Group as a special committee of Council in accordance with section 24 of the Local Government Act 1993 and adopts the attached Terms of Reference; and B) Council appoints Councillor Janet Lambert as the Council representative to JAG. Carried Unanimously	Amanda Bond	7/10/2021 Executive Officer - JAG representative notified of decision, first meeting to be scheduled to sign Terms of Reference and induct volunteers.	7/10/2021
20/09/2021	15.3.2	Recommendations of Sub Committees	Completed	Please action as per resolution. Evandale Advisory Committee 8(ii) Dump Point: That the Committee recommend to Council that the dump point not be moved and be retained in its current location. MINUTE NO. 21/348 DECISION Cr Goninon/Cr Goss That Council note the recommendation of the Committee. Carried Unanimously	Gail Eacher	5/10/2021 Executive Assistant - Committee advised of Council's decision.	5/10/2021
18/10/2021	17.3.3	Highway Maintenance	Completed	Please action as per resolution. That Council Officer's contact the Department of State Growth and request maintenance, including the removal of waste/debris, be undertaken at the entrances to Perth.	Jonathan Galbraith	5/11/2021 Engineering Officer - Judd Bentley (DSG) advised 4/11/21 that they will do clean-up works in this area	5/11/2021
18/10/2021	15.3.2	Longford Cup Day Sub-committee Representative	Completed	Please action as per resolution. That Council consider the request to nominate Cr Goninon as Council's representative to join the 2022 Jim Osborne Cressy Chaff Cutters Longford Cup New Years Day Sub-committee for the preparation of the 2022 event.	Gail Eacher	8/11/2021 Executive Assistant - Longford Cup Day Sub-committee advised of Cr Ian Goninon's appointment.	8/11/2021
18/10/2021	17.3.4	Old United Service Station	Completed	Please action as per resolution. That the NMC Property Management	Gail Eacher	8/11/2021 Executive Assistant - Request	8/11/2021



Meeting Date	Item No.	Item	Status	Action Required	Assignees	Action Taken	Date Completed
		Site		Committee consider the Committee's request and report to Council.		referred to NMC Property Committee for investigation and future report to Council.	
18/10/2021	9.5	Request for funding - Morven Park Cricket Net Relocation	Completed	Please action as per resolution. That Council funds the \$4,258.30 shortfall form its maintenance and operating accounts to construct three operational cricket nets, subject to Council planning approval.	Maree Bricknell	8/11/2021 Corporate Services Manager - Budget allocated.	8/11/2021
18/10/2021	11.2	Round 2 Assistance - Events	Completed	Please action as per resolution. That Council allocate Round 2 Event Funding	Maree Bricknell	8/11/2021 Corporate Services Manager - Budget allocation updated.	8/11/2021
18/10/2021	17.4.2	Security Quote	Completed	Please action as per resolution.	Gail Eachar	8/11/2021 Executive Assistant - Purchase order completed.	8/11/2021
	1.5	16/08/2021 - 305/21 - Safety Issues Woolmers Lane/Panshangar Road Intersection	Completed	Committee Recommendation That Council approach State Growth to arrange signage to be placed advising of trucks entering and put in place an 80kph speed limit. The Committee has previously requested a review into the speed limit reduction along this road, Council Officers have been liaising with the Department of State Growth, application submitted to the Transport Commissioner for the speed limit to be changed. RESOLUTION That Council note the actions taken.	Lucie Copas Fowler	8/10/2021 System Support - Awaiting DSG approval to erect signage. 8/11/2021 Executive & Communications Officer - Sign installed.	8/11/2021
	1.3	17/05/2021 - 172/21 - Longford Entrance Improvements	Completed	Committee Recommendation 7.1 Longford Entrance Improvements: That this committee refer the entrance question be incorporated into the planning for the roundabout upgrade. RESOLUTION That Council note the information.	Lucie Copas Fowler	8/10/2021 System Support - To be considered together with Illawarra Road upgrade.	8/11/2021
	1.12	16/08/2021 - 317/21 - Road Widening: King Street, Perth	Completed	That Council, A) pursuant to sections 85 and 108 of the Local Government (Buildings and Miscellaneous Provisions) Act 1993 require the plan of subdivision for 50 King Street, Perth be altered to include: - A 1m wide strip of land along King Street to be dedicated for road widening; and - A 3m (Main Road) x 3.5m (King Street) splay of land to be dedicated for road widening; AND B) receive a further report in this regard.	Paul Godier	29/09/2021 System Support - Report to Council. 4/10/2021 Senior Planner - Report tabled at 20 September 2021 Council meeting.	4/10/2021
	1.1	16/08/2021 - 319/21 - Policy Review: Customer Service Charter	Completed	That Council: ---- consider the introduction of a customer survey to go out to customers on a random basis.	Maree Bricknell	29/09/2021 System Support - Survey to be developed and introduced. 8/10/2021 Corporate Services Manager - Implementation under consideration.	11/10/2021
	1.13	19/07/2021 - 267/21 - Perth Streetscape Redevelopment Concept Plan: Survey Responses	Completed	That Council: a) note the survey responses and community feedback received regarding the Perth Streetscape Redevelopment Concept Plan; and b) make the following changes to the Perth Streetscape Redevelopment Concept Plan; a. incorporation of upgrades to the train park subject to additional costs	Trent Atkinson	29/09/2021 System Support - Lange Design notified and costing for park requested. Costing received, Officers to review. 8/11/2021 Development Supervisor - Main street to Train Park	8/11/2021



Meeting Date	Item No.	Item	Status	Action Required	Assignees	Action Taken	Date Completed
				being approved; c) adopt the Perth Streetscape Redevelopment Plan and progress the project in accordance with budget allocations; and d) continue to pursue external funding streams to complete the project.		Included in design, finalising consultants.	
	1.2	28/06/2021 - 207/21 - Clearing the Macquarie River	Completed	Committee Recommendation The Ross Local District Committee request that the NMC contact the relevant Tasmanian Government Minister, requesting clarification as to which Government Department is responsible for maintaining the Macquarie River. RESOLUTION That Council Officers contact the Department of State Growth and pass on the request.	Lucie Copas Fowler	8/10/2021 System Support - To be investigated. 8/11/2021 Executive & Communications Officer - Advice provided by the Local Government Division, after difficulty collating. To be forwarded to the RLDC for information.	8/11/2021
	1.6	16/08/2021 - 305/21 - Concerns Regarding the Danger of Crossing Wellington Street	Completed	Committee Recommendation That a pedestrian crossing be installed on Wellington Street from the Anglican Church grounds to the library. The road in question is owned is a State Road, it has been identified within the Main Street upgrades which already include several traffic calming measures aimed at providing further safe crossings for pedestrians. RESOLUTION That Council note the recommendations of the Committee.	Lucie Copas Fowler	8/10/2021 System Support - Committee advised that road is Department of State Growth responsibility. Pedestrian crossings are not installed on DSG roads.	8/11/2021
18/10/2021	19.4	Perth Mural Project	In progress	Please action as per resolution. That Council does endorse the attached implementation plan to complete the Perth Mural Project.	Amanda Bond	9/11/2021 Executive Officer - Planning application submitted	9/11/2021
18/10/2021	19.3	Draft Whistleblower Policy	Not yet started	Please action as per resolution. That Council adopts the attached Whistleblower Policy, and applies it to all Council key stakeholders.	Amanda Bond, Gail Eacher	9/11/2021 Executive Officer - Policy manual to be updated	9/11/2021
18/10/2021	19.2	Ross Swimming Pool: Safety Assessment	Not yet started	Please action as per resolution. That Council: a) notes this report; b) completes a full risk assessment of the Ross Pool prior to the opening of the pool for the 2021/2022 season, and remedies access and trip hazards prior to opening; c) complete annual risk assessment of the Ross Pool prior to the opening of the pool.	Samantha Dhillon	Risk Assessment completed.	9/11/2021

8.12 RESOURCE SHARING SUMMARY: 01 JULY 2021 TO 30 JUNE 2022

Resource Sharing Summary 1/7/21 to 30/6/22	Units Billed	Amount Billed GST Exclusive \$
As at 30/06/21		
Meander Valley Council		
Service Provided by NMC to MVC		
Street Sweeping Plant Operator Wages and Oncosts	51.00	2,744.58
Street Sweeper - Plant Hire Hours	51.00	4,623.91
Total Services Provided by NMC to Meander Valley Council		7,368.49



Service Provided by Meander Valley Council to NMC		
Wages and Oncosts		
Plumbing Inspector Services	225.10	17,064.57
Engineering Services	-	-
Total Service Provided by MVC to NMC		<u>17,064.57</u>
Net Income Flow		<u>- 9,696.08</u>
Total Net		<u><u>- 9,696.08</u></u>
Private Works and Council Funded Works for External Organisations		
	Hours	
Works Department Private Works Carried Out		117
		<u>117</u>

8.13 VANDALISM

Prepared by: Jonathan Galbraith, Engineering Officer

Incident	Location	Estimated Cost of Damages			
		October 2021	Total 2021/22	October 2020	Total 2020/21
None to report	-				
TOTAL COST VANDALISM		\$ 0	\$ 3,100	\$ 3,000	\$ 10,200

8.14 YOUTH PROGRAM UPDATE

Prepared by: Holly Preece, Youth Officer

PCYC Program

Council fund PCYC activities in the Northern Midlands. The program is currently being facilitated in Perth on Thursdays during school terms. Attendance numbers for the Perth program in October as follows:

	Date of Session	Attendance
Sessions not held during school holidays		
Perth		
	14/10	10
	21/10	9
	28/10	10

Free2B Girls Program

The Free2B Girls program is funded by Tasmania Community Fund and has commenced in Longford and Campbell Town. Attendance for the month of October as follows:

Session Venue	Date of Session	Attendance
Sessions not held during school holidays		
Campbell Town		
	13/10	5
	20/10	4
	27/10	6
Longford		



Session Venue	Date of Session	Attendance
	14/10	8
	21/10	9
	28/10	9

Northern Midlands Active Youth Program

The program is funded by Healthy Tasmania and has commenced in Campbell Town and Cressy. The program is conducted during school lunch time and is meeting with great success. Attendance for the month of October as follows:

Session Venue	Date of Session	Attendance
Sessions not held during school holidays		
Campbell Town		
	PCYC is unable to run in CT in term 4	
Cressy		
	14/10	55
	21/10	25
	28/10	27

Meetings

Holly Preece represents Council on the Northern Youth Coordinating Committee and the Northern Midlands Interagency Meetings.

8.15 STRATEGIC PLANS UPDATE

Prepared by: Lorraine Green, Project Officer

CURRENT AS OF 2 NOVEMBER 2021

Progress Report:

Not Started (obstacles)
On Hold
On Track
Completed

Strategic Plans	Dept.	Status	Current Status
Lead:			
<i>Serve with honesty, integrity, innovation and pride</i>			
Annual Budget and Quarterly Reviews	Corp		Long Term Financial Plan updated, and annual budget adopted at 28 June 2021 Council meeting.
Asset Management Plan – Annual Review	Corp		Review of Asset Management Plans currently in progress.
Best Business Practice, Governance & Compliance	Gov		Legislative Audit, Delegations Review and Policy Manual update ongoing.
Customer Service Standards/Charter	Corp		Review ongoing.
Elected Members Development & Annual Plans	Gov		Policy and Annual Plan to be prepared.
Emergency Management Plan (includes Social Recovery Plan)	Corp		Municipal emergency meetings held and regularly attend regional meetings.
Information Technology Upgrade Program	Corp		Council decided to upgrade Open Office Enterprise Suite during 2021/22 and keep a watching brief on northern shared services project.
Local Government Reform	Gov		Workshops on 5 priority Council functions: IT, Regulatory Services (Planning/Building Compliance), Payroll/Rates, Risk Management/WH&S. Completed, report reviewed by GMs. Legal Services shared services project commenced. Joint IT platform under review.
People & Culture Plan	Gov		Framework utilised for recruitment is best practice. General human



Strategic Plans	Dept.	Status	Current Status
			resource matters; Performance management and disciplinary matters; Employee Satisfaction Survey; Vaccination Staff Survey; Employee learning and development; Development and implementation of Human Resources Policies and Procedures; Employee Survey 2021 initiated.
Workplace Health & Safety Action Plan – Annual Review	Corp		WHS audit assessment review ongoing. Policy review/updates ongoing.
Progress:			
<i>Economic health and wealth – grow and prosper</i>			
<i>Ben Lomond – Ski Field Redevelopment & 12-month Tourism Development</i>	Gov		Study being driven by external stakeholders, Council support provided when requested. Included in NMC Priority Projects 2021 document. Government has committed to infrastructure expenditure and development of a master plan.
<i>Campbell Town CBD Urban Design & Traffic Management Strategy</i>	Gov		November 2017: Lange Design and Rare Innovations Design contracted to prepare the design and construction tenders. Stage 1 concept plan received April 2018. Funding allocation included in Council's 2021-22 Budget.
Campbell Town (King Street) Short Term Accommodation Master Plan & Business Case	Gov		Project underway.
<i>Campbell Town – Town Hall Sale/Lease</i>	Gov		Sale/lease to be advertised.
Economic Development Framework/Master Plan (including Tourism)	Gov		Economic development framework adopted by Council at May 2020 council meeting. Implementation underway. Second report to Council's August 2021 meeting. Next report due December 2021 Tourism: Augmented Reality Project – Draft version of Ross Augmented Reality released for review.
Lake Leake Amenities Upgrade Project			Recreational Fishing and Camping Facilities Program grant of \$72,628 secured towards the upgrading of the toilet and shower facilities at the Lake Leake campground.
<i>Longford Motor Sport Museum</i>			Proposal discussed at Council workshop. Traffic Impact Assessment to be prepared.
Longford Racecourse Master Plan & Area Review			April 2021: Consultancy Agreement signed. Draft master plan being progressed.
<i>Longford Urban Design Strategy (incorporating Heritage Corner Intersection Redevelopment, Main Streetscape Redevelopment, Memorial Hall Redevelopment, Village Green Infrastructure Upgrade)</i>	Gov		March 2019: Nationals in Govt commitment of \$4m to Longford Urban Design Project memorial hall redevelopment and village green infrastructure upgrade are components of the project. Agreement signed June 2020. Tender awarded to Loop Architecture for supply of consultancy services. Community consultation session to be held 16 November.
Municipal Stormwater Management Plans	Works		Model build for all Towns in progress, nearing completion. Completion by 31 December 2021.
<i>Municipal Subdivisions Infrastructure Upgrade Program (including Ridgeside Lane)</i>			Council to identify opportunities to provide infrastructure and secure funding.
Nile Road Upgrade	Works		Included in Roads 5-year Capital Works program. Included in NMC Priority Projects document
Northern Midlands Rural Processing Centre	C&D		Combined with Launceston Gateway Precinct component of the Municipal Land Use & Development Strategy.
Perth Community & Recreation Centre and Primary School Integrated Master Plan	Gov		Concept plan prepared, long-term strategy.
Perth Early Learning/Child Care Centre Redevelopment	Gov		March 2019: Nationals in Government funding commitment of \$2.6million for the redevelopment of the Early Learning Centre. Documentation to secure funds submitted 4 October 2019. Deed of Agreement signed. Development approved at April 2021 Council meeting. Tender awarded September 2021. Onsite works to commence March 2022.
<i>Perth Main Street Upgrade</i>	Gov		April 2021 Consultancy Agreement signed. Community survey responses tabled at July 2021 Council Meeting. Decision to incorporate Train Park upgrade in the Master Plan.



Strategic Plans	Dept.	Status	Current Status
<i>Perth Sports Precinct & Community Centre Concept Master Plan</i>	Gov		Draft master plan developed October 2020 included in NMC Priority Projects document.
Perth Structure Plan	C&D		Council has endorsed the plan and draft amendments to planning scheme to be prepared.
Re-Assign Project			Project management team established. Tenders assessed and tender awarded to Roar Film in October 2021. Sites' audits underway.
<i>TRANSLink Precinct</i>	Gov		Seeking grant assistance to fund planned works. Included in NMC Priority Projects document. March 2021: Local Roads and Community Infrastructure grant of \$126,270 secured towards Gatty Street stormwater detention basin. Preferred tender accepted at June 2021 Council Meeting. On site work to commence early 2022.
<i>Underground Power – Evandale, Longford & Perth</i>			Identified as an election opportunity and awaiting funding streams to come available.
People:			
<i>Cultural and society – a vibrant future that respects the past</i>			
Cohesive Communities & Communities at Risk Plan	Gov		Not yet commenced.
Discrimination Strategy	Gov		Officers investigating development of strategy
Family Violence Strategy	Gov		Council continues to support <i>End Men's Violence Against Women</i> campaign. Officers investigating development of strategy
Longford Road Safety Park	Works		Funding agreement being finalised.
<i>Municipal Shared Pathways Program (including pathways within & between towns)</i>	Gov		Committee established and program to be prepared.
Northern Midlands Community House	Gov		Possible site identified. Seeking State and Federal Election funding support.
Positive Ageing Strategy	Gov		Not yet commenced.
Ross Recreation Ground Master Plan			July 2021: Lange Design contracted to prepare master plan. September 2021: Work underway. October 2021: application submitted for Improving the Playing Field Grant to assist with the cost of constructing inclusive changerooms.
Supporting Employment Programs	Gov		Participate in LGAT special interest groups on a quarterly basis. Support Inspiring Futures program. Participate in work experience and University placements.
Supporting Health & Education Programs	Gov		Participating in the Northern Health Providers Networks meetings. Further Education Bursary Program underway for 2021.
Supporting Sport & Recreation Programs	Gov		Participation in quarterly northern Sport & Recreation meetings. Planning and implementation of upgrade to Council owned sporting facilities underway. Support provided to participants in sporting activities on a state and national level.
<i>Swimming Pool Strategy – Covering of Campbell Town & Cressy Swimming Pools</i>	Gov		Included in NMC Priority Projects document. <i>Ross Swimming Pool:</i> Council resolved at August 2021 meeting to continue to fund operation of the pool as long as the pool is structurally/operationally safe to do so; and requested a health & safety report (existing or newly commissioned) to ascertain whether the pool is safe to be used.
Youth Strategy	Gov		Report held in Agenda Information Items section.
Implementation of Final Stages			
• <i>Campbell Town War Memorial Oval Precinct Development Plan</i>	Gov		March 2021: Local Roads and Community Infrastructure grant of \$160,000 secured for installation of stage one of the oval irrigation system. Work commenced July 2021 June 2021: new toilet facility design completed, engineering and certification underway. September 2021: Tennis Courts and Shade Structure/Pavilion completed. TCF acquittal report submitted. Hit-up wall project commenced. October 2021: application submitted to AFL Tas for funds towards the oval irrigation upgrade.
• <i>Cressy Recreation Ground Master Plan</i>	Gov		Council accepted Cressy Recreation Ground 2030 Master Plan at April 2018 Council meeting. Levelling the Playing Field funding received.



Strategic Plans	Dept.	Status	Current Status
			Tender awarded December 2020. Work nearing completion. Final report and acquittal to be prepared November 2021.
• Cressy Swimming Pool Master Plan	Gov		State election funding grant of \$100,000 received. \$400,000 commitment from National Party prior to federal election. Funding agreements signed. March 2021: Local Roads and Community Infrastructure grant of \$200,000 secured towards the upgrade. November 2021: work nearing completion.
• Evandale Morven Park Master Plan	Gov		February 2019: funding of 50% matching grant by Council (\$430,300) secured under Levelling the Playing Field State Government Grant Program. First progress report submitted 7 October 2019. November 2021: Final report and acquittal being prepared.
• Longford Recreation Ground Master Plan	Gov		Stages 1 & 2 completed. Launch held.
Place:			
<i>Nurture our heritage environment</i>			
Climate Change Emergency Strategy & Action Plan			Consultants to be engaged to undertake Climate Strategy and Plan.
Conara Park Upgrade	Gov		Concept prepared, awaiting funding opportunities.
Cressy Park Redevelopment	Gov		Liaising with Local District Committee to establish/prepare plans for upgrade.
Honeysuckle Banks, Evandale, Master Plan	Works		Masterplan complete. Only minor works being undertaken. Included in NMC Priority Projects document.
Land Use & Development Strategy (including Launceston Gateway Precinct Master Planning)	C&D		Endorsed 21 October 2019. To be released for public consultation (awaiting timelines for LPS to consolidate the release). Liberal election commitment of \$5.5million upgrade of Evandale Main Road between the Breadalbane roundabout and the airport, and \$1million for edge-widening and other works to improve safety along Evandale Main Road from the airport to Evandale. June 2021: Roadworks underway
Longford Expansion Strategy	C&D		Underway, awaiting final report.
Longford Levee Walkway & Viewing Platform	Gov		Matter on hold, immediate funds reallocated. Further negotiation with DSG and Federal election funding sources. Reallocation of funds to Longford Streetscape approved.
Municipal Tree Planting Program			Annual program being implemented.
Natural Resource Management Program Collaboration	Gov		Collaborating with NRM North on the WSUD Master Plan for Sheepwash Creek.
North Perth Low Density Land Strategy			Consultants engaged to undertake study. Preparing background documents.
Sense of Place Planning – All Villages & Towns	Gov		Master planning for townships underway. Ross Village Green – work due for completion late 2021.
Sheepwash Creek WSUD Open Space Corridor & Associated Open Space Plan	Gov		July 2018: WSUD space corridor concept plan and concepts – Phillip to Drummond streets – received from consultants. Land acquired. Stormwater works underway. Stage 2 in progress
South Esk River Parklands Master Plan	Gov		March 2021: Application submitted to Building Better Regions Fund for grant to extend the walkway and installation of footbridge. Funding secured October 2021: Grant deed awaited.
Tasmanian Planning Scheme Integration	C&D		Endorsed 21 October 2019 with some amendments required. Submitted to Tasmanian Planning Commission December 2019. Awaiting contact for post-lodgement meeting.
Waste Management Plan Review	Works		Member of the Northern Waste Management Committee. WTS disposal and supervision contracts tendered for long term provision of services. Concrete material being collected, to be crushed at a later date.
Weed Managements Strategy & Action Plan – Council Assets	Works		2021/22 Budget allocation provided for weed officer/strategy.

**Items included in Integrated Priority Projects Plan*



Completed:

Strategic Plans	Dept	Implementation Date	Status	Current Status
Lead: <i>Serve with honesty, integrity, innovation and pride</i>				
<i>Integrated Priority Projects Plan</i>		June 2021		Consultancy Agreement signed June 2020. Plan accepted at June 2021 Council Meeting.
Media & Marketing	Gov			Communications Strategy and Framework developed. Expanding Council's communications through social media and other publications. Marketing Plan prepared.
Progress: <i>Economic health and wealth – grow and prosper</i>				
People: <i>Cultural and society – a vibrant future that respects the past</i>				
Disability Action Plan	Gov			Review complete
Place: <i>Nurture our heritage environment</i>				

8.16 TOURISM & EVENTS AND HERITAGE HIGHWAY TOURISM REGION ASSOCIATION (HHTRA) UPDATE

Prepared by: *Fiona Dewar, Tourism Officer*

Tourism update:

- Assisted with itinerary for tourism famil organised by the Northern Midlands Business Association. Attended famil on 26 October2021. 24 participants consisting of local accommodation providers and volunteers from Evandale Visitor entre travelled on a bus to Cressy, Longford, Evandale, Campbell Town, and Ross. The tour included an accommodation in each town, all quite different, and some other places of interest. The tour was an excellent opportunity for networking, with all participants making connections and many planning follow up discussions. All participants said they found the tour informative and useful, and expressed an interest in participating in future famils.
- Assisted local event organisers to fulfil Council compliance requirements.
- Keep event list updated and distribute. Update NMC website calendar.
- Liaise with Recycling Committee re participating at events with the Recycling set up.
- Progress replacement signs project for Evandale.

HHTRA update:

- Current marketing activities continue and include website blog posts and social media.

8.17 BICENTENARY PLANNING UPDATES

Prepared by: *Fiona Dewar, Tourism Officer*

Ross

The Ross Bicentenary Committee are planning a series of events throughout the year.

- Completed: 21 Feb: Bike Ride with Picnic Lunch
- Completed: 13 March: If These Halls Could Talk – Ten Days on the Island.
- Completed: 18 April: Bicentenary Ramble
- Completed: 8 May: Bush Feast
- Completed: 27 May – 10 June: Dressing the Trees Installation
- Completed: 2 June: formal ceremony at the Town Hall. Quilt unveiling. Visitors Book.



- Completed: 3 June: Ross Bridge presentation by Dr Jennie Jackson.
- Completed: 4 June: Bicentenary Quilt exhibition open to public.
- Completed: 17 July: Bicentenary Dinner at the Ross Sports Club
- Completed: 3 – 26 Sept: Ross Tin Can Sculpture Show at the Thistle Inn.
- Completed: 26 Sept: Ross Running Festival.
- Completed: 10 Oct: Bicentenary Concert Camerata Obscura, at the Ross Town Hall.
- Completed: 17 Oct: Ross Remembered at the Ross Community Sports Club.
- Current: Education exhibition at the Tasmanian Wool Centre Museum called: It Takes a Village.
- 6 Nov – 5 Dec: Set In Stone | The Daniel Herbert Sculpture Prize.
- 13 Nov: Remembrance Day Dance. 50s Swing Band and Period Dress.
- 27 Nov: Open Houses and Gardens
- 5 Dec: Bicentenary Gala Day of Cricket.
- TBA. Ross Village Green Official Opening.
- 31 Dec: New Year's Eve on the Green Village Fair

Campbell Town

The Campbell Town Bicentenary Committee are planning a series of events throughout the year:

- Completed: January. Picnic in the Park, with food, music, entertainment, vintage car display.
- Completed: February. Senior Citizens lunch at bowling Club.
- Completed: March. Lake Leake trout fishing competition.
- Completed: April. Historical guided walking tours.
- Completed: 31 May. Official naming day at Town Hall.
- Completed: 13 June. Bicentenary golf day.
- Completed: July. St Luke's organ recital.
- Completed: August. Historical house/farm tour weekend.
- Completed: September. School sports day (colonial games and costumes).
- Completed: October. Campbell Town garden tours.
- November. Bush dance at Wool Pavilion at Showgrounds, with old skills, hand shearing, wood chopping displays.
- December. School children costumed Christmas caroling.

Perth

The Perth Bicentenary Committee are planning a series of events throughout the year:

- Completed: 25 Feb: Primary School Bicentenary Picnic
- Completed: 18 April: History Scavenger Hunt (postponed)
- Completed: 29 May: Bonfire and music celebration.
- Completed: 30 May: Perth Bicentenary history presentation and official commemoration.
- Completed: 21 Sept: Seniors High Tea
- Completed: 23 Oct: Perth Bicentenary Memorial Celebration.

8.18 WHITE RIBBON OATH: NORTHERN MIDLANDS COUNCIL FAMILY VIOLENCE STRATEGY ACTIONS

Report prepared by Mayor Knowles OAM

Purpose of Report

The purpose of this report is to inform Councillors of actions taken towards the preparation of a LGAT led Statewide Family Violence Strategy and so inform a Northern Midlands Council Family Violence Strategy.

Further, this report outlines attendance at webinars and actions towards the preparation of resources for women needing to escape family violence.



Introduction/Background

At the Council meeting on 12 December 2016 Council approved the Strategic Plan 2017-2027 which listed the preparation of a Family Violence Strategy as a future Action.

In Australia, violence against women is called many different things, including domestic violence, family violence, intimate partner violence, sexual harassment and sexual assault.

Family violence is a serious issue; on average one woman each week is killed by a present or former partner – 69 women were murdered in 2018. Every 2 minutes police are called – 657 times a day! In November 2020 three recorded violent deaths in a single day were not enough to make front page news. The single biggest risk is being female.

These statistics are horrendous and women in Tasmania suffer this same risk of family violence. In 2019 there was an increase of 3.08% in reporting in Tasmania and a 5.67% increase in Family Violence Orders. 1,564 assaults and 117 sexual assaults were reported against women (Tasmania Police Annual Report 2019-20). During 2020 Tasmania Police attended more than 6,200 family arguments and family violence incidents, although the number of incidents classed as high risk decreased markedly - down 34% over the past three years. This may reflect a greater willingness for victims and the public to contact police before the violence has escalated (Media Release 23 March 2021).

Family violence is a leading driver of homelessness for women. Most women leaving a violent relationship move out of their home. Statistics show that domestic violence has a negative impact on a woman's health, including mental health.

Since 2015 I have represented LGAT on the Family and Sexual Violence Consultative Group. (2019-20 Report attached)

In July 2019 Cllr Julie Triffitt, Derwent Valley Council, Alina Thomas, Engender Equality, and I met with Minister Jaensch, then with Rebecca White, Labor Leader, and Jen Butler MP, and then Jane Howlett MP to discuss the lack of a Women's Shelter in rural Tasmania. At the Family Violence Consultative Briefing in Hobart Monday 1st July 2019, I had raised this concern with the Premier and he agreed the best way to address the matter was via a Motion to LGAT. I also spoke with Karinya Young Women's Shelter workers in Launceston and Mike Gillies, Police Longford.

At the 6 December 2019 LGAT general meeting the Northern Midlands Council successfully moved the Motion:

'That LGAT advocate for the State Government to investigate the need for a Women's Shelter/s to be located in and to service regional Tasmania and other rural areas, to service the population across the greater part of rural Tasmania'.

In July 2020 I presented a Submission to the Inquiry into Family, Domestic and Sexual Violence on behalf of the Northern Midlands Council (attached)

In September 2020, after writing to the Premier, I met with the Safe at Home Coordination Unit, Department of Justice, in regards to the Flexible Support Packages available for women to apply for if they felt in danger and needed to request assistance. My concern was that women do not have their heads around 'applying for a Flexible Support Package' if their family life has descended into violence. They need safety for themselves and their children, be it in their own home or at a shelter. Then, support to apply for such packages could be what is needed.

During 2020 I collaborated with Glenorchy City Council to develop up-to-date content for a resource list of state-wide services that can help women fleeing violence. My task was to contact all north and north-west services to update their details.

A further Motion presented to the December 2020 LGAT meeting by George Town Council requesting a State-wide Family Violence Strategy was lost.

In September I attended the 2021 National Summit on Women's Safety plus the online Roundtable discussions leading up to the Summit.

Several other Family Violence Webinars have also been attended during the past two years.

On 10th October 2021 LGAT and Our Watch met with Councillors and General Managers from 13 Councils to discuss current local government activities and priorities around family violence, the resources Our Watch can offer and the



need to move a Motion at a future LGAT meeting to establish a Family Violence State-wide Strategy for all Tasmanian Councils. I intend supporting the Our Watch meeting with Ministers in Hobart on 30th November.

Also, on 30th November the Hobart Women's shelter is holding a Mentors in Violence Prevention Workshop at Longford. All Councillors are invited to attend. (Invitation attached)

Friday 19th November is White Ribbon Day. I ask Councillors to stand with me at the November Council Meeting to say the White Ribbon Pledge:

***“I will stand up,
speak out and act
to prevent men’s violence against women”,***

Attachments

{attachment-list}

COMMITTEE/BOARD REPORT

COMMITTEE/BOARD: Family and Sexual Violence Consultative Group (FSVCG)

REPRESENTATIVE: Mayor Mary Knowles OAM

NUMBER OF MEETINGS HELD DURING 2019-20: 2 plus online consultation

OBJECTIVES OF THE COMMITTEE/BOARD:

Since 2015 the FSVCG has consulted and supported the state government to develop a Family Violence Action Plan, support the ‘Our Watch’, ‘Let’s Stop it at the Start’ programs, White Ribbon and the National Plan to Reduce Violence Against Women and their Children

MAJOR ISSUES DEALT WITH AND DECISIONS MADE:

- Launched Safe Homes, Families, Communities Tasmania’s Action Plan for Family and Sexual Violence 2019-2022
- Update on the National Action Plan to reduce Violence against Women and their children
- Addressing Family Violence additional \$2.7M to fund direct actions to address family violence in Tasmania
- ‘Let’s Stop it at the Start’ program update
- New Family and Sexual Violence website considerations
- COVID-19 relevance – research show there is often a spike in violence against women during major crises and disasters.

Other meetings included

- ‘SHE’ (now Engender Equality) Coercive Control Workshop
- International Women’s Day Focus on Family Violence Governor’s Event
- ‘eSafety Workshop for Women

Other actions:-

- Forwarded relevant information to all councils
- Successful funding application for Sexual Assault Support Service preventative posters for all councils – posters distributed
- Supported Engender Equality in seeking funding for a Women’s Refuge in rural Tasmania - ongoing

INQUIRY INTO FAMILY, DOMESTIC AND SEXUAL VIOLENCE

SUBMISSION BY:

MAYOR MARY KNOWLES, NORTHERN MIDLANDS COUNCIL, TASMANIA

Addressing Terms of Reference:

b) Best practice and lessons learnt from international experience, ranging from prevention to early intervention and response, that could be considered in an Australian context.

On the 9th April 2020 António Guterres, Secretary-General of the United Nations, stated:

“The COVID-19 pandemic affects everyone, everywhere. But it affects different groups of people differently, deepening existing inequalities.

Early data indicates that the mortality rates from COVID-19 may be higher for men. But the pandemic is having devastating social and economic consequences for women and girls.

Today we are launching a report that shows how COVID-19 could reverse the limited progress that has been made on gender equality and women’s rights – and recommends ways to put women’s leadership and contributions at the heart of resilience and recovery.

Nearly 60 per cent of women around the world work in the informal economy, earning less, saving less, and at greater risk of falling into poverty. As markets fall and businesses close, millions of women’s jobs have disappeared. At the same time as they are losing paid employment, women’s unpaid care work has increased exponentially as a result of school closures and the increased needs of older people.

These currents are combining as never before to defeat women’s rights and deny women’s opportunities. Gender equality and women’s rights are essential to getting through this pandemic together. Progress lost takes years to regain. Teenage girls out of school may never return.

I urge governments to put women and girls at the centre of their efforts to recover from COVID-19. That starts with women as leaders, with equal representation and decision-making power. Women’s leadership and contributions must be at the heart of #coronavirus resilience & recovery efforts.

Measures to protect and stimulate the economy, from cash transfers to credits and loans, must be targeted at women. Social safety nets must be expanded.

Unpaid care work must be recognized and valued as a vital contribution to the economy.

The pandemic has also led to a horrifying increase in violence against women. Nearly one in five women worldwide has experienced violence in the past year. Many of these women are now trapped at home with their abusers, struggling to access services that are suffering from cuts and restrictions.

This was the basis for my appeal to governments earlier this week to take urgent steps to protect women and expand support services. “

In the Tasmanian context support for women wanting to leave violent situations is very limited in regional, rural and remote areas.

The isolation felt in family violence situations is fearful enough at any time, but the added longer isolation created by the coronavirus pandemic, coupled with no work, having to supervise children’s schoolwork, lack of access to friends and family plus having to remain in close proximity to a perpetrator in a regional, rural or remote area, can leave a woman feeling helpless and unable to have any control over her life.

In some communities intergenerational violence persists, with children growing up believing violence and disrespectful behaviour is a normal way to live and behave. The concept of gender equality is difficult to instill in children during short hours at school if it is not reinforced in the home environment.

One of the most important messages to women who remain in a relationship that is abusive, disrespectful and damaging is: “In staying all you are doing is teaching your boys it is OK to behave this way and your girls it is OK to put up with this behaviour”. However, for a woman to receive this and other relevant messages from organisations such as ‘Our Watch’, they need to have somewhere they feel comfortable and safe to go where this message is given clearly, and they can realise its relevance to them.

Local Government can assist Agencies in dispersing relevant messages within the community, however, support is needed to make sure programs are delivered effectively and in a timely manner. The most effective way to reach vulnerable women is to have locations in the community, in the local towns where women can feel safe, know there will be someone to talk to in privacy and somewhere where they can network with friendly trusted people.

The state of Tasmania has the most decentralised population in Australia. The Northern Midlands municipal area is one of the largest and most diverse in Tasmania, covering 5,130 square kilometres and comprising seven main towns, ten smaller villages and a multitude of rural properties.



Places to go for organised activities, to have appointments with specialist services or to simply call in for a chat and a cuppa and ‘time-out’, are not easily available in our larger towns and only available in one of our smaller villages where a supportive church based community live. There is a hospital based supportive Community Health Centre at Campbell Town where regular group activities plus health-related specialist services can be accessed but nothing similar in the larger northern towns. However, none of the activities have been able to occur during the pandemic.

Prevention and early response are essential if culture is to change.

In other Tasmanian local government areas government-funded Neighbourhood Houses are available to cater for the community, providing safe friendly environments to seek help, friendship and support, and to run workshops and activities raising awareness, providing clear pathways to help no matter the need. This is an ideal environment to provide assistance to vulnerable women so long as all managers and volunteers are appropriately trained to recognise potential underlying abuse and that a woman needs added support, and they are not dismissive simply because the family is known in a small community and assumptions can be made.

The Northern Midlands does not have any Neighbourhood Houses and the need created by Covid-19 acutely highlighted this crucial service gap within our Northern Midlands communities. The council recently unsuccessfully applied for funding to establish ‘Pop-up’ Neighbourhood Houses in Longford and Campbell Town. Council has been informed that funding for new Neighbourhood Houses is not likely, despite the current pandemic situation.



Northern Midlands residents at Avoca can and do access the services of the Fingal Valley Neighbourhood House in the Break O’Day municipality, but this service is 28km away on a confronting windy road with log trucks, buses and large delivery vehicles. The main requirements have been for food and assistance with power costs during the pandemic and it is not known if family issues, other than lack of work and not being able to access Job Seeker, have contributed to their need.

Sites of Neighbourhood Houses in Tasmania

At Campbell Town the population is generally older, and many have immune issues and so are vulnerable and at higher risk should they contract Covid-19. Hence, many have literally locked themselves in their homes and when food has not been afforded, have contacted the service offered by the Anglican Church. Again, family violence issues are not being seen by those offering this service, so it is not known if cases of family violence are hidden and women do not feel safe to seek help while in close proximity to a perpetrator.

Historically in small rural towns issues such as family and sexual violence are often not spoken about and 'not anyone else's business', and even those who know 'something' is happening often do not speak up and claim "I wouldn't know what to say". I have openly spoken about personally escaping family violence, changing my name and birth date in order to escape, and acknowledged that child sexual abuse was part of my experience. I know the Northern Midlands' communities well and have on occasions had community members approach asking for help for local women in more isolated locations.

Prevention and early intervention must be provided. Parents of pre-school children regularly attend Launching into Learning sessions in our larger towns. Liaising with schools to incorporate specialist Women's Services speakers at informal discussions at these sessions will reach young mums, sometimes dads and grandparents, in a relevant, safe environment. Older women would be more likely to access a Neighbourhood House, hence the suggestion that making these available in every municipality is a practical, relatively inexpensive and community accepted way to allow ease of access to information and services.

Specialist Women's Services, Rural Alive and Well, local sporting organisations and other relevant services can make introductions, give talks and make appointments, but more importantly have clear messages around equity and respect in a place welcoming to all community members and so capture vulnerable women who can be encouraged to speak out.

The Northern Midlands has two District High Schools where programs already occurring can be enhanced for girls by adding information regarding access to Women's Specialist Services and why these are needed, while being appropriately trained to be prepared for victims of abuse who may want to speak up.

Women and girls from regional, rural and remote communities must be considered as deserving of these services as any women in urban environments, equity to all women regardless of where they live.

c) The level and impact of coordination, accountability for, and access to services and policy responses across the Commonwealth, state and territory governments, local governments, non-government and community organisations, and business.

Women and children cannot, and should not, always have to recover from the effects of family violence on their own. This is a community problem that requires a community wide response.

Local government is uniquely placed as the closest level of government to the community. Local government can and does support, lead and partner in local events and awareness raising campaigns. Some councils have developed Family Violence Strategies that complement the National Plan to Reduce Violence against Women and their Children 2010-2022.

Many councils support White Ribbon initiatives and have placed White Ribbon family violence messages on rubbish trucks and street sweepers.

I represent the Local Government Association of Tasmania (LGAT) on the Family and Sexual Violence Consultative Group. While it is not currently possible for local government to provide or fund specialist services for women to assist in escaping or preventing family violence, **a coordinated approach, led by LGAT would seem to be the sensible approach to all councils working in a cohesive manner to support Tasmania's Action Plan for Family and Sexual Violence 2019-2022.** Such a role will need to be specifically funded.

Every council in Tasmania supported the Sexual Assault Support Service during 2019 by placing posters in public building foyers and public toilet washrooms that displayed simple straightforward messages such as: 'A short skirt doesn't mean "Yes"' and 'Groping without consent is assault'.

The Northern Midlands Council moved a successful Motion at the Local Government Association of Tasmania Meeting 6 December 2019: ***That Local Government Association of Tasmania advocate for the State Government to investigate the need for a Women's Shelter/s to be located in and to service regional Tasmania and other rural areas, to service the population across the greater part of rural Tasmania.***

Local Government knows local communities and is aware of the issues and concerns and lobbies for services where gaps occur.

Access to services and policy responses is not equal for all women in Australia. Women in regional, rural and remote communities do not have the access provided to urban communities, and women in rural and remote areas are less likely to have affordable access to the internet and online support and there are still many areas with no mobile reception.

The coronavirus pandemic has highlighted to the Northern Midlands Council the need for the services and community support that is provided by Neighbourhood Houses where women

can call in, talk and seek all manner of assistance from mental and physical health care, food, transport or just to have a chat when feeling lonely, frightened or down. During the coronavirus lockdown the Tasmanian Government provided one-off extra funding for each Neighbourhood House to support the care they give communities.

However, the Northern Midlands does not have any Neighbourhood Houses so missed out on this extra support for our communities in terms of the funding provided but more importantly, it highlighted the fact that our municipality is not able to provide the obvious benefits that Neighbourhood Houses provide.

It is a worry that women who are isolated and find themselves in family violence situations made worse by the lockdown are not able to seek the help they need.



Sites of Neighbourhood Houses in Tasmania

To support our communities and businesses the Northern Midlands Council has adopted the 2020-21 Budget inclusive of zero rate increase, a Community Recovery and Care Package and other stimulus recovery initiatives estimated to cost around \$1.6m. This means that funding community projects such as Neighbourhood Houses and Time-Out Centres is not financially feasible. A \$29m Budget may seem large but when most of the money is government funding for specific infrastructure projects, and we are using reserves to top-up these projects, there is a limited amount left for discretionary use.

The Northern Midlands Council seeks to work in collaboration with other levels of government, non-government and community organisations to provide access to services that unfortunately statistics shown to be increasingly needed by women. We put forward the proposal that Neighbourhood Houses are recognised safe environments offering confidential services and it makes sense for these houses to be the trusted community space for expanding and new services. Whatever model is decided it must be a sustainable ongoing platform that is trusted, where a woman's identity is protected and a place that will be used when a rural woman is seeking help and support.

d) The way that health, housing, access to services, including legal services, and women's economic independence impact on the ability of women to escape domestic violence.

The Northern Midlands Municipality is one of the largest municipal areas in Tasmania with Longford, Cressy, Perth and Evandale in the north and Campbell Town, Ross and Avoca in the south, plus ten smaller villages spread out across the municipality, from Rossarden and Royal George in the east, and Bishopsbourne and Poatina in the west. The Northern Midlands also has a multitude of rural properties.

Access to health services and housing is increasingly limited as communities become more remote. Women living in regional, rural and remote communities or on farms are not able to easily access services without travelling to larger towns, and if not provided there, to city locations. Tasmania's terrain does not make this easy.

Family violence is often only recognised as such when violence results in injury and police, ambulance or hospital services are needed. The build up to whatever has occurred may not even be seen by the victim as something that they should seek help for. **The shame and stigma sometimes felt when seeking help can be exacerbated by intergenerational disrespectful attitudes being normalised.** Situations are very likely to be worse during the lock-down period when there is increased fear and anxiety, women have the responsibility of teaching children, uncertain income and increased time spent in close quarters with a perpetrator. What happens 'behind closed doors' may only be seen when emergency intervention is required.

Stories, when heard, are horrific and one of the major inhibitors is the fear that "He is going to get me!" This is a very real and relevant fear and coupled with no money, no networks and no idea of what to do or where to go this can and does lead to women returning to sickeningly stressful situations. If a woman is not able to successfully seek help the first time she may be reluctant to try again.

Less interaction outside the home creates less opportunities for access to help. Residents in Northern Midlands communities have expressed concern for women who, in fear of the coronavirus, have locked themselves in their homes and had food delivered to the door by friends but have refused to open the door. Some of these women were known in the community to have mental health issues, hence the concern raised by caring community members – one of the advantages of living in a small town. However, if the risk of violence is also present, the ability to escape is extremely limited.

Helping Hand Association, an interdenominational church funded voluntary group in Longford, the Fingal Neighbourhood House in the Break-O'Day municipality and the Anglican Church in Campbell Town who offer some relief assistance have all reported providing increased food relief during the lockdown period. All the services noted numbers being down for seeking other relief such as housing and access to support and advice services. Again, it is not known if the lower numbers are due to people isolating themselves and not venturing out

into the community but it would be naive to assume that family violence issues are not present and not actually on the increase due to the current stresses.

The impacts of financial abuse and financial hardship are likely to increase in the coming months with further loss of employment and the pending roll-back of Centrelink payments.

There must be enough provision in place for women to access services when they seek support. With current limited ability to provide services it is important that all services where contact is made are trained and equipped to identify family violence, and know how and who to refer women on to.

Other than limited health services currently available at the Campbell Town Community Health Service, the Longford Medical Centre and Evandale Doctor's Surgery the Northern Midlands does not currently provide access to other services and residents, no matter how remote, have to travel to Launceston to access assistance, if they know where and how to do this. However, some Launceston services, although they claim to provide outreach assistance, have limited ability to provide for anyone other than Launceston residents.

Women's Refuges are only available in city or large regional centres in Tasmania; there are none in regional rural locations. So, there are no places to escape to if a woman prefers a familiar rural location and prefers her children to continue attending a rural school. The Northern Midlands Council asks that consideration be given to the establishment of a Women's Refuge in Campbell Town to cater for rural women from the Northern Midlands, Southern Midlands, Central Highlands, Break O'Day and Derwent Valley local government areas. Tasmanian councils supported the LGAT December 2019 Motion: ***That LGAT advocate for the State Government to investigate the need for a Women's Shelter/s to be located in and to service regional Tasmania and other rural areas, to service the population across the greater part of rural Tasmania.***

Also, the proposal to provide access to Women's Specialist Services in current Neighbourhood Houses and to provide for additional Neighbourhood Houses in municipalities that do not have these important facilities, is considered by the Northern Midlands Council as a vital and practical way to provide wrap-around community support to assist a rural woman to move forward in safety when she has taken the challenging move to step away from an abusive relationship.

Access to health, housing, services including legal services will promote and support a woman's mental health, economic independence and a better life into the future.

However, if the woman's life is at risk, then a move to the city may be the safest option.

Alina Thomas, CEO Engender Equality, assisted the Northern Midlands Council in preparing a Discussion Paper to the Tasmanian Government to assist in the request from local government that a Women's Refuge be provided in a rural location for rural women in crisis. It is relevant to include this Discussion Paper here.

Key Priorities for a Regional Women’s Refuge in Tasmania

Discussion paper

CONTEXT

Little research has investigated the impact of domestic and family violence within specific communities in Tasmania, and therefore the extent of the violence against women within regional areas is largely unknown however, we can draw on other research that describes;

- Women living in regional, rural and remote areas are more likely than women in urban areas to experience domestic and family violence (Campo & Tayton, 2015)
- Women living in regional, rural and remote areas who experience domestic and family violence face specific issues related to their geographical location and the cultural and social characteristics of living in small communities (Campo & Tayton, 2015). These include barriers to accessing service, higher rates of gun ownership, fear of stigma, shame, lack of privacy, social values and norms that suggest family violence is a ‘family problem’ and should not be spoken about.
- Tasmania has the most decentralised population nationally, where ‘traditional gender norms in rural communities may be more narrowly defined than in urban areas’ (George & Harris, 2015; Wendt et al., 2015 cited in Campo & Tayton, 2015) and act to normalise male abuse and control.
- Tasmania supports a large regional and remote population with 60% of the population living outside of the greater Hobart area. It is therefore imperative that family violence responses in Tasmania focus beyond the capital and other regional centres.

SUMMARY

Crisis accommodation for women who have been made homeless due to family violence is concentrated in the regional centres and cities of Tasmania (with the exception of Warrawee in Ulverstone).

The following discussion paper is a first attempt to describe a partnership between relevant stakeholders to develop a functional model that will support the establishment of a family violence refuge in regional Tasmania.

This model offers a prototype for small specialist service that might fill a service gap in support for at-risk people and the ability to deliver long-term, successful outcomes for women and their children escaping domestic and family violence in rural Tasmania. The model is tailored from the “core and

Hundreds of Tasmanian women and children fleeing domestic violence are being turned away from shelters each month because of a lack of spaces, service providers say.

Hobart Women's Shelter chief executive Janet Saunders said demand for places had never been so high and not everyone could be helped.

"In 2015, we were averaging around 60 a month, that then went to 100 in 2016 and this year we are seeing over 200 a month," she said.

"In January alone we had 291 unassisted requests for accommodation."

At Hobart's two other women's shelters about 100 women and their children are being turned away each month.

In the north of the state, about 180 women cannot be immediately helped each month, while the north-west is only just coping with demand.

<https://www.abc.net.au/news/2017-04-01/domestic-violence-survivors-turned-away-full-womens-shelters/8407478>

cluster” refuge model that has evolved in Victoria and is also used in South Australia and Western Australia.

The detail provided herein may be used to pursue funding and operational partnerships with Local, State and Federal Governments and can be utilised to inform further concept planning and service development.

BACKGROUND

There are a number of attributes in the Northern Midlands LGA that combine to form barriers to women leaving family violence situations, including small, discrete ‘rural and remote’ population centres; a lack of affordable public transport, affordable housing, and specialist domestic violence services.

Without appropriate, long-term accommodation and support many women trying to escape the cycle will return to their abuser. Domestic and family violence has long-term and far-reaching consequences. Women who experience family violence face poor overall physical and psychological health and wellbeing outcomes, and children who witness family violence are subject to psychological and behavioural impacts, health and socioeconomic impacts, and the intergenerational transmission of violence and re-victimisation. The effects of domestic and family violence reverberate through the whole community. The lack of relevant services that respond to Tasmania’s unique population is inadequate and ineffective at affecting long-term change against a complex and pervasive social problem.

Homeless service Shelter Tas estimated nearly one in five homeless people in Tasmania were aged 55 or older, and the organisation is seeing a stark increase in the number of women in need of help.

<https://www.abc.net.au/news/2019-02-20/new-womens-homeless-shelter-set-to-open-in-hobart/10826930>

COMMENT

Domestic and family violence is the most common cause of homelessness among women in Australia but the type of facility provided to victims escaping violence is just as important as having a roof overhead. Perpetrators of family violence control their victims over extended periods, affecting their autonomy, ability to make decisions, self-esteem and identity. A domestic and family violence refuge should provide an environment that helps victims develop or regain the life-skills and independence necessary to break the cycle and move past their traumatic experiences. A well-designed facility will create an environment for residents which is empowering, facilitating the development of personal life-skills and creating a strong foundation for the operational elements of domestic and family violence support services.

In respect to the opportunities that the former Ambulance site has offered, this model will allow for 2 units for families (one adult and 2 children), one unit for a single person and will also include provisions for overnight use by staff.

The priority target groups for the facility should be families with children, rural and remote women, Aboriginal and Torres Strait Islander women and women from Cultural and Linguistically Diverse backgrounds. It is recommended that age-considerations are brought into effect in the design of the service model as older women needing crisis accommodation have specific issues which are often overlooked. While it is acknowledged that men may also be made homeless due to family violence the majority of local victims (or people need to move location) and those at greatest risk of being subjected to violence should be the target priorities for this initiative. If the regional model proves

successful it is recommended that it be replicated to support other target populations, in other locations.

The model of refuge identified as the most practical is a cluster of three self-contained, co-located units. A cluster model provides onsite support and independent accommodation for women and children experiencing family violence. A cluster model offers flexibility in a region of small, disparate populations and provides flexibility for medium term tenancies (beyond 6 weeks). The single site facility allows for privacy and independence, but still providing the support women and children need.

The Royal Commission into family violence in Victoria identified that cluster accommodation offers a viable alternative to communal living that presents its own challenges for women and children who are dealing with the trauma of family violence. The addition of care and wellbeing services offers a wrap-around approach to support women and children into safety.

SERVICE SUPPORT

This staffing model is based on the lowest budget that is required to support the safety and wellbeing of women and children transitioning out of family violence.

It is anticipated that proximity of the hospital will enable solid collaborative support to refuge clients including access to social work and other allied professionals. This collaborative model is an essential element to the successful running of the refuge.

This staffing structure allows for crisis intervention, prioritising safety and facilitating most successful outcome for the client.

- A staff person will be on-site between 1pm and 9pm, Monday to Friday.
- A staff person will be on call between 9pm and 1pm, Monday to Sunday.
- A staff person will be required to be on-call for weekends.

STAFFING AND DUTIES

Crisis intervention/Primary Support

- Ensure safety, risk assessment, safety planning
- Health and medical concerns addressed
- Basics – access to money, necessary identification and other documentation, children with plans to remain on return to education, food, medication, clothing

Secondary Support

- Case management
- Long term/transitional housing
- Management shelter dynamics between residents

Amenities support

- Cleaning and maintenance as required
- Building and service administration

Safety will be the priority for the service.

Rent income generated by the refuge will be allocated to support residents.

h) The experiences of all women, including Aboriginal and Torres Strait Islander women, rural women, culturally and linguistically diverse women, LGBTQI women, women with a disability, and women on temporary visas.

The Northern Midlands is a municipality with a wide range of rural communities from tiny mountain villages to larger rural towns servicing our extensive agricultural industry. Hundreds of seasonal workers on temporary visas are housed on-farm, in the towns or travel to work in this municipality. Many of these workers found themselves unsupported at the commencement of the pandemic and were reliant on small volunteer organisations such as Helping Hand Association in Longford, and local residents who give whatever support they could.

Unfortunately, as well as the stress of less work, very limited government assistance and no way to get back home, an increase in racial abuse has been added for some seasonal workers in Northern Midlands rural towns. This abuse has been witnessed in the street. Accommodation for many seasonal workers is a bed in a dormitory, a shared kitchen, sometimes no dedicated communal space for activities and certainly minimal privacy. They are working in order to send money back to their families so they can have a better life. It is natural that they, like anyone else, will take a walk and spend time out in the community.

Being subjected to additional abuse from local residents is an appalling experience for someone already suffering homesickness and loneliness. There has not been an opportunity during this coronavirus situation for Council to provide communal sharing events where cultures can be celebrated, and differences diminished, as would happen under normal circumstances.

Rural women, particularly those in remote or isolated locations, who find themselves in family violence situations are more likely to turn to locals and friends for help rather than to a city based service, so they can remain in a rural location. Seeking assistance from a registered service invariably means moving to a city or large town location which is often daunting and instils an even greater feeling of isolation.

The Northern Midlands strongly urges focussing on women from regional, rural and isolated communities when consideration is given to primary prevention from family violence, discrimination, disadvantage and other forms of abuse.

Mentors in Violence Prevention (MVP)

2020-2023 FREE Workshops

A bystander* intervention program



MVP is an exciting new leadership program which is for all members of the community.

MVP gives us the skills to help end violence against women.

***Who is a 'Bystander'?**

- An onlooker, a spectator, a passer-by.
- Everyone, is a bystander.
- All of us have seen or overheard bullying, harassment or acts of violence.

MVP helps us learn how to safely prevent, interrupt, or confront these behaviours.

MVP Workshops encourage conversations about how we react to issues ranging from bullying, to family violence.

The Workshops will give you the chance to develop and practice options you can safely use in a range of situations.

Help make your community a safer and fairer place.

Workshop coming up in your area:

LONGFORD

Date and Time:

Tuesday 30 November 2021 9.15am - 2pm

Location:

Memorial Hall, Wellington Street

Contact for more information & to enrol:

Margie 62 313 212 or www.trybooking.com/BTZLZ

Funded By:



Delivery & Partner Organisations



women's legal service tasmania

Supported by
Northeastern University
Boston, USA



8.19 NORTHERN TASMANIA DEVELOPMENT CORPORATION: QUARTERLY PROGRESS REPORT (JULY TO SEPTEMBER 2021)

Prepared by: Gail Eacher, Executive Assistant

Attached is a copy of NTDC's Quarterly Report and associated appendix for the July-September 2021 period.

In his editorial, CEO Mark Baker points out that the report provides updates on the Regional Visioning Workshop, Economy id presentations, population support work as well as projects and strategies.

Attachments

{attachment-list}

QUARTERLY PROGRESS REPORT

NORTHERN TASMANIA
DEVELOPMENT CORPORATION

JUL
SEPT
2021



JOSEF CHROMY | OSBORNE IMAGES

FROM THE CEO

MARK BAKER



Three months seems to be the sweet spot for planning and delivering: a triangle is, after all, the strongest shape.

So NTDC will be focussed on finishing the final quarter of the year strongly by unlocking the power of three: three goals, three months and three people.

- Three months provides enough time to deliver actual progress.
- Three goals provides a focus without being too narrow.
- Three people shares the work and makes a commitment to delivering it.

We want to focus on finalising and socialising the Regional Priority Projects list.

Formulating the project and consultant's plans for key strategic reviews like the Sports Facility Plan, Greater Launceston Plan review and Regional Land Use Scheme demand and supply study.

And presenting our Members with an ongoing strategic and implementation plan for regional economic development.

In this report you will find updates on the Regional Visioning Workshop, Economy id presentations, population support work and those aforementioned projects and strategies.

A handwritten signature in black ink, appearing to be 'MB', located at the bottom of the text block.

**QUARTERLY
PROGRESS
REPORT**
JUL TO SEPT 2021

**REGIONAL
VISIONING
WORKSHOP**



SEE APPENDIX A FOR
REPORT DOCUMENTS

NTDC facilitated a regional visioning workshop for its Member Councils on July 28, 2021.

At the event, Member Councils received the following presentations:

- The power of a compelling vision presented by NTDC Chairperson Anthony Mitchell
- Economy id data insights regarding key trends impacting Northern Tasmania
- The future of digital transformation, detailing how this rapid transformation has been brought about by recovery advancements through COVID-19
- The importance of strengthening and developing your brand provided by Brand Tasmania CEO Todd Babiak
- International and national case studies presenting comparisons relating to similar organisations value, mission and vision statements
- Key focus areas within the Regional Economic Development Strategy.

Following the presentations, Chairperson Anthony Mitchell facilitated a brainstorming session with the Member Councils in order to identify key themes.

This resulted in identifying the following five key themes: natural beauty, targeted innovation, skills and education, aspirational and prosperity.

The successful workshop showed immense enthusiasm amongst the local government leaders to utilise the very unique assets of the region and create an outstanding future that would benefit its residents.

NTDC is currently working on further development of an overarching regional vision statement.



Seated at roundtable left to right: West Tamar Deputy Mayor Cr Joy Allen, West Tamar Cr Geoff Lyons OAM, Break O'Day Mayor Mick Tucker and Northern Midlands Mayor Mary Knowles OAM

**QUARTERLY
PROGRESS
REPORT**
JUL TO SEPT 2021

**LAUNCESTON
GASTRONOMY'S
CREATIVE
CITIES BID**

WHAT: Launceston's bid to become a City of Gastronomy in the UNESCO Creative Cities

WHO: City of Gastronomy steering committee, Northern Tasmanian mayors and project participants

WHERE: Silo Hotel, Launceston

WHEN: Tuesday, September 7, at 1.30pm

Launceston's bid to become a City of Gastronomy in the UNESCO Creative Cities Network has been entered - the only Australian city going into the 2021 submissions. Gastronomy is a word that, for some, is loaded with luxury food associations, but the actual definition is much simpler and more inclusive. Gastronomy is about the way people and culture connect with food. Our food system encompasses everything from soil to stomach, paddock to plate or ground to glass, and as everyone eats, we are all part of it, whether we realise it or not.

This designation is about putting food and creativity at the heart of our region. It also brings an opportunity to work with a global network to increase sustainability, using the UN 2030 Sustainable Development Goals as a framework.

While socialising and preparing the bid, the steering group realised that the most critical part of the initiative was the suite of projects that underpin it. So a new organisation, Food Innovation Tasmania, was created to provide the umbrella for Launceston Gastronomy, the Creative Cities bid, and support and facilitate the projects delivered under it. The project has been awarded \$150,000 through a Food Innovation Australia Ltd food grant to match the \$50,000 committed by seven Northern Tasmanian councils and the in-kind and cash support from industry.

Left to Right: Meander Valley Mayor Wayne Johnston, West Tamar Mayor Christina Holmdahl, Dorset Mayor Greg Howard, Northern Midlands Mayor Mary Knowles OAM, City of Launceston Mayor Albert van Zetten, George Town Mayor Greg Kieser, Creative Cities Steering Group Chairperson Andrew Pitt | Photo: Courtesy of The Examiner



**QUARTERLY
PROGRESS
REPORT**
JUL TO SEPT 2021

**COMMUNITY
BUSINESS AND
ADVISORY FORUM**

NTDC co-hosted the first Launceston City Deal Community and Business Group Forum on July 30, 2021.

About 50 community and business leaders from Northern Tasmania braved the early morning chill to hear about the progress and achievements of the Deal so far, and plans and possibilities for its extension. Updates were provided on the University of Tasmania's Northern Transformation project, City Heart and Tamar River health improvements. Questions were put to the City Deal representatives by attendees. Due to time constraints, not all questions were answered on the day but can be found [here](#).

While it is called the Launceston City Deal, there is obviously recognition of the symbiotic relationship between the city and the region: that is, what's good for the region is good for the city and vice versa.

The Community and Business Advisory Group is chaired by NTDC's CEO and provides advice to the City Deal Executive Board.

As the City Deal progresses and more consideration is given to how the city and region can engage with the extension, the City Deal Executive Board is open to feedback, which the Community and Business Advisory Group is happy to feed into the process.



**LUNCH AND
LEARN VIRTUAL
WORKSHOP**

NTDC facilitated a Lunch & Learn Virtual Workshop on the latest economic data for the region.

Presented by Economy id's Keenan Jackson, the workshop looked into the key trends impacting Northern Tasmania's economy now and into the future.

[Click here to view the presentation – Lunch & Learn Virtual Workshop – Sept 15](#)

[Click here to watch the recorded workshop.](#)



**QUARTERLY
PROGRESS
REPORT**
JUL TO SEPT 2021

POPULATION UPDATE

**COMMUNITY
WALK**

NTDC Population Program Manager Edward Obi was approached by the Tamar Peace Festival to coordinate a community welcome walk in August. He worked with Tamar Sunrise Rotary Club, which includes City of Launceston Deputy Mayor Danny Gibson, to arrange a walk from Royal Park, along the Seaport Boardwalk and end at Riverbend Park with a community BBQ on Sunday August 1, 2021.



**CULTURAL
AWARENESS
WORKSHOP**



**UTAS
PRESENTATION**

As part of NTDC's Let's Get Working program, Edward had the great pleasure of speaking to UTAS Master of Professional Accounting students in Launceston about cross-cultural communication and job hunting. This was part the UTAS' effort to get the students job ready. Edward's session with them covered networking, corporate culture norms and practical job search tips that yield best results.



**QUARTERLY
PROGRESS
REPORT**
JUL TO SEPT 2021

POPULATION UPDATE

**RECENT
CASE STUDIES**



Olufemi Kolawole

Selected questions from his case study

Where do you work and what do you do?

I work as a rostering officer with Possability - a not for profit organisation. I also work as a local engagement officer at the Australian Bureau of Statistics.

Please describe the reasons and process you went through in choosing to move to Northern Tasmania

As a newly married couple in 2017, my wife and I decided to explore and travel the world, so we started making research as to where to go. We have some of our family members in Canada, but due to the extremely cold weather and my wife's health status, we ruled out that option. In 2019, we were nominated by the by the Tasmanian Government to apply for a Regional Sponsored Skilled visa. This marked the beginning of our sojourn in the Island of Tasmania. With several research and consultations, we decided to move to Launceston, Tasmania in July 2019, and that's where we've lived since we arrived in Australia.

How are you dealing with the life you left behind?

It is often said, that there is no place like home, but we feel totally at home. The warm and friendly people we met here make us feel at home. Some volunteered to show us around the city, took us on house inspection and even when we need to buy our first car. They made themselves readily available to us as if we've known them for years. We also have access to our local food and groceries at the Wholesome Supermarket at Mowbray. Everything we need is just around us, so we feel like home. The Nigerian Community in Northern Tasmania is very large, and we get together from time to time to enjoy wholesome activities- playing soccer, partying etc.

What would your advice be to anyone thinking of moving to Northern Tasmania?

Why wait? There is no better time to move than now. I am a follower of a group on Facebook, called, "That's it! I'm moving to Tassie. It is very exciting to see people share photos of beautiful places around our community, and how much they love and enjoy living in Northern Tasmania. Since COVID hit, many people have also considered moving to Northern Tasmania. Government's response and management of this pandemic is very commendable, and we have been very lucky not to have been locked down like many other Mainland states. This is another reason why we are experiencing such increase. I hope we will all keep doing the right thing as we've always done by making sure we check in wherever we visit, keep our distance, and follow all other protocols put in place by the Public Health.

[Click here to view Olumfemi's detailed case study.](#)

**QUARTERLY
PROGRESS
REPORT**
JUL TO SEPT 2021

POPULATION UPDATE

**RECENT
CASE STUDIES**



Dravid Rao

Selected questions from his case study

Where do you work and what do you do?

I work for the George Town Council as a Community Officer for Sport, Recreation, Events, Health and Wellbeing.

Please describe the reasons and process you went through in choosing to move to Northern Tasmania

The main reason in choosing to move to Northern Tasmania is purely due a career growth opportunity. Having completed a masters degree in business (Sport management) from Deakin University in Melbourne, I was working for the State Sport Centres Trust in Victoria when I made the decision to move into the local government sector. I had two council opportunities (One in Victoria and the other here in Northern Tasmania). My urge to explore, grow and more importantly develop a community helped me choose Tasmania. I have always been very passionate about working for the betterment of a community, and want to achieve the same here.

How are you dealing with the life you left behind?

I've always missed my family. It's not easy but it's something you do when you decide to grow professionally. There will always be sacrifices in life. It only makes you stronger. I would be lying if I said I don't miss my friends, but I'm lucky to have made a few good friends here already.

How would you describe living here?

A bit quiet. I've noticed rapid developments in the region. It's very different. You see so much growth around but very little chaos. Very relaxing and peaceful is Northern Tasmania.

What is your favourite thing or place to do or visit in Northern Tasmania?

I've not started exploring Tasmania yet, so I don't really have an answer to that but it's hard not fall in love with the landscape. So much beauty around. PS: Cricket will always be one of my favourite things to do wherever I go so you can't take that away, haha!

Any other comments, information or suggestions?

Absolutely love the work NTDC do for the growth of the Northern Tasmanian region.

[Click here to view Dravid's detailed case study.](#)

**QUARTERLY
PROGRESS
REPORT**
JUL TO SEPT 2021

**NORTHERN
TASMANIA
REGIONAL
LAND USE
STRATEGY
(NTRLUS)**

NTDC has continued to foster a cooperative approach between regional planners across Northern Tasmania Councils by facilitating the activities of the Regional Planning Group (RPG). After successfully achieving an amendment (June 2021) to the Northern Tasmania Regional Land Use Strategy (NTRLUS), the group has been focused this quarter on;

- Monitoring TPC decisions and RLUS amendment outcomes
- Providing support in the ongoing roll out of the Tasmanian Planning Scheme (TPS) in the preparation of Local Provisions Schedules (LPS) for each municipality
- Monitoring the State and regional planning landscape, and develop collaborative approaches
- Monitor planning legislation, including recent amendments (from 14th July) to the Land Use Planning and Approvals Act 1993 (LUPA Act) and recent State budget announcements
- Identifying projects and opportunities to contribute to the Phase 2 Planning Reforms, which will culminate in the comprehensive review of the RLUS in a few years' time
- Commissioning a regional Demand and Supply study.

**DEMAND AND
SUPPLY STUDY**

The RPG identified a need for a Northern Tasmania Residential Demand and Supply Study to contribute to Phase 2 Planning Reforms. Its purpose is to develop an evidenced based assessment of demand for housing, and a corresponding assessment of the current and proposed supply of residential land and other opportunities for residential development in Northern Tasmania. Its focus is to;

- Understand demand and supply of land and housing at a regional level to inform regional and sub-regional policy and strategy, including the review of the Northern Tasmanian Regional Land Use Strategy and to support planning scheme amendments;
- Promote consistent decision making and to assist coordination between planning authorities within the region;
- To allow patterns and trends of land and housing demand and supply to be spatially understood across Northern Tasmania identifying any market segmentation and whether there are interrelationships across the urban areas of Greater Launceston, satellite towns and rural municipalities; and
- Provide a detailed and contemporary evidence base to assist local planning authorities to develop long term strategies for supply of zoned land in support of regional and local strategies for diverse housing choice.

In September 2021, NTDC secured a Grant Deed from State Government to assist with engaging and appointing a suitably qualified and experienced consultant to deliver the project, with NTDC as project manager.

NTDC worked with the RPG and State Planning Policy Unit (PPU) to develop a Project Brief. With the support of the Launceston City Council procurement team, the tender package is currently being prepared with the aim of advertising and awarding a Consultant contract in December 2021, for works to be completed in the first half of 2022.

**QUARTERLY
PROGRESS
REPORT**
JUL TO SEPT 2021

**SPORTS
FACILITY
PLAN**

The Sports Facility Plan is a major planning initiative which will provide an evidence-based long-term direction for the planning and management of the recreational and sporting grounds, and associated community facilities in the City of Launceston, West Tamar Council, Meander Valley Council, Northern Midlands Council and George Town Council. The Plan is intended to feed into local council planning processes such as annual plans and capital works plans, and support the region to advocate for, and secure funds from state and national governments. NTDC is the Project Manager for the consultancy contract to deliver the Northern Tasmania Sport Facility Plan. During this quarter NTDC's Project Manager has worked with the Project Working Group (which includes Sport and Recreation Managers from each of the participating Councils, and representatives from State Government bodies) and the Launceston City Council procurement team, to prepare the tender package, advertise the open tender, and assess tender submissions. The Consultant contract will be awarded in late October, and we expect works to commence in December 2021, and the Final Plan to be delivered in June 2022.

**GREATER
LAUNCESTON
PLAN (GLP)**

The GLP was commissioned in 2012 by the City of Launceston with Federal Government funding and active participation of neighbouring municipalities West Tamar, Meander Valley, Northern Midlands and George Town and a number of state authorities and city leadership groups such as NTDC.

The GLP was "a community vision and evidence-based framework for the sustainable development of Launceston and suburbs and localities over the next twenty years and beyond".

The review process will include a revision of its scope to include a greater focus on regional economic development, and to provide a regionally endorsed vision for planning, infrastructure and investment.

The City of Launceston is providing staffing support to ensure we can deliver the project effectively.

NTDC will focus on providing regional facilitation.

A draft project brief and consultants brief is being finalised.

**QUARTERLY
PROGRESS
REPORT**
JUL TO SEPT 2021

**NORTHERN
REGIONAL
PRIORITY
PROJECTS**

The Regional Priority Projects contain a mixture of health and well-being, built infrastructure, skills and jobs development and initiatives that capitalise on our competitive advantages to improve Northern Tasmania. They are designed to identify projects ready to be funded and supported that will have the most impact on economic development.

Noting economic development is not just economic growth and people getting wealthier but a holistic approach that also sees improving health outcomes, better educational attainment and falling levels of disadvantage. Many of the projects have emerged from the inaugural Regional Collaboration Forum, which saw almost 50 Northern Tasmanian leaders share ideas and projects to advance the region.

The process has also involved collating other regional projects to bring a list of projects that are fairly well advanced and require funding or other support to implement or take them to the next stage of development.

Securing as many of these projects as possible will allow us to prove the concept that “regions that work together do better” and give momentum to continue regional collaboration.

Once this document has been finalised with Members, NTDC will advocate for the suite of Regional Priority Projects and well as putting forward Member Councils' list of projects.

**QUARTERLY
MAYORS'
MEETING**

See September Quarterly Mayors' meeting minutes in Appendix A for noting.

HOLM OAK VINEYARDS
ADAM GIBSON

**QUARTERLY
PROGRESS
REPORT**
JUL TO SEPT 2021

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APPENDIX A

PROJECTS & MEDIA
HIGHLIGHTS

JUL
SEPT
2021



FLINDERS ISLAND | GEMMA BROWN

APPENDIX A

PROJECTS

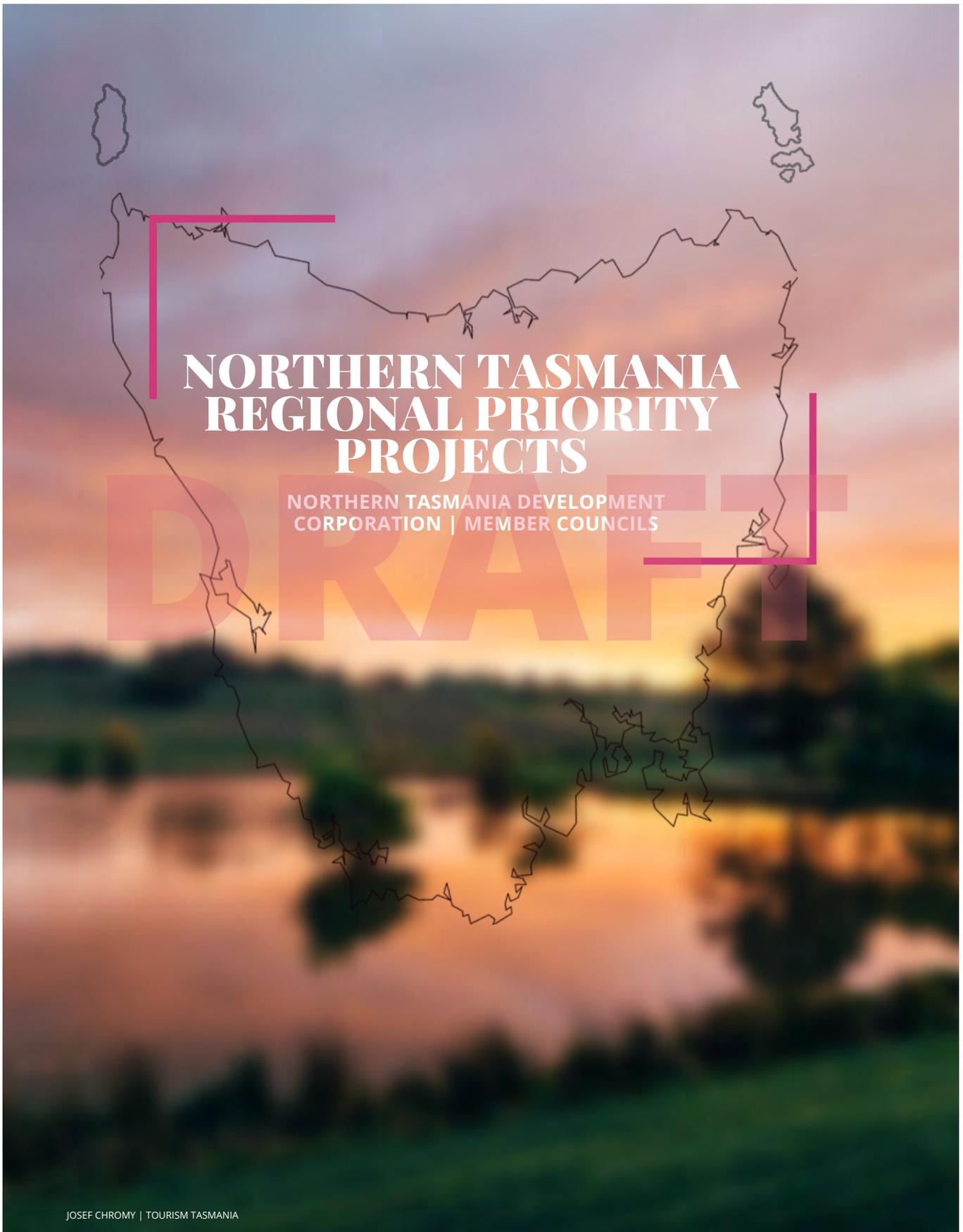
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MEDIA HIGHLIGHTS

- 65.** CREATIVE CITIES EXAMINER ARTICLE
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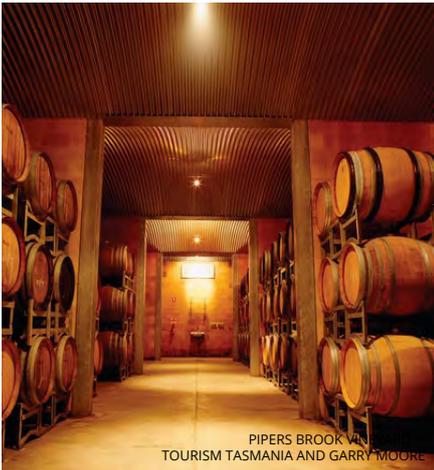


GEORGE'S BAY
TOURISM TASMANIA AND ROB BURNETT



JOSEF CHROMY | TOURISM TASMANIA





REGIONAL PRIORITIES

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DRAFT

INTRODUCTION

REGIONAL PRIORITY PROJECTS

The Regional Priority Projects contain a mixture of health and well-being, built infrastructure, skills and jobs development and initiatives that capitalise on our competitive advantages to improve Northern Tasmania.

They are designed to identify projects ready to be funded and supported that will have the most impact on economic development.

Noting economic development is not just economic growth and people getting wealthier but a holistic approach that also sees improving health outcomes, better educational attainment, falling levels of disadvantage.

Many of the projects have emerged from the inaugural Regional Collaboration Forum, which saw almost 50 Northern Tasmanian leaders share ideas and projects to advance the region.

Themes that emerged from the day:

- Place Based
- Innovation
- Food
- Liveability
- Workforce Development
- Sustainability
- Health and Well-being
- Infrastructure Development
- Increasing Net Exports

The process has also involved collating other regional projects to bring a list of projects that are fairly well advanced and require funding or other support to implement or take them to the next stage of development.

These projects are aligned to the key priorities of NTDC's Regional Economic Development Strategy and Regional Development Australia - Tasmania's principles for economic development and RCF themes.

The Regional Priority Projects must be an agile list of projects that can flex and develop as opportunities arise.

NTDC has tried to encapsulate emerging projects that are on the horizon but do not have a specific plan or ask at this stage.

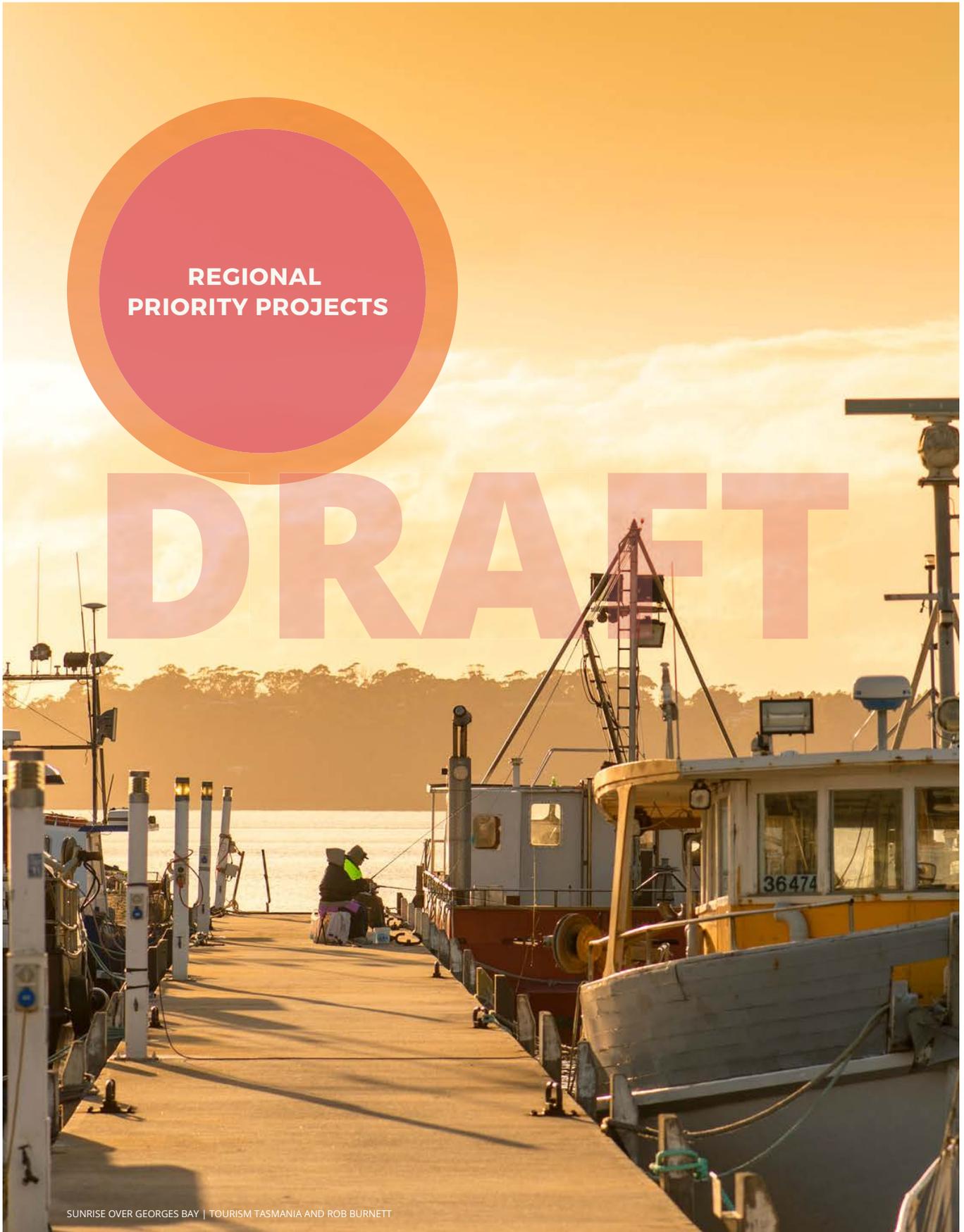
As they develop, they might form part of the suite of Regional Priority Projects that Northern Tasmania will support and advocate for.

The challenge from here will be for the region's leaders to support the Regional Priority Projects even if they do not have a specific interest in all or any nominated projects at this stage.

Securing as many of these projects as possible will allow us to prove the concept that "regions that work together do better" and give momentum to continue regional collaboration.



BEACONSFIELD MINE & HERITAGE CENTRE (FORMERLY GRUB SHAFT GOLD & HERITAGE MUSEUM) | TOURISM TASMANIA



SUNRISE OVER GEORGES BAY | TOURISM TASMANIA AND ROB BURNETT



NORTHERN TASMANIA

QVMAG REDEVELOPMENT

The opportunity: Maintain and enhance QVMAG's role in Northern Tasmania's cultural life, creating a compelling attraction for locals and visitors alike, 365 days a year.

The Queen Victoria Museum and Art Gallery is Launceston's most valuable cultural institution, but must modernise in order to increase visitation and maintain its cultural relevance.

This project would see the construction of a contemporary addition to the Royal Park Art Gallery featuring a large multifunctional exhibition space, a cafe and retail space, and parking.

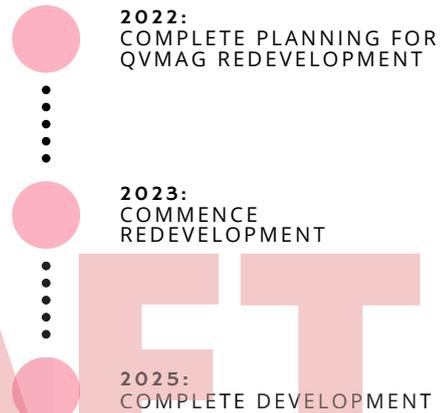
Offering high quality food and event experiences - and taking full advantage of the unrivalled views of Launceston's Cataract Gorge - the redevelopment would enable more contemporary exhibition, event and food experiences.

Combined with contemporary marketing, this redevelopment would allow the QVMAG to develop new, modern programs and exhibition offerings, encouraging repeat visitation by locals and visitors.

Building fit-for-purpose facilities that encourage return visitation and a heightened sense of ownership by the Launceston community will support QVMAG, a national and international centre for research and education, to make the most of its unique and extensive collection.

This redevelopment of QVMAG is expected to attract an additional 110,000 visitors a year, which would deliver \$140 million into the local economy annually.

TIMELINE



DRAFT



QVMAG REDEVELOPMENT FUNDING REQUEST IS \$70M

NORTHERN TASMANIA DEVELOPMENT CORPORATION

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NORTHERN TASMANIA

UTAS STADIUM UPGRADE

The opportunity: Enhance UTAS Stadium's capacity to host a wider range of events, sports and entertainment all year round.

UTAS Stadium is currently used for high-level sport, including AFL, soccer and cricket.

This project seeks to increase UTAS Stadium's seating capacity to more than 24,000. This would allow the facility to host a Tasmanian AFL team, and to install retractable seating to accommodate a rectangle pitch for soccer or rugby tournaments.

A new community-based indoor sporting and entertainment facility would be constructed under the project, with an international-level show court to accommodate national level basketball, netball and other sporting events. It would also allow for concerts and entertainment events accommodating up to 5000 people.

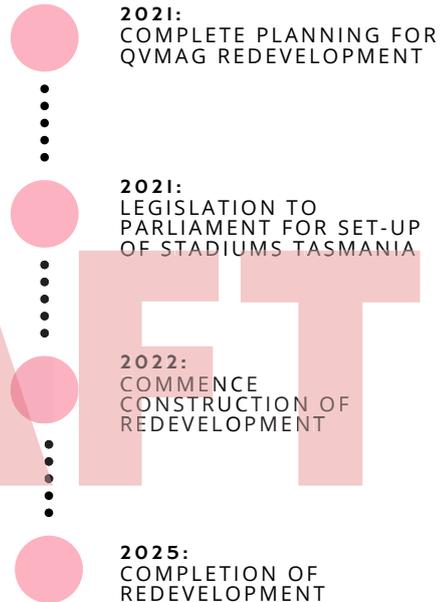
The indoor facility would be configurable to become three community-use courts, addressing a significant shortfall of high standard indoor training spaces in Northern Tasmania, while joint training facilities and recovery spaces could be used for a range of sports, including AFL, basketball, soccer and cricket.

During the 2021 state election campaign, the Liberal Party pledged to establish Stadiums Tasmania to oversee the development and management of stadiums across Tasmania, including UTAS Stadium.

Premier Peter Gutwein also committed \$65 million to undertake immediate development work at the stadium, with the remaining funding required (estimated to be approximately \$135m) for the project to be sought from the Federal Government.

Once realised, the project will enhance UTAS Stadium's functionality for social, cultural and educational initiatives and to better integrate it with the University of Tasmania's Northern Campus, which is currently under construction at the adjoining Inveresk site.

TIMELINE



UTAS STADIUM UPGRADE FUNDING REQUEST IS \$135M

NORTHERN TASMANIA DEVELOPMENT CORPORATION

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NORTHERN TASMANIA

NORTHERN MIDLANDS COUNCIL TRANSLINK

As a small and dispersed island state, Tasmania relies on efficient transport networks to bring people together and connect businesses to their trading partners.

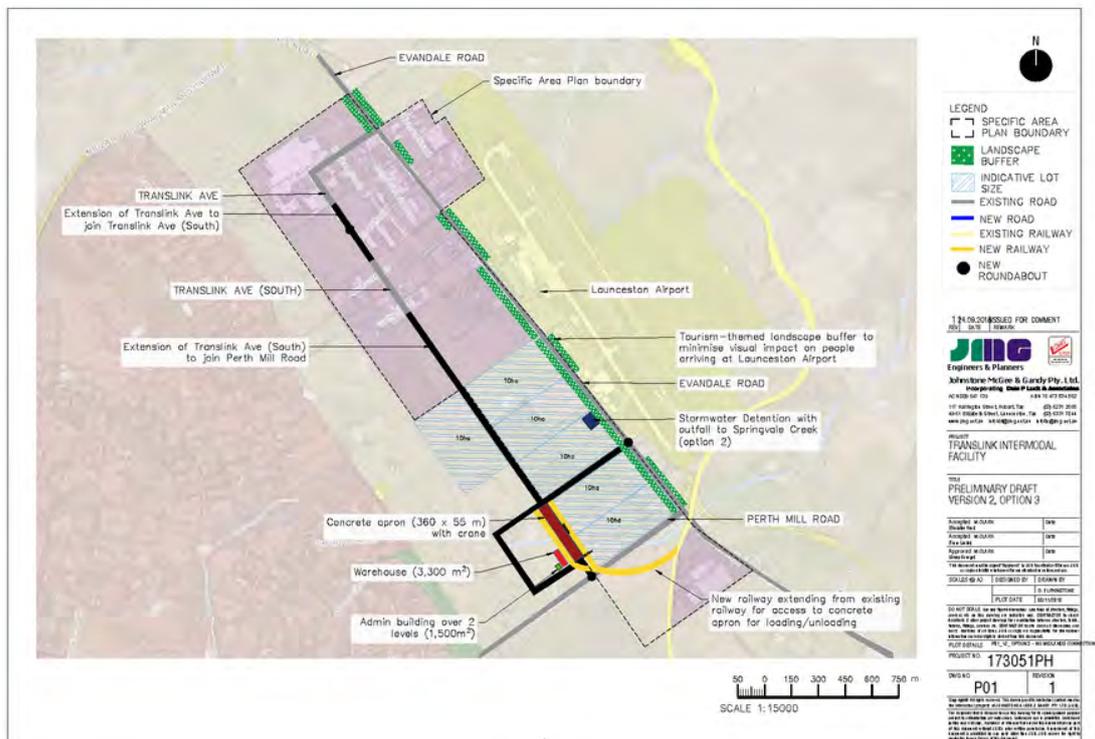
The TRANSLink industrial precinct is a key component of this network and is an important distribution point for goods and services in Northern Tasmania.

The region is set to benefit from recent investment in a number of irrigation schemes with a growing need to transport niche, high-value agricultural products.

The construction of an intermodal facility would improve access to interstate and overseas markets for perishable goods.

- The TRANSLink precinct is adjacent to Launceston Airport and has sustainable competitive advantages including:
- being centrally located only 15 minutes from Launceston, less than two hours by road to all cities in the state, one hour by air to Melbourne and less than one hour by road to a deepwater port
 - extensive flat sites zoned for industrial use and separated from residential areas
 - highly competitive rating and fees schedules. There are currently about 30 vacant parcels (60 hectares) in the precinct and demand is growing quickly.

An emerging opportunity is the relocation of Toll from Launceston, making more land available for development.



NORTHERN MIDLANDS COUNCIL TRANSLINK FUNDING REQUEST IS \$70M

NORTHERN TASMANIA DEVELOPMENT CORPORATION

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NORTHERN TASMANIA

GEORGE TOWN COUNCIL HEALTH AND WELL-BEING CENTRE

National Disability Insurance Scheme plans are significantly undersubscribed in George Town.

Data suggests there are 129 people in George Town with an approved NDIS Support Plan, however modelling suggests 500 or more residents might be eligible for NDIS support (in a population of approximately 7000).

Of the NDIS participants, who have a combined total of \$3.6m in package funds, only 49% (\$1.8 million) use their funding packages each year.

This suggests NDIS participants experience significant difficulties purchasing the supports they required in George Town and the surrounding region.

NDIS says funds are under-subscribed in George Town by \$15 million due to transport barriers.

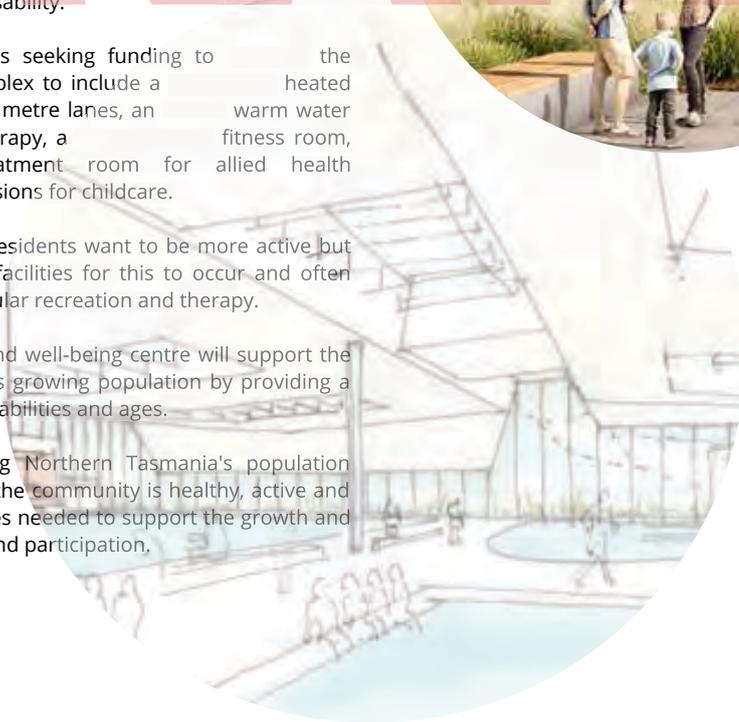
A quarter of residents have a person living with them who is aged over 65 or has a disability.

George Town Council is seeking funding to the existing swimming complex to include a heated indoor pool with 4 x 25 metre lanes, an warm water pool for lesson and therapy, a fitness room, community gym, treatment room for allied health professionals, and provisions for childcare.

A recent survey found residents want to be more active but do not have adequate facilities for this to occur and often travel elsewhere for regular recreation and therapy.

An integrated aquatic and well-being centre will support the health of George Town's growing population by providing a centre that caters for all abilities and ages.

With the region leading Northern Tasmania's population growth, it is imperative the community is healthy, active and has access to the services needed to support the growth and increase in population and participation.



GEORGE TOWN COUNCIL FUNDING REQUEST IS \$18M

NORTHERN TASMANIA DEVELOPMENT CORPORATION

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NORTHERN TASMANIA

ROYAL FLYING DOCTOR SERVICE

The Royal Flying Doctors Service has been operating in Tasmania since 1960.

Launceston has always been home to RFDS in Tasmania as it is centrally located for serving the whole State and transfer to the mainland.

RFDS operates out of three leased buildings at the Launceston Airport site – these are B75, B85 and B90. B90 was funded and built by the RFDS and is the base of the one plane contracted to Ambulance Tasmania (AT). B75 is temporary due to having to move from B90 at the request of Ambulance Tasmania due to COVID and B85 not having sufficient space for all staff. Parking is also a challenge for B90, with AT and RFDS staff using parking spaces on B85 lease.

B90 is now more than 20 years old, and while suitable for general aviation, it is not up to standard for aeromedical clinical activities and not fit for purpose for pandemic or disaster response or recovery activities.

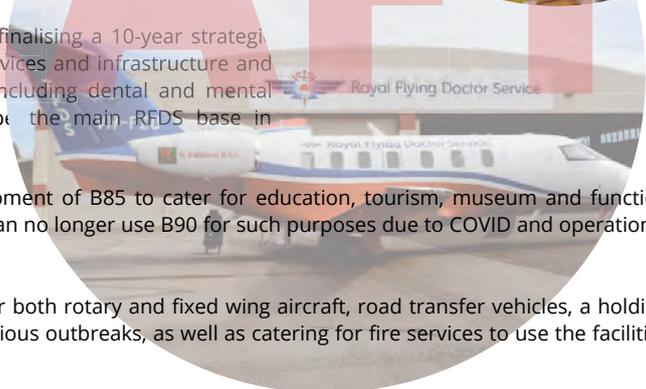
RFDS and the Tasmania Government are finalising a 10-year strategic partnership, that included aeromedical services and infrastructure and a range of RFDS Primary care services, including dental and mental health. A renovated B85 and B90 will be the main RFDS base in Tasmania.

RFDS has plans in place for the redevelopment of B85 to cater for education, tourism and function areas, which are even more critical as we can no longer use B90 for such purposes due to COVID and operational requirements of Ambulance Tasmania.

Any redevelopment of B90 should cater for both rotary and fixed wing aircraft, road transfer vehicles, a holding ward to deal with surge capacity and infectious outbreaks, as well as catering for fire services to use the facilities during peak bushfire season.

This redevelopment would allow RFDS to expand its vital work in dental, primary care and mental health leading to better health outcomes that in turn increase economic outcomes through workplace participation and productivity.

The actual cost would depend on what functionality agreed between the key stakeholders, for example would there be overnight crew quarters, interoperability with Rotary, with an estimated cost of between \$10-\$15 million.



RFDS TASMANIA FUNDING REQUEST IS \$10M

NORTHERN TASMANIA DEVELOPMENT CORPORATION

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NORTHERN TASMANIA

LAUNCESTON CITY MISSION PRECINCT

Our vision is to create a new community of health and social care organisations collaborating in a place so that service users and the broader community can participate in creating a supportive, integrated, innovative environment and pathway to improved health and well-being for everyone.

The \$9 million develop of a new shared working space utilising design concepts to promote collaboration and innovation that aligns with the objectives of the Regional Economic Development Strategy, City Deal, Greater Launceston Transformation Project and City Heart initiatives.

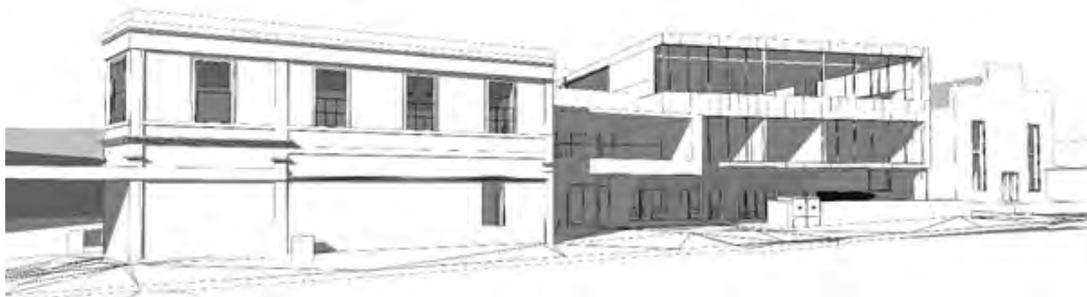
Benefits of the Launceston Community Precinct:

- Integrated and flexible delivery of a range of health and wellness services from one location
- An expanded centre within the CBD where people from all parts of the region can feel welcome, cared for, and access a range of services they require
- Innovative spaces for regional stakeholders to increase their collective knowledge and work together to solve complex social problems
- Free healthcare clinic for Emergency Relief and Safe Space service users in the region
- Promotion of region's shared targets in relation to education, health youth unemployment, mental health, homelessness and alleviation of poverty.
-

The 2873 sqm commercial/health/social care space building development will form an integral part of the health and community services precinct for Northern Tasmania enhancing collaboration, innovation, training and connection spaces for clients, care professionals and students

An innovative unit trust structure will allow not-for-profit, social investor and Government joint investment with properties secured by City Mission enabling renovation and rejuvenation of Launceston precinct where majority of community service and their service user groups are based.

The project has broad support with key stakeholders including, Launceston City Mission, Vos Construction, Vos Foundation, Health Recruitment Plus and the Launceston Medical Centre and discussions continuing with UTAS for the creation of social services learning spaces, TasTAFE for training places in social care services and a Lead Agency (to be determined) – Launceston Head to Health Centre, Canning Street.



LAUNCESTON CITY MISSION FUNDING REQUEST IS \$4M

NORTHERN TASMANIA DEVELOPMENT CORPORATION

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NORTHERN TASMANIA

FERMENTASMANIA

Ferment Tasmania is an industry-led, not-for-profit industry cluster established to accelerate innovation, growth and collaboration for fermentation-based enterprises.

Ferment Tasmania's vision for an internationally recognised centre of excellence for the design, production and marketing of fine fermented food, beverages and other products.

The fermentation hub will deliver a 1600 square metre purpose-built fermentation facility at Legana in Northern Tasmania.

The project will be a proving ground for fermentation innovation through promoting and developing fermentation-based businesses and related skills through:

- Providing specific fermentation equipment and support services for product development.
- Enabling research and education opportunities.
- Facilitating skills and training development.
- Offering tourism experiences.

The creation of a purpose-built fermentation facility will drive the long-term regional economic growth and employment opportunities across Australia through four main components: product development; research and education; skills and training; and agri-tourism.



FERMENTASMANIA FUNDING REQUEST IS \$3.4M

NORTHERN TASMANIA DEVELOPMENT CORPORATION

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NORTHERN TASMANIA

COMMUNITY CARE TASMANIA

Tasmania has the oldest and fastest ageing population in Australia as well as an immediate and increasing shortfall of workers in aged care.

It is one of the most pressing economic issues for Tasmania as people age and retire from the workforce, leading to a loss in participation and productivity.

However, it is also an emerging social issue as that ageing cohort faces a very real lack of trained workers to care for them into old age.

Community Care TASMANIA has an innovative plan to build a Respite and Training Centre of Excellence that will address these issues and produce a model that could potentially be rolled out in other places to address the wider Australian shortage of skilled workers in the aged and disability sector.

The planned Centre has six respite/palliative care beds to assist aged, frail and/or clients with dementia and/or health problems to have respite in the centre which provides 24/7 care.

The Centre will deliver:

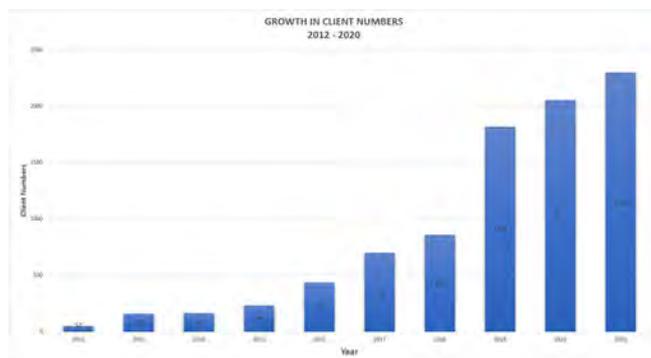
- 1000 respite nights available per year to frail, aged clients and/or those people with dementia or a disability.
- 55 new support workers will be trained to Cert 111 levels per year.
- Pathway to skills, and jobs at the end of their training.
- Importantly our business case shows that we can pay our trainees while they are training and undertaking their placement hours.
- Students will perform their 120 hours of placement in the Centre and then have a job pathway with CCT or with another provider.
- The Centre has support from the community and other providers who would like to use the centre for their ongoing training needs

CCT is a well-known and respected organisation that has been successfully acquitting government funds for 31 years.

CCT has \$1million committed from the state government and is requesting \$2 million to cover the \$6 million build of the Centre, which is shovel ready with all the necessary architect designs, planning approval, contracts with a large and reputable building firm Vos Constructions and loans and cash from its tender.



The growth in client numbers will continue to grow



COMMUNITY CARE TASMANIA FUNDING REQUEST IS \$2M

NORTHERN TASMANIA DEVELOPMENT CORPORATION

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NORTHERN TASMANIA

GASTRONOMY CREATIVE CITIES

Gastronomy is the relationship between people and food. In its broadest food systems context it includes the entire food supply chain. Gastronomy as a theme crosses all of our most important industries (agriculture, distribution, manufacture and processing, retail, hospitality, tourism, education and health) and sectors (business, community, government). It is one of the pillars of Northern Tasmania's Regional Economic Development Strategy and gastronomy is a core part of our regional identity.

Over the last few years, a movement has built from the ground-up to cement this identity through formalisation of Greater Launceston as a UNESCO Creative City of Gastronomy. The intention is to de-silo our food system in collaboration with other leading cities around the world, and use a creative lens to realise innovative solutions to stubborn problems of social and environmental sustainability, while building capacity in our local food sector businesses to create jobs and growth.

This vision for Northern Tasmania as one of the great food regions of the world has been socialised extensively the last few years and has gained the support of all the region's councils (bar Flinders) and as such has the potential to truly unite the region.

Our intention is to make progress against an action plan that includes the following areas of focus: educATE – improving food literacy and skills pathways into food-based careers

- collaborATE – builds partnership to achieve our goals with a focus on the not-for-profit sector including social enterprise
- creATE – food-based partnerships with organisations who are active across different creative fields (film, literature, design and music)
- regenerATE – the circular economy and its application to the food system
- innovaATE – building a culture of open innovation across our food system, with a focus on fermentation
- celebrATE – communicating and celebrating our achievements through events (eg agricULTURED) and other means

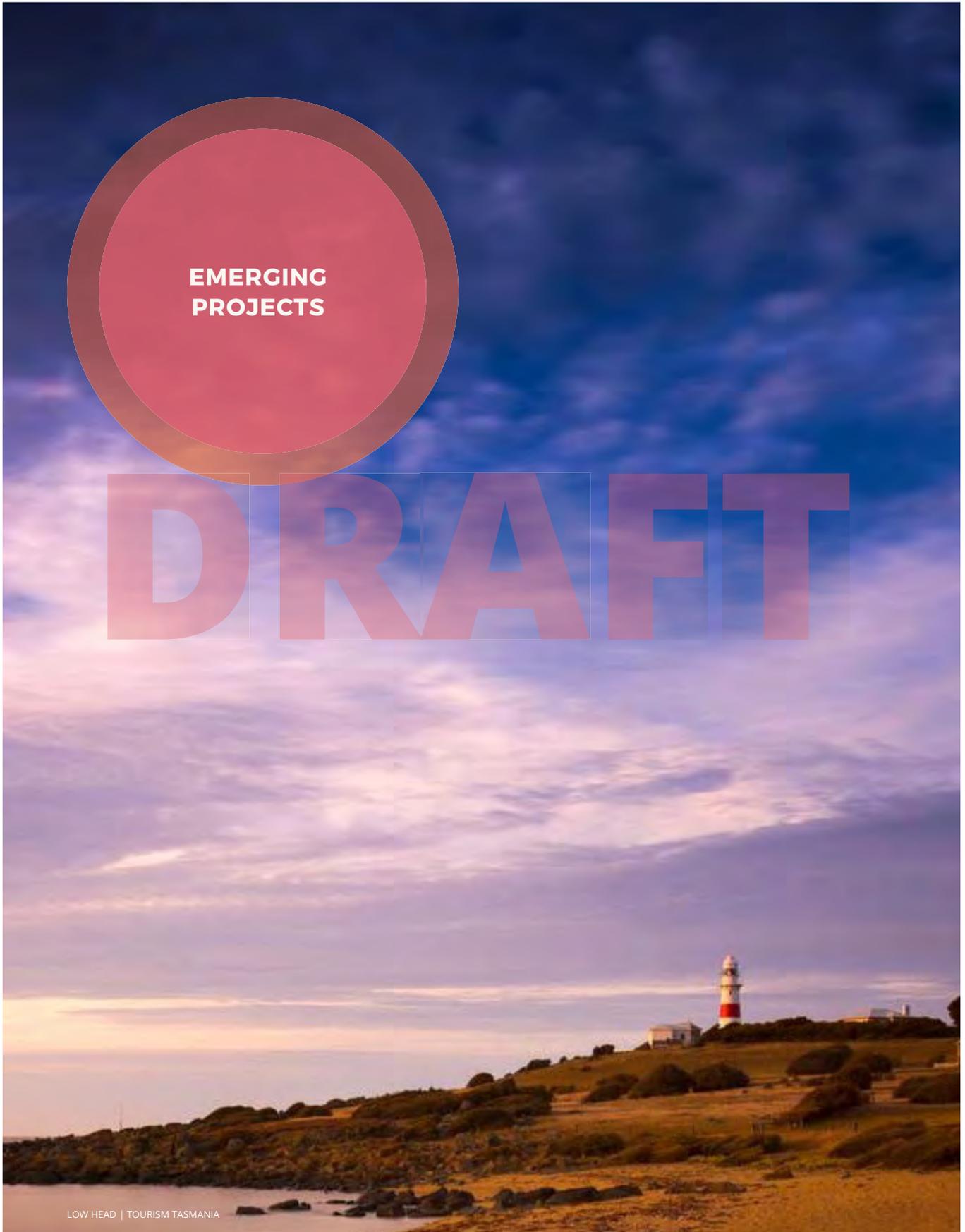
These six themes form part of our Creative Cities application, but if bid is not accepted by UNESCO we will continue to progress our action plan under the auspices of Food Innovation Tasmania Inc.



GASTRONOMY CREATIVE CITIES CO-CONTRIBUTION FUNDING REQUEST IS \$350K

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NORTHERN TASMANIA

EMERGING PROJECT LIST

ASHGROVE CHEESE | TOURISM
TASMANIA & ROB BURNETT

NTDC has tried to capture emerging projects that are on the horizon but do not have a specific plan or ask at this stage.

As they develop, they might form part of the suite of Regional Priority Projects that Northern Tasmania will support and advocate for.

GREEN HYDROGEN AT BELL BAY

With major international markets signalling the decarbonisation of their economies over the coming decade, there is an immense opportunity for green hydrogen export and Tasmania is perfectly placed to make the most of this once-in-a-generation chance. Now more than ever we need new investments that match Tasmania's competitive advantages and the production of hydrogen from Tasmania's clean and green energy supply will put the state at the forefront of an industry forecast to grow exponentially. The Bell Bay Advanced Manufacturing Zone is perfectly placed to become the hub of hydrogen energy production with its access to deep-water ports, transmission infrastructure and road networks.

BIODIGESTER AT MEANDER VALLEY

Agriculture, manufacturing, transport and logistics businesses have identified the competitive benefits of Valley Central's geographic location in Meander Valley. Businesses and Meander Valley Council have identified the opportunity for a biodigester to produce biogas to be used in used as a sustainable energy source for electricity, cooking, and heating.

It is a great example of a circular economy that reduces waste to keep value in the supply chain and could be linked with the proposed Northern Prison to be a large scale proof of concept project.

An anaerobic biodigester breaks down organic materials such as food scraps, oil, grease, yard waste, and animal manure, producing biogas and digestate, which is ideal for the agricultural sector as farmers can use the digestate to fertilise crops, improve soil quality, or increase revenue by selling fertiliser.

TAMAR RIVER IMPROVEMENTS VIA TEMT PROCESS

The kanamaluka/Tamar estuary is the longest navigable estuary in Australia and major part of Northern Tasmania's economy and community.

A Tamar Estuary that is healthy, visually attractive and encourages creative, cultural and lifestyle pursuits will deliver a triple bottom line to the region.

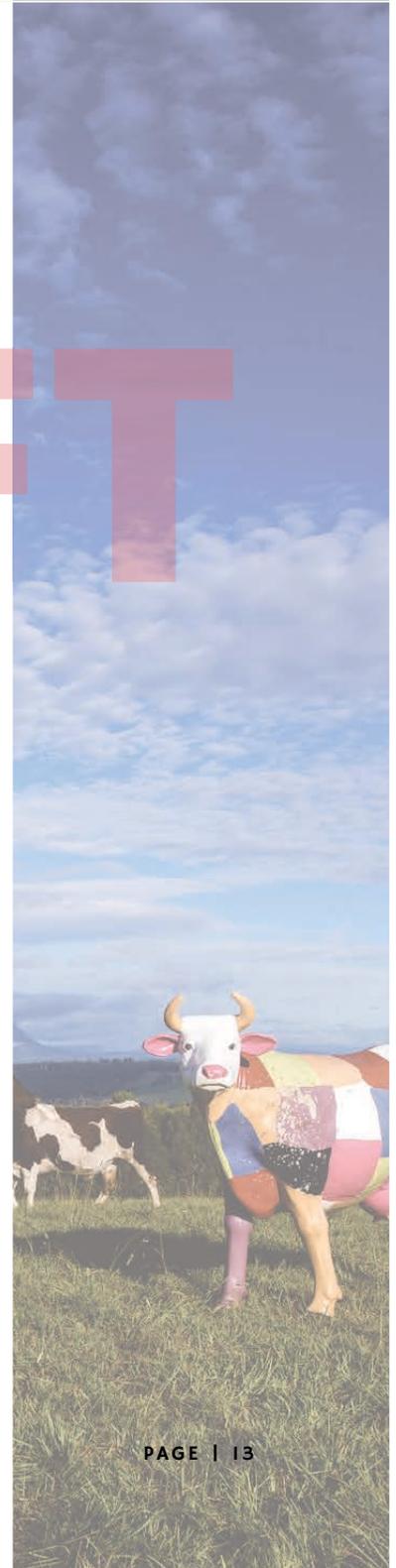
The Tamar Estuary Management Taskforce is in the midst of public consultation around what the future use and amenity of the river looks like.

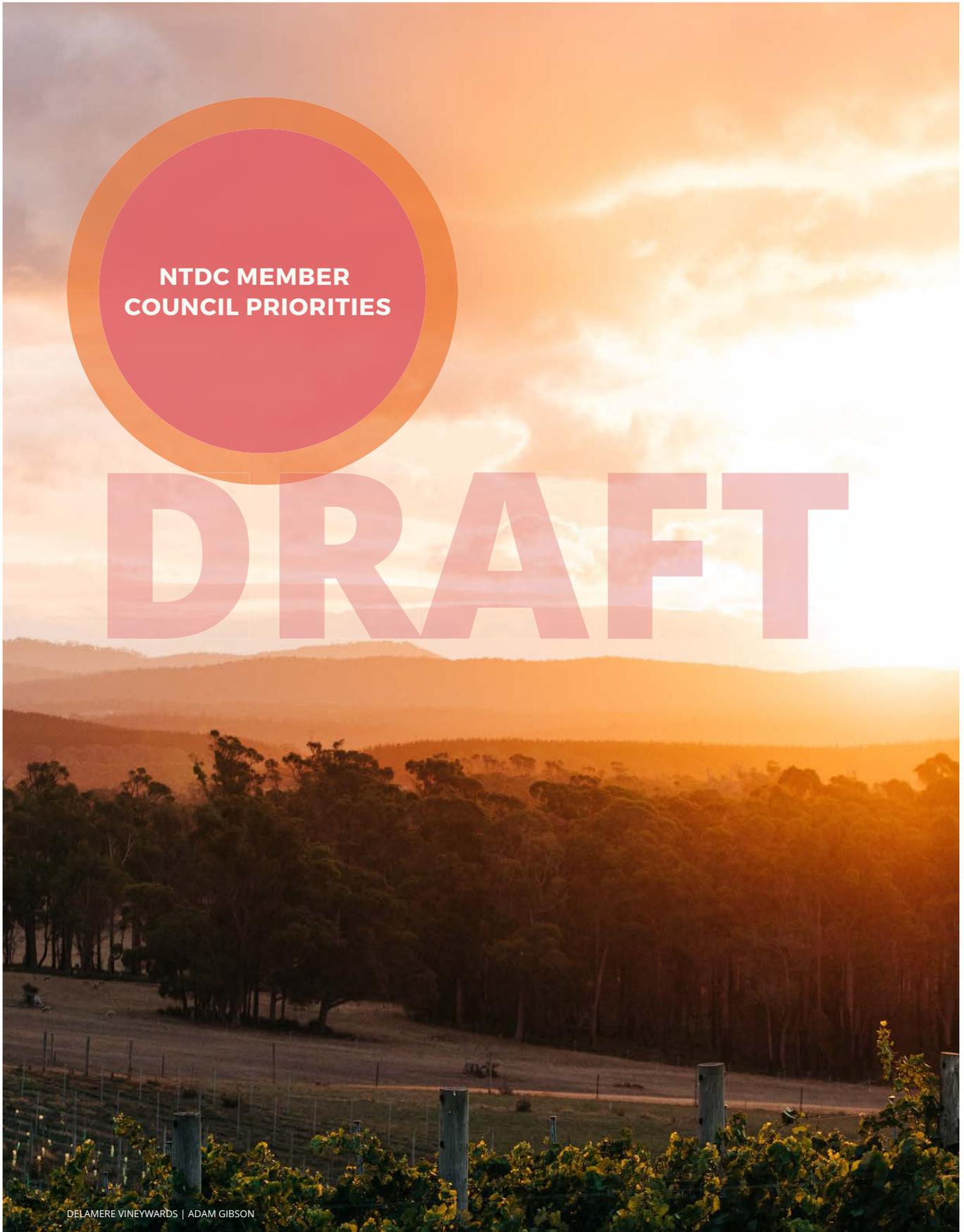
This could include more boardwalks, natural wetlands, Aboriginal heritage, installations and infrastructure in the upper reaches where the South and North Esk Rivers converge as well as infrastructure and Aboriginal interpretation at the other end of the estuary at George Town.

The actual project and cost is not yet clear but what is clear is the region's desire for a healthy river that attracts people and economic activity to the region.

NORTHERN TASMANIA DEVELOPMENT CORPORATION

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**NTDC MEMBER
COUNCIL PRIORITIES**

DRAFT

DELAMERE VINEYARDS | ADAM GIBSON



CITY OF LAUNCESTON

PROJECTS	DESCRIPTION	INDICATIVE COST
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UTAS STADIUM REDEVELOPMENT	UTAS Stadium is currently used for high-level sport, including AFL and cricket, on a limited basis throughout the year. This project seeks to increase UTAS Stadium's seating capacity to 27,500. This would allow the facility to host a Tasmanian AFL team, and to install retractable seating to accommodate a rectangle pitch for soccer tournaments like the FIFA Women's World Cup.	\$209M
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PRINCESS THEATRE AND EARL ARTS CENTRE UPGRADE IMPLEMENTATION	The Princess Theatre is an iconic Heritage Theatre in the centre of the CoL. Coupled with the Earl Arts Centre the two theatres are the heart of cultural and performing arts events in Launceston. A significant renewal and upgrade to the Theatres are required to address safety and operational issue and also to improve accessibility to the theatres.	\$2.5M
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CITY TRAFFIC FLOW IMPROVEMENT IMPLEMENTATION (CITY HEART)	The City Heart Project (Traffic Improvement) represents a key part of northern Tasmanians' vision for the future of Launceston's city centre. This component focuses on improving streetscapes through traffic directional changes and related infrastructure upgrades and calming enhancements. The intent of these works is to deliver a more accessible and equitable city streetscape in our city's core. The improved streetscapes will also provide a higher level of amenity for active and public transport users.	\$3M
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NTCA GROUND MASTERPLAN IMPLEMENTATION	The NTCA ground is a critically important part of the sporting infrastructure serving the Northern Tasmanian region and the state and it provides an important sporting and social environment for its home clubs and the many thousands of users it hosts each year. This project includes the replacement of NTCA ground No 1 playing surface and wicket block, and the upgrading of existing change and toilet facilities including bringing them up to modern female-friendly standards.	
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(PHASE 1)	Replacement of NTCA ground No 1 playing surface and wicket block including new drainage and irrigation.	\$1.5M
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(PHASE 2)	NTCA Facilities refurbishment and addition. Change rooms, toilets and other facilities upgrade.	\$1.6M
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QVMAG REDEVELOPMENT	The Queen Victoria Museum and Art Gallery is Launceston's most valuable cultural institution, but must modernise in order to increase visitation and maintain its cultural relevance. This project would see the construction of a contemporary addition to the Royal Park Art Gallery featuring a large multi-functional exhibition space, a cafe and retail space, and parking.	\$70M
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LILYDALE RECREATION GROUND	Extension of Club rooms to provide internally located toilets, accessible toilet and new veranda cover for existing deck.	\$300K
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WEST TAMAR

PROJECTS	DESCRIPTION	INDICATIVE COST
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WEST TAMAR HIGHWAY IMPROVEMENT PROJECTS

- Acropolis Drive to Freshwater Point Rd (\$5M)
- Glen Ard Mohr Road Roundabout (\$0.8M)
- Barnes Hill Riverside – Duplication
- Muddy Creek Hill North – Stabilisation and Reconstruction
- West Tamar Highway and Frankford Highway Roundabout (\$1M)

\$8M

NORTHERN WEST TAMAR WATER SUPPLY

Essential to enable future developments in this area, currently preventing investment proposals.

\$9M

RIVERSIDE AQUATIC CENTRE REPLACEMENT

This asset is past its design life and requires immediate upgrades to prevent closure.

\$8M

LEGANA RECREATION PRECINCT

Place Making Investment potential to meet the growing demands of this community.

\$12M

TRAIL NETWORK STRATEGY (OFF HIGHWAY CYCLE/PATHWAY)

Recreation corridor from Launceston City to Legana. Connectivity already exists between the city and Tailrace Park and between Windsor Community Precinct and Tamar Island albeit requiring improvement in some parts. The ability to walk, run and ride, separated from the West Tamar Highway, will bring enormous community benefit.

TBC

MEANDER VALLEY

PROJECTS	DESCRIPTION	INDICATIVE COST
BARTLEY STREET ROUNDABOUT	Council is seeking funding to upgrade the intersection of Bartley Street and Meander Valley Road. The upgrade will improve safety and access for residents and cater for 2,000 additional residents expected in this high growth area.	\$750K
RIVER WALK AND STREET LIGHTING	Council is seeking funding to extend lighting along the Meander River Walk. This will improve safety and access for pedestrians and enhance the visitor experience of the Kooparoona Niara Cultural Trail.	\$250K
WESTBURY ROAD INTERSECTION UPGRADE	Council is seeking funding to upgrade the key intersection of Westbury Road and Country Club Avenue to enable residential growth in Prospect Vale and Blackstone Heights.	\$1M
LAS VEGAS DRIVE PLAYGROUND	Council is seeking funding to upgrade the existing playspace to cater for broader age ranges, incorporate more open space and seating in this growing area.	\$160K
RECREATION GROUND LIGHTING (WESTBURY)	Council is seeking funding to upgrade lighting at the Westbury Recreation ground.	\$400K
PUMP TRACK	Council is seeking funding to design and construct a pump track and supporting amenities at the Alveston Drive sport and recreation precinct.	\$400K
RECREATION GROUND LIGHTING (BRACKNELL)	Council is seeking funding to upgrade lighting at the Bracknell Recreation ground.	\$400K
CARPARK & ACCESS UPGRADE	Council is seeking funding to upgrade the carpark and redesign the internal road network within the Prospect Vale Park sports precinct.	\$1M
TENNIS COURT REFURBISHMENT	Council is seeking funding to resurface the existing tennis courts at the Whitmore recreation grounds.	\$250K
MEANDER RIVER BOATING & FISHING PLATFORM	Council is seeking funding to design and construct a river platform to enable river access for recreational use.	\$250K
VALLEY CENTRAL BIOENERGY PLANT	Council is seeking funding to support the establishment of a consortia of investors to advance the pre-development work for the bioenergy project. This work will underpin our data projections prior to progressing to development.	\$4M

MEANDER VALLEY

PROJECTS DESCRIPTION INDICATIVE COST

TOWN CENTRE RENEWAL Council is seeking funding for a variety of projects designed to revitalise Westbury's business, retail and recreational precincts. **\$600K**

RIVER PARK EXTENSION Council is seeking funding to extend the Meander River walk to provide accessible links between the Deloraine Showgrounds and Deloraine Racecourse. **\$450K**

MEANDER FALLS TOURISM ROAD Council is seeking initial funding to undertake the feasibility study for the Meander Falls Tourism Road and is also seeking a commitment for additional funding of \$1.9M to support design and construction of the access road on State Government land. **\$250K**

OLD MEANDER PRIMARY SCHOOL SITE IMPROVEMENTS Council is seeking funding to undertake necessary improvements to the Old Meander School Site. **\$100K**

COMMUNITY HALL The replacement of the old Bracknell Hall is already well underway. Council has been working with Bracknell residents to design and construct the new hall and is now seeking funding to undertake an additional scope of works nominated by the community. **\$400K**

REMEMBRANCE MEMORIAL Council is seeking funding to design and construct a remembrance memorial for the Bracknell community. **\$200K**

COUNCIL SUPPORTED PROJECTS

RETICULATED SEWERAGE Council is seeking delivery of reticulated sewerage to service 460 residents, the Bracknell Primary School and a number of local sporting clubs. **\$5M**

LAUNCESTON CITY FOOTBALL CLUB CHANGE ROOMS On behalf of the Launceston City Football Club, Council is advocating for funding to construct a new change room facility on available land at the Australian Italian Club. **\$1M**

POWER UPGRADE Council is seeking delivery of upgrades to the power network at Westbury's premier industrial precinct. **\$2M**

NORTHERN MIDLANDS

PROJECTS	DESCRIPTION	INDICATIVE COST
LONGFORD MOTORSPORT MUSEUM	Museum to display motorsport memorabilia, including vehicles, based around the infamous Longford country road circuit's history.	\$4M
PERTH SPORTS PRECINCT AND COMMUNITY CENTRE	Co-location of new sports oval and community centre stage one: oval, clubrooms, and associated infrastructure.	\$11.4M
TRANSLINK PRECINCT INTERMODAL FACILITY	Creation of an intermodal facility including a 24/7 freight hub, new rail spur from the existing line, warehouse and administration building.	\$70.4M
TRANSLINK PRECINCT STORMWATER RENEWAL PROGRAM	Implementation of the TRANSlink Stormwater Renewal Plan.	\$5.5M
TRANSLINK PRECINCT GAS RETICULATION PROJECT	Extension of the natural gas pipeline from Youngtown to Launceston Airport and the TRANSlink Precinct.	\$2.2M
SHEEPWASH CREEK CORRIDOR AND ASSOCIATED OPEN SPACES	The project involves the implementation of stages 2 and 3 of the master plan comprising the development of the WSUD open space corridor and a pathway network throughout the corridor, wetlands and swales; and two new playgrounds.	\$6.3M
MORVEN PARK MASTER PLAN STAGE TWO	Implementation of stage 2 of the Master Plan: new clubrooms and function centre.	\$3M
CAMPBELL TOWN MAIN STREET UPGRADE	Implementation of Stage One of the Campbell Town Main Street Urban Design and Traffic Management Strategy. Undergrounding of power lines \$TBC.	\$8M
CRESSY RECREATION GROUND UPGRADE	Implementation of stage 2 of Master Plan: oval upgrade.	\$1.3M
LONGFORD MAIN STREET UPGRADE	Implementation of the Longford Urban Design Strategy Stage 2. Undergrounding of power lines \$TBC	\$2.5M
PERTH MAIN STREET UPGRADE	Implementation of the Streetscape Redevelopment Plan. Undergrounding of power lines \$TBC.	\$6M

NORTHERN MIDLANDS

PROJECTS	DESCRIPTION	INDICATIVE COST
SHARED PATHWAYS	Old Hobart Road (Breadalbane roundabout to Youngtown), Illawarra Road (Pateena/Illawarra Road intersection to Longford), Leighlands Road, Cressy Road (Longford to Cressy).	\$11.4M
SWIMMING POOL UPGRADES	Install covering over the Cressy and Campbell Town pools.	\$3M
OVAL UPGRADES	Upgrades to the ovals in Longford (2), Cressy, Campbell Town, Ross and Evandale.	\$6M
LONGFORD LIBRARY REDEVELOPMENT	New building co-located with the Memorial Hall on the Village Green.	\$1.5M
NBN FIBRE TO CRESSY DISTRICT HIGH SCHOOL	NBN fibre extended to the new police facility and nearby Cressy District High School	\$1.5M
PERTH SOUTH ESK RIVER PARKLANDS	Implementation of the South Esk River Parklands Master Plan.	\$1.7M
CRESSY PARK REDEVELOPMENT	Project includes additional play equipment and seating.	\$300K
CONARA PARK UPGRADE	Development of a new park including playground and BBQ at Conara.	\$170K

GEORGE TOWN

PROJECTS	DESCRIPTION	INDICATIVE COST
HEALTH AND WELLBEING CENTRE	Development of Health & Wellbeing Centre including indoor aquatic facility, consult rooms for allied health services (\$15M under subscribed), gymnasium and café.	\$18M-\$20M
MACQUARIE STREET PRECINCT	Activate the current and future commercial precincts by way of construction of footbridge spanning York Cove, revitalisation of Macquarie Street and installation of iconic lookout tower.	\$10M
YORK COVE REDEVELOPMENT PRECINCT PLAN	The redevelopment of a foreshore management plan (including hydrologic investigation into silt management) linking the Commercial Business Centre and the York Cove Precinct providing an outline and planning for community attractions, projects and development opportunities around York Cove.	\$150K
UPGRADE OF THE GLEN ROAD	A significant upgrade in terms of performance, standard and safety of The Glen Road. To upgrade and seal 4.2 kms of The Glen Road. Currently 5.5 kms is sealed.	\$1.4M
EAST ARM ROAD UPGRADE	A significant upgrade in terms of performance, standard and safety of East Arm Road. To upgrade approximately 7km of unsealed road to sealed.	\$1.7M
EAST TAMAR HWY & HILLWOOD ROAD INTERSECTION SAFETY UPGRADE	Reconfigure intersection to current standards provide safe traffic movements and facilitate residential growth at this dangerous intersection.	\$6M
WAYFINDING	Wayfinding Signage & maps for discoverability throughout the municipality. Engage visitors for longer stays or repeat visitation from intrastate. Resulting in increased economic benefits.	\$25K-250K
ABORIGINAL EDUCATION AND CULTURAL TOURISM TRAIL	Design and install trail of interpretive signs and public art at culturally significant locations throughout the municipality - new tourism offering and local Aboriginal employment opportunity.	\$300K
HILLWOOD OUTDOOR ROCK CLIMBING FACILITY	Re-development of the Hillwood Outdoor Rock Climbing Facility including provision of parking facilities and amenities.	\$330K
GEORGE TOWN SPORTS COMPLEX UPGRADES	Upgrade landscaping, drainage, playground areas. Replace field lighting. Upgrade road and parking area.	\$680K

BREAK O'DAY

PROJECTS	DESCRIPTION	INDICATIVE COST
SEALED ROAD FROM ST HELENS TO ANSONS BAY	A public road to provide access to proposed industry developments of significant value in North East Tasmania.	\$11M
STIEGLITZ FORESHORE EROSION CONTROL & MULTI-USER TRACK	Short run construction phase economic benefit with longer term place making, health and erosion mitigation benefits.	\$3M
SWIMCART BEACH TO BINALONG BAY MULTI-USER PATH	Lifestyle infrastructure which promotes well-being and provides connectivity from the St Helens MTB Network.	\$1M
BINALONG BAY TO ST HELENS MULTI-USER PATH	Lifestyle infrastructure which promotes well-being and provides connectivity from the St Helens MTB Network.	\$1.9M
BAY OF FIRES MTB TRAIL	Additional infrastructure and additional single track to achieve IMBA Epic Status.	\$350K

FLINDERS ISLAND

PROJECTS	DESCRIPTION	INDICATIVE COST
PALANA RD (FLINDERS ISLAND) RECONSTRUCTION & TRANSFER TO STATE GOVT	A transfer of asset management responsibility. A critical economic infrastructure asset that Flinders Island Council does not have the capacity to maintain.	\$6.64M
HOT ROT MACHINE	A Hot Rot machine would provide a key step in sustainability for Flinders Island by composting organic waste material on-island for reuse.	\$340K
VETERINARY FACILITY FOR THE FURNEAUX GROUP	To attract a vet to operate on the Island full time, with the possibility of servicing other islands, equipped with a clinic space and equipment suitable to the required work.	\$980K

DRAFT

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JULY 28, 2021

REGIONAL VISIONING WORKSHOP



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NTDC REGIONAL VISIONING WORKSHOP

INTRODUCTION

NTDC CHAIRPERSON ANTHONY MITCHELL

Dear Colleagues,

It was a pleasure for NTDC to facilitate the Regional Visioning Workshop with its Member Councils.

At the beginning of the workshop, I mentioned "belief in a compelling vision is an incredibly powerful force".

As it turned out, the belief and confidence demonstrated by those in the room was, indeed, both compelling and powerful.

It was amazing to watch as one participant after another came up and enthusiastically shared their group's vision for what the region could be.

It was inspiring.

I've been facilitating visioning workshops for twenty years, and can say without hesitation, the motivation and underlying determination I saw and felt from the group was as strong as I've seen, anywhere.

Clearly, the overwhelming feeling was a strong desire to utilise the very unique assets of the region and create an outstanding future that would benefit its residents. The themes emerged from the day well illustrate the very high level of aspiration among the region's local government leaders.

The themes were:

1. Being a highly skilled and well educated community
2. Being a leading region, through targeted and specialised innovation
3. Being an aspirational region that punches above its weight
4. Being a region that capitalises on its innate natural beauty, and
5. Being an engaged and prosperous region

If there was a "headline" that summarised the ethos around the group's vision, it was this: "We want to become a region of firsts, again!"

It says it all.

We will now work further on the vision and come back to you with the next steps.

Thank you for your support of this exciting initiative.

Sincerely,



ECONOMY id

KEENAN JACKSON



The Economy id presentation provided the NTDC Member Councils with insights relating to the key trends impacting Northern Tasmania's economy now and into the future.

Northern Tasmania is characterised by lower incomes, economic output, education rates and higher unemployment. However, in the last five years the region has experienced strong growth in exports, the signing of a city deal, stronger population growth and an economy less impacted by COVID-19 than the national average.

The presentation further detailed trends unfolding that will influence the economy and community in the future.

It finished with the below points to reflect on regarding VISION:

- Has to talk to skills and education improvement, critical for adopting new technologies going forward
- Needs to speak to domestic migration, how will the region compensate for loss of population growth and skills from international migrants in short to medium term?
- Renewable energy and becoming a cheap supplier of green energy for local industry is important for future competitiveness
- Communications infrastructure and adoption of automation critical to overcome transport (cost) barriers
- Competition for domestic tourism and relocation is strong. Many locations are a step ahead of the region in an established or establishing a brand.

Northern Tasmania today is characterised by:

- Higher unemployment rates than national average
- Lower education attainment and qualifications than national average
- Lower incomes
- Lower economic and population growth in recent decade.

Known trends:

- Increasing qualified workforce
- Ageing population driving health services
- Climate change
- Urbanisation/agglomeration
- Growth in agriculture exports driven by China
- E-Commerce



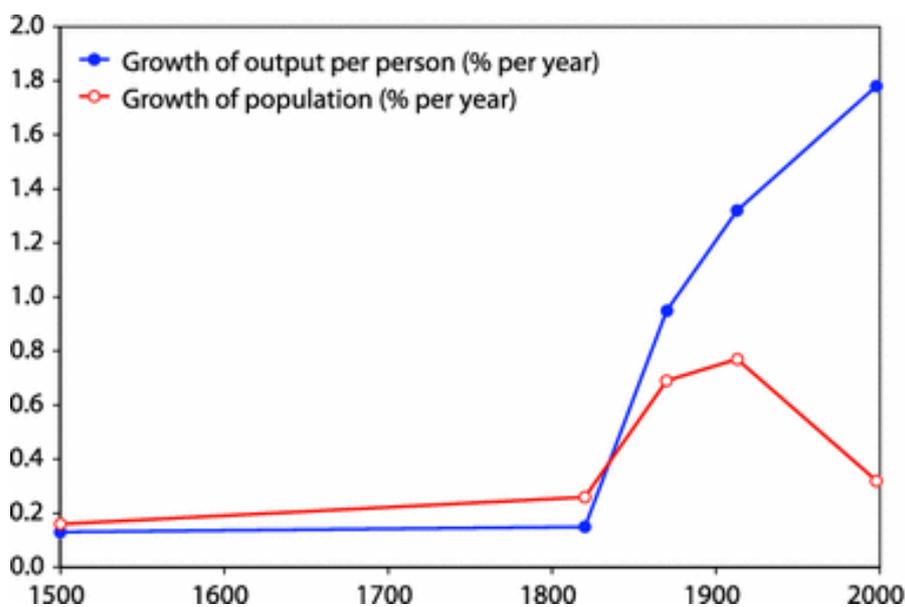
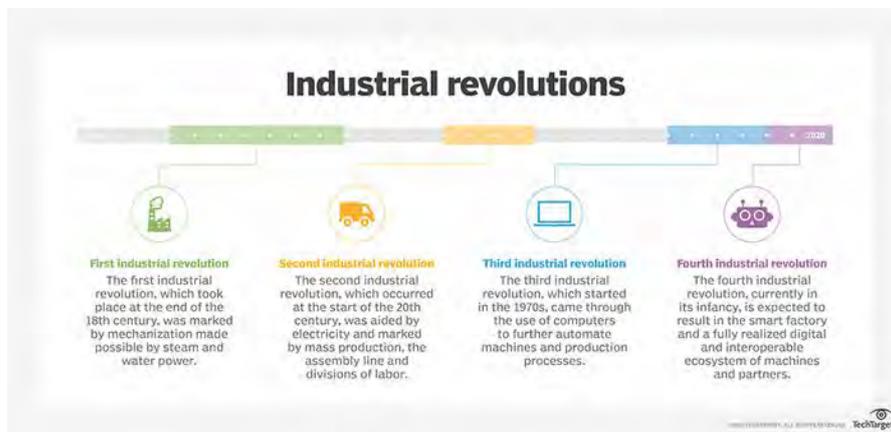
Presentation can be found in appendix A

FUTURE OF DIGITAL TRANSFORMATION

NTDC CEO MARK BAKER

NTDC CEO, Mark Baker spoke about how the rapid digital transformation brought about by COVID was our industrial revolution or fourth industrial revolution.

"The rapid advancements achieved in days and weeks that usually took months and years, are here to stay. We are Hernán Cortés; we have burned the boats and we are not going back."



Presentation can be found in appendix A

BRAND TASMANIA

TODD BABIAK CEO

TASMANIAN

'the quiet pursuit of the extraordinary'

The video presentation provided by Brand Tasmania CEO Todd Babiak, detailed the importance of strengthening and developing your brand to utilise your unique story.

Every region, company and organisation aims to create a strong brand in ways of logo, website design and a tag line, but that traditional approach of branding people or place of a product is rarely effective.

The video questioned how to best utilise your brand to make:

- company decisions
- culture
- who we are
- what makes us people.

Todd discussed the strong cultural expression of being Tasmanian and the various regional examples of this. Due to globalisation, other national and international regions provide entirely the same feeling, whilst the Tasmanian difference is now a positive difference that can now be sold to the world.

Todd noted the there are XXXX regions who claimed to be clean and green but Tasmanian expressions of the clean and green idea can be brought to life by:

- protecting the environment
- moving from 100% renewable electricity to 200% in the future
- the move to decarbonise.



Video link can be found in appendix A

CASE STUDIES

PRESENTATION

NTDC CEO Mark Baker provided the Member Councils with six case studies of national and international vision statements for context and idea generation.



MELBOURNE

The City of Melbourne is a city of possibility.

Where the world meets and the extraordinary happens.

The Community Vision comprises an overarching vision statement and a series of future community aspirations.

Together, these will guide decision makers in shaping policy, plans and prioritising investments.



NEW ZEALAND

100% PURE

100% Pure New Zealand tells the story of how this country's unique combination of landscapes, people and activities cannot be found anywhere else in the world - it is a "100% Pure New Zealand" visitor experience.

The latest adaption is 100% Pure Welcome, 100% Pure New Zealand, our biggest campaign yet! It showcases what makes us unique - our warm and welcoming people alongside our stunning landscapes.



VISIT NAPA VALLEY

Our vision is to elevate Napa Valley as the world's premiere wine country experience.

'We purposefully attend to our Culture of Excellence by living Visit Napa Valley's core values in terms of how we communicate, carry out our work and when engaging with our visitors, partners and each other.'



NORTHERN IRELAND LOCAL GOVERNMENT ASSOCIATION

Strong local government, investing in local people and places, with 11 councils empowered, skilled and resourced, delivering high-quality leadership, services and representation for the whole community, working in innovative, accountable partnership.



ISLE OF MAN

- An international business centre of excellence
- A transparent international business partner
- An incubator for innovation
- A skilled technology centre
- Secure and safe
- Quality of life.



REYKJAVÍK

Reykjavik is an all kinds of city for all kinds of people that live in all kinds of neighbourhoods.

Noting the population comparison:

- Regional
- Reykjavik = 131,136
 - Northern Tasmania = 148,023

- Total
- Iceland = 364,000
 - Tasmania = 524,170

Presentation can be found in appendix A

REGIONAL ECONOMIC DEVELOPMENT STRATEGY

REDS

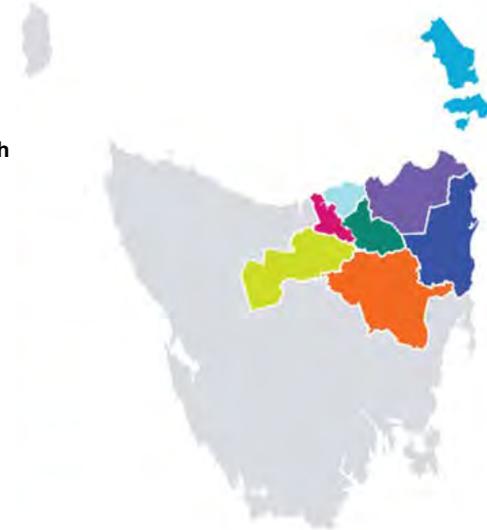
NTDC CEO Mark Baker provided the Member Councils with the key focus areas of the Regional Economic Development Strategy for context.

REDS VISION STATEMENT

By 2031, Launceston and Northern Tasmania will be Australia's most liveable and innovative region, with growing incomes and falling levels of disadvantage.

COLLABORATION

The region seeks out opportunities for collaboration and actively participates in strategic partnerships that deliver greater benefits than would be achievable by operating independently.



REDS FOCUS

EXPORTS

A strong market-based economy that reflects regional attributes – innovative, collaborative, agile, resourceful and many products and services are exported off-Island.

POPULATION GROWTH

More highly skilled people are attracted to the region and residents are upskilled to fill the higher paid jobs.

INNOVATION

Businesses add greater value to goods and services via innovation and R&D aligned with the region's competitive strengths.

INFRASTRUCTURE

Governments work in collaboration with the region to deliver priority regional infrastructure, transport networks, town planning, community services, parks and recreation facilities.

PARTICIPATION AND PRODUCTIVITY

Our region is diverse, healthy and happy. There is more equality with access to higher paid jobs and quality housing options.

INVESTMENT

Businesses and people with great ideas and skills have access to investment funds to grow and prosper.

Presentation can be found in appendix A

BRAINSTORM DEVELOPMENT

GROUP ACTIVITY



NTDC Member Council representatives and Directors commenced an initial group brainstorming session, which aimed to develop five key themes, words or phrases.

GROUP 1:

- (1) Prosperity
 - lifestyle
 - economy - investment confidence
 - environment
 - opportunity for the future generations (jobs, aged care health services)
 - infrastructure
- (2) Opportunistically agile
 - exploit the new order - 4th revolution
- (3) Aspirational
 - better than good enough
 - proud of Tasmania and what we do
 - Bold - take our offering to the world and teach them how we do it
- (4) Productivity from innovation
 - Industry/Agriculture
 - Education - skills to prosper

GROUP 3:

- (1) Skilled
 - Existing population and attracting migration
- (2) Liveable
 - Housing, happy, active
 - Retain and Enhance
 - Healthy and supported
- (3) Targeted Innovation
 - Renewables, agriculture data, circular economy
 - Niche products and services
- (4) Natural Beauty
 - Retain and value
 - Adventure
- (5) Economic independence

GROUP 2:

- (1) Tried the rest, come and see the best
- (2) Innovative and inspirational
- (3) Liveability
 - Peaceful, safe and beautiful
- (4) 10 yrs time = best place to live
 - Not too big
 - Keep country feel
 - Historical - ancient traditions, hOw to keep heritage and still grow
- (5) Good food, agriculture
 - City of gastronomy
- (6) Technology
 - Digitally connected
- (7) Point of difference
 - paddock to plate
- (8) Circular Economy
- (9) Recreation is our life
- (10) Everything is close

GROUP 4:

- (1) Liveable
 - happy and healthy
- (2) Skilled
 - Education and innovation
- (3) Pristine environment
 - Sustainable
- (4) Quality niche products and services
- (5) Quality visitor economy
- (6) Remote connected services hub of choice
 - Communications advantage
- (7) Renewable energy advantage
 - Green low CO2 products and manufacturing
- (8) Ease of business
 - no separation



Notes can be found in appendix A

BRAINSTORM DEVELOPMENT

CONTINUED



PREVIOUSLY BRAINSTORMED WORDS, PHRASES AND COMMENTS

- **Innovative** – received consensus
- **Liveable**
- Now
- Connected
- Cleanest - air, water
- Quirky
- Food and Agriculture
- Innovative, liveability and now
- Napa Valley potential
- **Natural Beauty**
- **Action Capital**
- **Safety**
- **Environment**
- Lifestyle
- **Inspirational** - received consensus
- Where innovative people and business want to live
- Cleanest water, cleanest food, cleanest agriculture, environment
- Tasmania's green heart - (mindful of 'green' connotation)

RECURRING WORDS

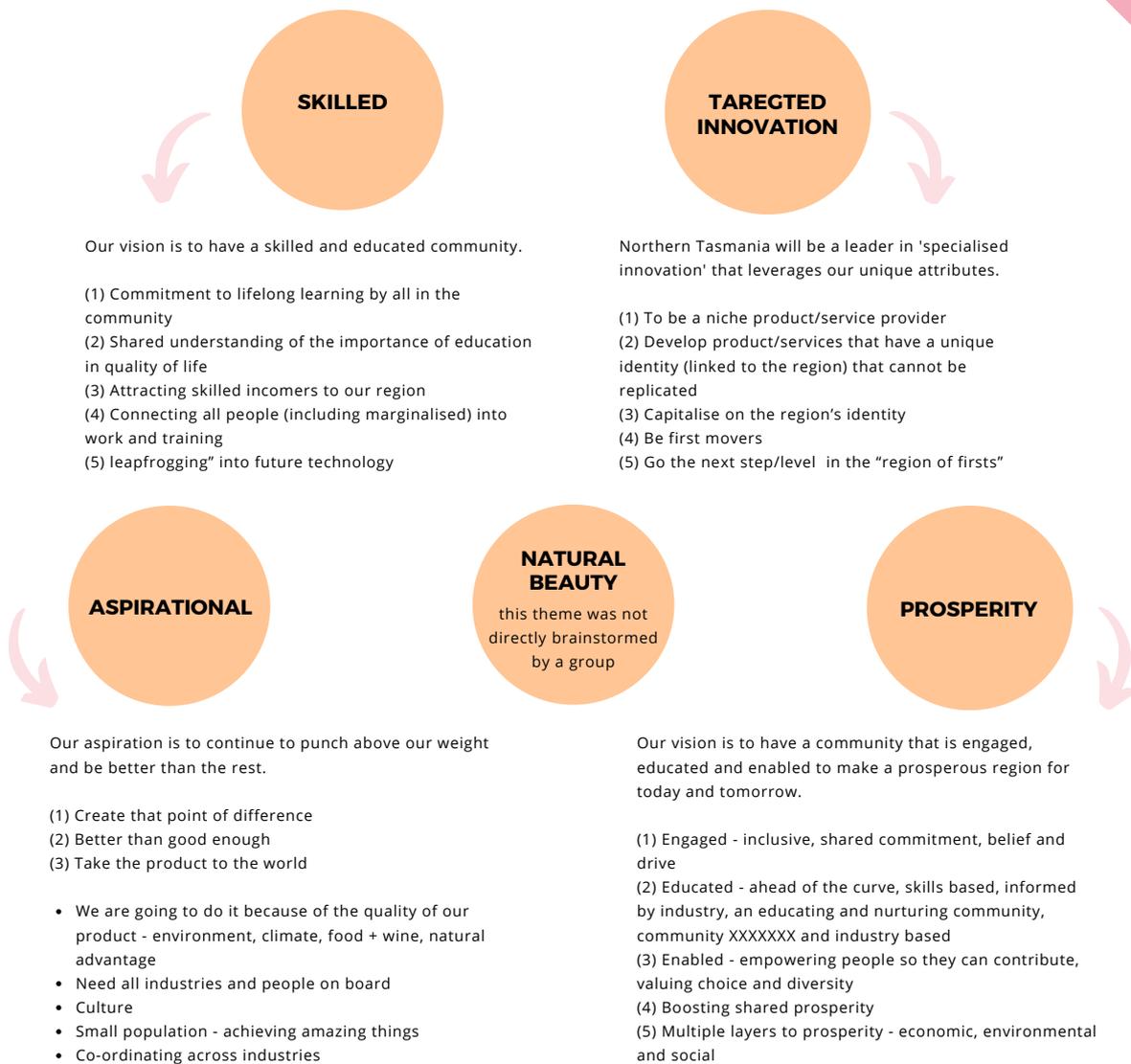


Notes can be found in appendix A

5 KEY THEMES

GROUP ACTIVITY

NTDC Member Council representatives and Directors were assigned a key theme to develop a vision and focus points.



Notes can be found in appendix A

Where to next?



NTDC STAFF



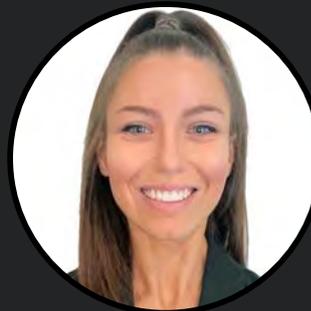
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NTDC REGIONAL VISIONING WORKSHOP

REGIONAL VISIONING WORKSHOP APPENDIX A



NTDC REGIONAL VISIONING WORKSHOP



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NTDC REGIONAL VISIONING WORKSHOP

ECONOMY id PRESENTATION



What will impact where we want to go?

A look at key trends impacting on Northern Tasmania's economy now and into the future

Presentation for NTDC - 28 July 2021

Presented by Keenan Jackson

Northern Tasmania today is characterised by:

- higher unemployment rates than national average
- lower education attainment and qualifications than national average
- lower incomes
- lower economic and population growth in recent decade

But, in the last five years it has experienced:

- strong growth in exports (especially Agriculture and manufacturing)
- the signing of a city deal to attract investment into Launceston
- a return to stronger population growth (1.2% in 2019/20)
- an economy less impacted by COVID than the national average

Quarterly percentage change in Gross Regional Product forecast (%)



Source: National Institute of Economic and Industry Research (NIEIR) version 2.1 (Sept 2020). ©2020 Copyright and presented by .id (informed decisions).

ECONOMY id PRESENTATION

Known trends

What has been evolving over recent decades

 Increasingly qualified workforce	 Urbanisation/ agglomeration
 Ageing population driving health services	 Growth in Agriculture exports driven by China
 Climate change	 E-Commerce

Trends unfolding

What will influence economics and communities in the future

 Remote work	 Automation and AI
 5G, smart everything and IoT	 Limits to international movements
 Rebalanced supply chains	 Circular economy

How does Northern Tasmania fare?

<p> Increasingly qualified workforce</p> <p>NTDC region has a workforce far less educated than the Australian average. Only 28% of employed 25 to 44 yr olds degree educated in 2016; 40% for Australia.</p>	<p> Ageing population driving health services</p> <p>Health care and social services, esp. Hospital and residential care, is the leading employer for the region and above the state average.</p>	<p> Climate change driving investment in renewables and emissions reducing technology</p> <p>NTDC region has the potential to capture growth due to Tasmania's high hydro energy and net exporter target. This supports proposed projects such as Bell Bay green hydrogen.</p>
<p> Growth in Agriculture exports driven by China</p> <p>Tasmania exported more than \$1B for the first time in 2019/20. NTDC region Agriculture exports grew by almost \$400m in last 5 years.</p>	<p> Urbanisation/ agglomeration</p> <p>Unlike many regional cities, Launceston's growth was very weak over the last decade (<0.5%pa pop growth). Its share of region has hardly grown</p>	<p> E-commerce</p> <p>Online sales grew 43% YoY in Tasmania in 2021. A 2019 survey suggested a quarter of Launceston retailers did not have a website and over a third of those with one were not e-commerce enabled.</p>

ECONOMY id PRESENTATION



Remote work

A McKinsey report showed that most professional business services work, up to 3/4 for financial services, could be done from anywhere without loss of productivity.



Challenges

- Work at home experience has been much lower in Tasmania than other states due to limited lockdowns
- Many people consider relocations to regions with family connections or places previously experienced. A RAI survey found half of the potential movers from capital cities surveyed say they are considering locations no more than a two-hour drive away from their current home.
- Some regional locations still lack access to facilities (esp. child care) required to support remote working professionals.

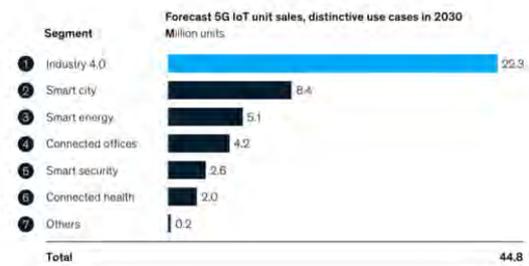
Opportunities

- Northern Tasmania presents lifestyle opportunity to employers/employees with capability to go fully remote.
- Launceston offers some of the key facilities important to residents considering a move to remote working.
- Potential to re-purpose under-utilised office/retail space to support co-working facilities.
- West Tamar had a relatively high share of business professionals working from home in 2016.
- Marketing could be delivered more professionally and expanded e.g. [Live Launceston](#)



5G, smart everything and IoT

Smart capabilities beyond home settings have been limited to date. With 5G, many companies in manufacturing, mining, construction, transport and agriculture will get a reliable alternative that enables the communication critical for mobile tools, machines, and robots.



Challenges

- Low understanding and/or application of Industry 4.0 across many manufacturing segments
- Data security represents a major risks for uninformed or unprepared businesses and communities.

Opportunities

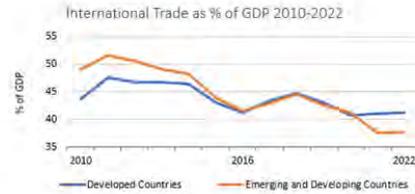
- Telstra's roll out of 5G has been faster in Tasmania than mainland locations. Launceston is increasingly connected as well as smaller places like Deloraine and Blackwall.
- Industry 4.0 opportunities are strong in key Northern Tasmania sectors - Agriculture, Manufacturing.
- Region has potential to expand upon Greater Launceston Transformation - Creating our Digital Future. Potential to grow region as test-bed for pilot smart projects.
- Many local businesses already operating in this space e.g. definium
- Rise in big data has seen the need for large scale data storage centres. Northern Tasmania's cold climate, affordable prices and renewable energy production make it a potential attractive location.

ECONOMY id PRESENTATION



Rebalanced supply chains

Cost differences among developed and many developing countries are narrowing due to tech advances. The importance of local supply to offset disruptions, freight costs and improve national security increasingly important.



Source: Euromonitor International from national statistics/OECD/International Monetary Fund (IMF)
Note: Data from 2021 are forecasts

Challenges

- Reorganising supply chains takes time and can come at costs to heavy import reliance businesses.
- Some local industry players not in position or willing to invest in necessary technology to adapt production.
- Knowledge of market supply chains and opportunities is limited in some segments.
- Exporters can lose out as their market is lost to overseas local suppliers.

Opportunities

- Local manufacturing can be boosted by projects such as green hydrogen and Hydro Tasmania's Battery of the Nation, Reliable and clean energy crucial for growing local industry and attracting overseas investment.
- Consumers have shown willingness to adapt spending to 'buy local' campaigns
- Businesses have demonstrated capability to transform production e.g. distillers making hand sanitiser, Definium making smart ventilators

Challenges

- Occupations may continue to change away from labour intensive roles to more knowledge based roles. This requires rapid adjustment in education and training.
- Casualisation of the workforce may be exacerbated

Opportunities

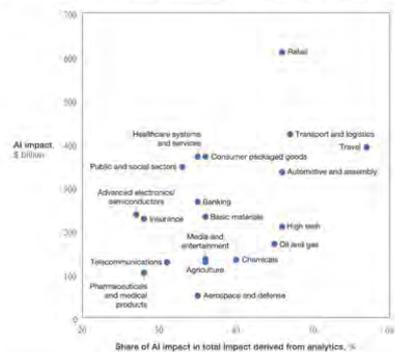
- UTAS Launceston offers key courses in AI, computer science etc already.
- Automation/AI can reduce the requirements for labour meaning smaller labour markets are not necessarily a disadvantage to growth.
- Opportunity to build a strong tele-health industry tested on local market but exported anywhere.



Automation and AI

About half of the activities (not jobs) carried out by workers could be automated, but only about 5 percent of occupations could be fully automated by currently demonstrated technologies

Artificial intelligence (AI) has the potential to create value across sectors



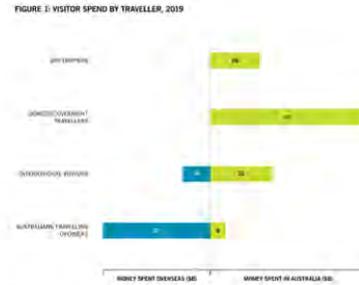
Source: McKinsey Global Institute analysis

ECONOMY id PRESENTATION



Limits to international movements

The COVID pandemic has had an obvious impact on international travel and migration. The next few years represents an opportunity to capture high spending Australian travelers, but how to address reduced access to skills and expenditure from new migrants?



Challenges

- International migration contributed 60% of all pop growth between 2017 and 2020. How will this be replaced?
- Launceston and the NE ranked 37th out of all regional locations in an IPSOS Liveability Survey 2020.
- The region may appear to lack diversity in visitor accommodation and/or housing supply to meet different markets.
- Major domestic competition for travel with other more premier destinations. NZ may be key competitor for those seeking similar wilderness experience.

Opportunities

- Launceston has recently seen a boost in internal migration from the capital cities
- Northern Tasmania seen as safe clean travel destination.
- Potential to grow region as destination for high net worth individuals to live and invest.
- Can develop safe access facilities for skilled migrants to relocate.
- Try before buy opportunities to transition short term visitors to longer term ones.
- Still potential growth in residential care market.



Circular economy

A 'circular economy' has been identified as a major (up to \$4.5 trillion; WBCSD) commercial opportunity.



Challenges

- Smaller market place means short term growth of larger scale reuse of materials may be limited
- Tasmania's resource recovery and recycling rates were lower than all mainland Australian states in 2018/19 and had declined in recent years.

Opportunities

- Northern Tasmania has already signed on to the digital platform ASPIRE for material resource exchange
- Waste export restrictions is driving federal and local investment in waste reuse solutions.
- Region has the resource supply, capabilities and adequate industrial land to support larger scale investment such as the Timberlink's Bio Composite plant at Bell Bay.

ECONOMY id PRESENTATION

POINTS TO REFLECT ON FOR VISION

- Has to talk to skills and education improvement, critical for adopting new technologies going forward
- Needs to speak to domestic migration, how will the region compensate for loss of population growth and skills from international migrants in short to medium term?
- Renewable energy and becoming a cheap supplier of green energy for local industry is important for future competitiveness
- Communications infrastructure and adoption of automation critical to overcome transport (cost) barriers
- Competition for domestic tourism and relocation is strong. Many locations are a step ahead of the region in an established or establishing a brand.



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[economy.id](#)
[forecast.id](#)
[housing.id](#)
[views.id](#)



Economic and demographic profiles



Economic and population forecast monitoring



Economic and population forecasts



Industry analysis



Economic health checks



Economic impact analysis and benefit cost assessment



FUTURE OF DIGITAL TRANSFORMATION

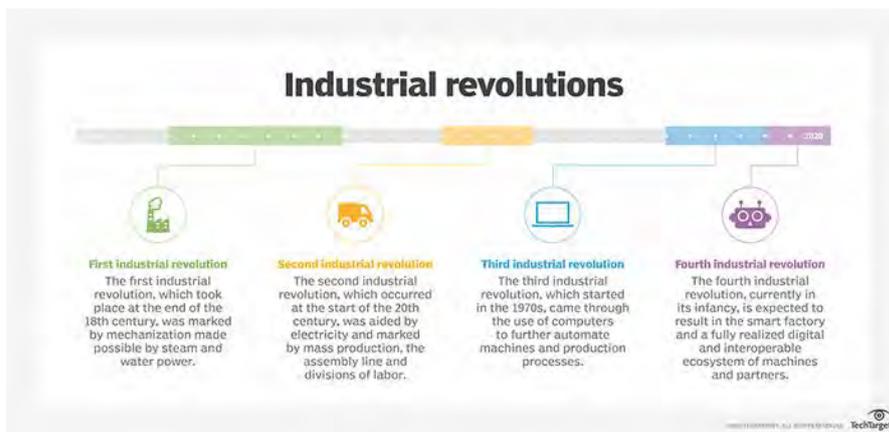
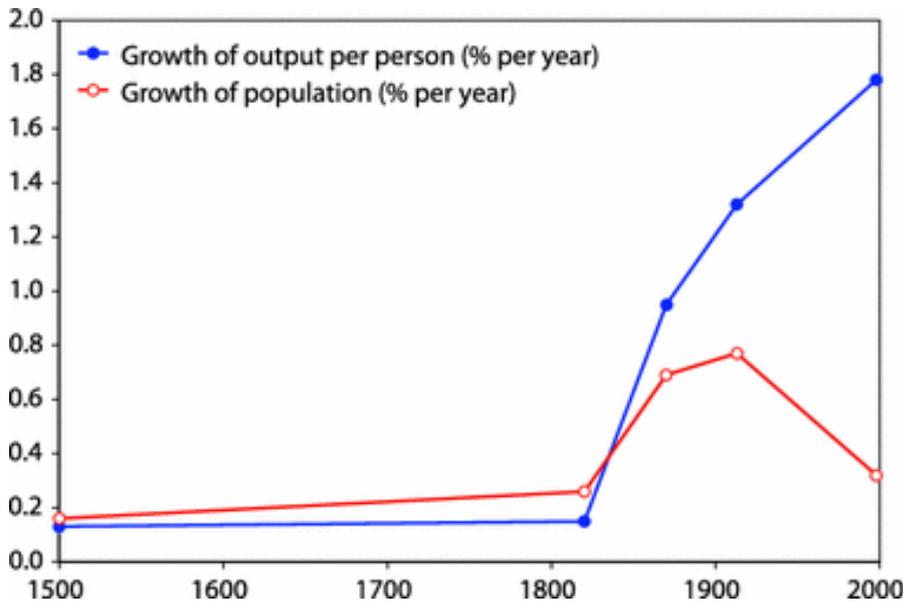
THE FUTURE OF DIGITAL TRANSFORMATION



REGIONAL VISIONING WORKSHOP



FUTURE OF DIGITAL TRANSFORMATION



Industry 4.0 refers to the convergence and application of nine digital industrial technologies



Many application examples already exist for all nine technologies

TASMANIAN

**CLICK HERE TO DOWNLOAD THE VIDEO
BRAND TASMANIA PROVIDED**

please note this link will expire August 31, 2021

CASE STUDIES

REGIONAL VISIONING WORKSHOP



Be part of an inspiring journey as we create a compelling and exciting vision for our future



Melbourne

VISION STATEMENT

The City of Melbourne is a city of possibility.

Where the world meets and the extraordinary happens.

The Community Vision comprises an overarching vision statement and a series of future **community aspirations**.

Together, these will guide decision makers in shaping policy, plans and prioritising investments.

CASE STUDIES



New Zealand

TOURISM SLOGAN

100% Pure

100% Pure New Zealand tells the story of how this country's unique combination of landscapes, people and activities cannot be found anywhere else in the world - it is a '100% Pure New Zealand' visitor experience.

The latest adaption is 100% Pure Welcome, 100% Pure New Zealand, our biggest campaign yet! It showcases what makes us unique - our warm and welcoming people alongside our stunning landscapes.



Visit Napa Valley

VISION AND MISSION STATEMENT

Our vision is to elevate Napa Valley as the worlds premiere wine country experience.

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'We purposefully attend to our Culture of Excellence by living Visit Napa Valley's core values in terms of how we communicate, carry out our work and when engaging with our visitors, partners and each other.'

CASE STUDIES



NILGA

VISION STATEMENT

Strong local government, investing in local people and places, with 11 councils empowered, skilled and resourced, delivering high-quality leadership, services and representation for the whole community, working in innovative, accountable partnership.

The Northern Ireland Local Government Association (NILGA) is the council led representative body for local authorities in Northern Ireland.

The Association is supported by political parties and independent members in councils, and works in partnership with other key regional bodies and stakeholders. NILGA members are drawn from each of the 11 councils.

Isle of Man

GOVERNMENT VISION STATEMENTS

- **An international business centre of excellence** – we must be able to compete with the best in our chosen sectors
- **A transparent international business partner** – countries, companies and individuals guard their brands; we want them to see the Isle of Man as a partner they can feel proud of
- **An incubator for innovation** – speed has value and so we can use our small size to good effect
- **A skilled technology centre** – our ability to use technology and particularly ICT will be critical to our success
- **Secure and safe** – our commitment to safety and security within a free and democratic society for both for individuals and businesses remains a vital part of the Isle of Man's appeal
- **Quality of life** – a unique and beautiful place to live and work to allow individuals to reach their full potential.

THE ISLE OF MAN GOVERNMENT'S THREE KEY PRIORITIES



CASE STUDIES



Reykjavík

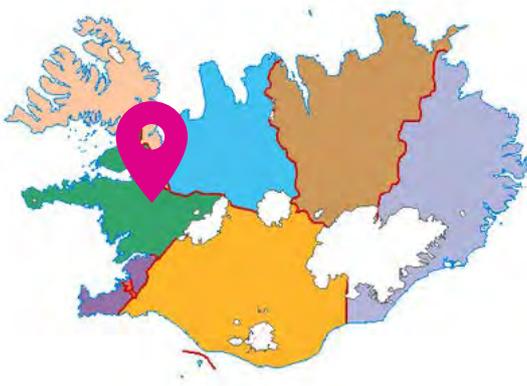
VISION STATEMENT

Reykjavík is an all kinds of city for all kinds of people that live in all kinds of neighbourhoods.

POPULATION

Reykjavík = 131,136

Northern Tasmania = 148,023



VS



Iceland = 364,000

Tasmania = 524,170

REGIONAL ECONOMIC DEVELOPMENT STRATEGY

REGIONAL ECONOMIC DEVELOPMENT STRATEGY (REDS)

VISION STATEMENT

By 2031, Launceston and Northern Tasmania will be Australia's most liveable and innovative region, with growing incomes and falling levels of disadvantage.



COLLABORATION

The region seeks out opportunities for collaboration and actively participates in strategic partnerships that deliver greater benefits than would be achievable by operating independently

EXPORTS

A strong market-based economy that reflects regional attributes – innovative, collaborative, agile, resourceful and many products and services are exported off-Island.

POPULATION GROWTH

More highly skilled people are attracted to the region and residents are upskilled to fill the higher paid jobs.

INNOVATION

Businesses add greater value to goods and services via innovation and R&D aligned with the region's competitive strengths.

INFRASTRUCTURE

Governments work in collaboration with the region to deliver priority regional infrastructure, transport networks, town planning, community services, parks and recreation facilities.

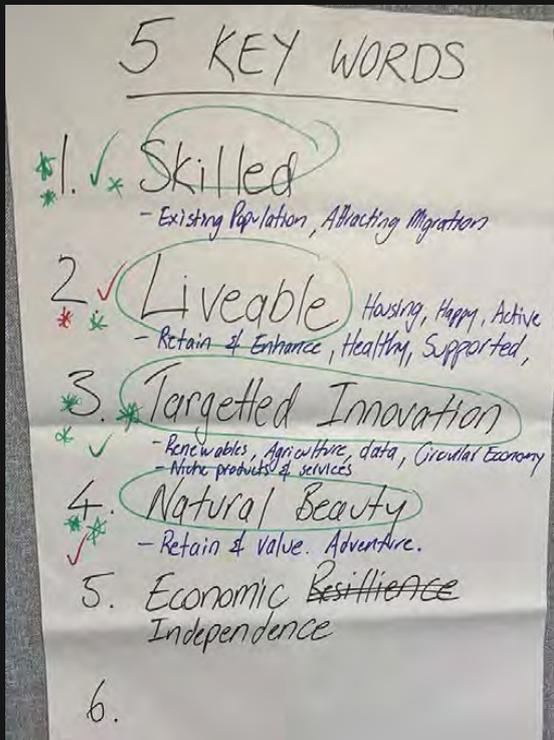
PARTICIPATION AND PRODUCTIVITY

Our region is diverse, healthy and happy. There is more equality with access to higher paid jobs and quality housing options.

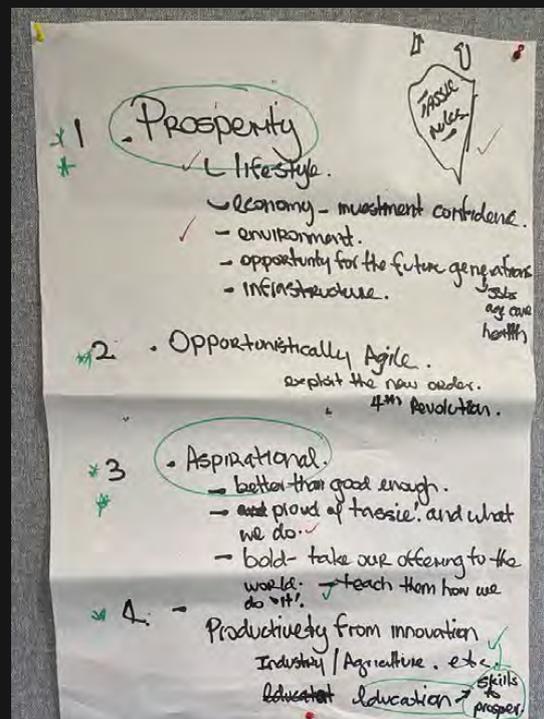
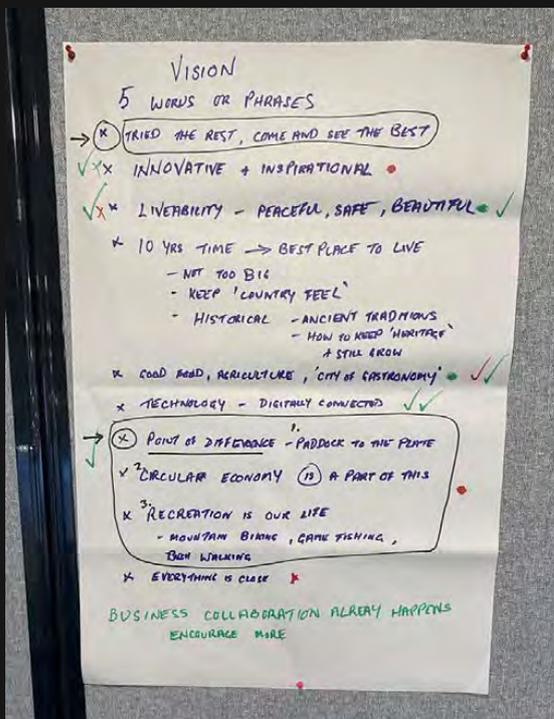
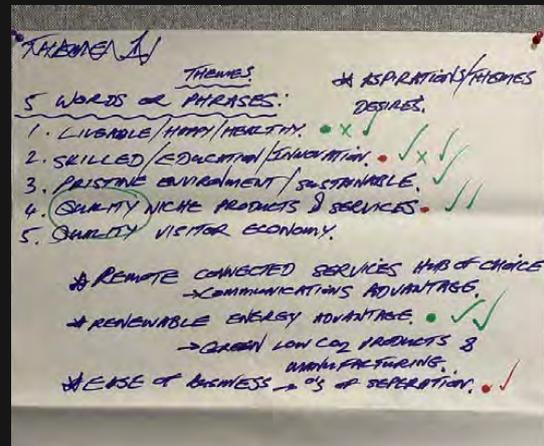
INVESTMENT

Businesses and people with great ideas and skills have access to investment funds to grow and prosper.

BRAINSTORM DEVELOPMENT NOTES



NTDC Member Council representatives and Directors commenced an initial group brainstorming session, which aimed to develop five key themes, words or phrases.



5 KEY THEMES BRAINSTORM DEVELOPMENT NOTES

NTDC Member Council representatives and Directors were assigned a key theme to develop a vision and focus points.

Key Theme: Prosperity

Our vision is to:
have a community that is engaged, educated and enabled to make a prosperous region for today & tomorrow.

- engaged: inclusive, shared commitment, belief, drive.
- educated: ahead of the curve, skills-based, informed by industry, an educating and nurturing community, institutional & industry-based.
- enabled: empowering people so they can contribute, valuing choice & diversity
- boosting shared prosperity
- multiple layers to prosperity: economic, environmental, social.

SKILLS + EDUCATION

OUR VISION IS TO HAVE A SKILLED + EDUCATED COMMUNITY

- 1/ COMMITMENT TO LIFELONG LEARNING BY ALL IN THE COMMUNITY.
- 2/ SHARED UNDERSTANDING OF THE IMPORTANCE OF EDUCATION IN QUALITY OF LIFE.
- 3/ ATTRACTING SKILLED INCOMES TO OUR REGION
- 4/ CONNECTING ALL PEOPLE (INC UNEMPLOYED) INTO WORK + TRAINING

ASPIRATIONAL

- X TO BE BETTER THAN THE REST
- X CREATE THAT POINT OF DIFFERENCE
- X BETTER THAN GOOD ENOUGH
- X TAKE THE 'PRODUCT' TO THE WORLD

WE ARE GOING TO DO IT BECAUSE OF THE QUALITY OF OUR PRODUCT

(ENV. CLIMATE . FOOD + WINE FLAVOURS
NATURAL ADVANTAGE TASTE)

NEED EVERYONE ON BOARD
- INDUSTRIES / PEOPLE / GOVT STATE + LOCAL

CULTURE = PUNCH ABOVE OUR WEIGHT
SM POP - ACHIEVED AMAZING THINGS.
COORDINATING ACROSS INDUSTRIES
WORK TOG. PRIVATE COMPANIES
TAFE + UNI

Targetted Innovation

Northern Tasmania will be a leader in 'specialised innovation' that leverages ~~with~~ our unique attributes.

Description

1. Niche Product/Service (to be determined)
2. Very specific - linked to unique characteristic of our region (not replicatable) (at least initially)
3. Regional identity
4. First-move innovators - in what?
5. Next step in region of firsts.

SUMMARY SENTENCE

"OUR ASPIRATION IS TO CONTINUE TO PUNCH ABOVE OUR WEIGHT AND BE BETTER THAN THE REST"

CONTACT DETAILS



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TAS 7250

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ADMIN@NTDC.ORG.AU

POSTAL ADDRESS:
PO BOX 603 LAUNCESTON
TAS 7250

WEBSITE:
[HTTPS://NTDC.ORG.AU](https://ntdc.org.au)

OFFICE PHONE:
0400 338 410

NTDC REGIONAL VISIONING WORKSHOP



MEETING MINUTES

Quarterly Mayors Meeting

Date	September 7, 2021	Time	2:30pm-3:30pm
Location	Grain Of The Silos (89 Lindsay St, Invermay Tasmania); Gorge Meeting Room Zoom link		
Attendees	Wayne Johnston, Mary Knowles, Christina Holmdahl, Albert van Zetten, Greg Kieser		
Attendees via Zoom	Anthony Mitchell (Chairperson)		
Invitees	Mark Baker (CEO), Veronica Conti (Minute Taker)		
Apologies	Mick Tucker		
Absent	Annie Revie		

1 PRESENT, APOLOGIES AND WELCOME

Chairperson Anthony Mitchell welcomed the NTDC Member Council Mayors, noted a quorum and opened the quarterly mayors' meeting at 2:27pm.
Chairperson noted the apology of Break O'Day Mayor Mick Tucker.

2 ACKNOWLEDGEMENT OF COUNTRY

Chairperson acknowledged the traditional owners of the land on which we meet, and paid respect to their elders, past, present and emerging.

3 FOR DISCUSSION

3.1 Regional visioning workshop report and appendix

Chairperson noted the event was positive and exciting.

CEO provided a brief report regarding the event's proceedings. Noting the following highlights:

- Economy id presentation
- Future of digital transformation
- Brand Tasmania video
- Various case studies
- Regional Economic Development Strategy (REDS)
- Group activity and brainstorming session
- Key themes identified: skills, targeted innovation, aspiration, natural beauty and prosperity.

Chairperson noted the very good ideas that were generated from this event. In particular noting:

- within skills and education, the ability to potentially leapfrog into future technologies as a revolutionary idea
- the want to be a region of firsts again
- specialised and targeted innovation

Chairperson noted the excellent participation rate of the event. Noting this work is incomplete and requires further exploration in more detail.

The Member Council Mayors noted the success of the event and queried what is to come next regarding the vision work.

The Member Council Mayors discussed this would be an overarching document. Discussing the need to take it back to councils and councillors to gain some level of principle agreement on main themes and core direction. Noting the importance to share this document in draft form to seek feedback, input and agreement with relevant Chamber of Commerces and business associations community.

The Member Council Mayors discussed the need for a clear cover page that states the vision statement and summary text.

The Member Council Mayors suggested to provide the document with a request for the CEO to brief councils when possible.

Quarterly Mayors' Meeting – Minutes

The above discussion resulted in the below steps/actions -

- 1) The draft document is to be brought to individual councils and councillors, in particular those who were not present during the event, for their input
- 2) NTDC is to collate the feedback/input received into a new draft document, which will be sent back to councils for an in-principle approval.

Noting the above steps are to be completed as soon as possible.

Discussing a possible deadline for this to be completed by the November 2, 2021 AGM.

It was noted that involving business and industry in the process would also be very helpful.

3.2 NTDC update

CEO noted the operational team has briefed all councils and provided consistent communications regarding NTDC updates and work in progress. Noting the following in particular –

- Economy id
- Northern Regional Land Use Scheme
- TasWater
- Northern Prospectus
- RCF and Regional Priorities
- Circular Economy Grants
- Circular Economy and Digital Transformation working groups

CEO noted the additional level of communications has assisting in building relationships with the councillors.

Chairperson noted the high priority and focus regarding the regional priority projects list. Acknowledging the extensive work of the CEO in collating this information.

Chairperson noted the Board has agreed to send out a survey to the RCF invitees to seek input and feedback regarding the entire project list. Noting the importance for this process to be collaborative across the region.

The Member Council Mayors noted the Member Councils' emerging priority projects that may be added to this priority list.

The group discussed the need for this document to be a list of regional priorities rather than evenly distributed projects across all Member Councils.

Chairperson noted the document is planned to have the key regional projects, with all Member Council priority projects listed to continue advocacy.

CEO noted upcoming November AGM. Noting the NTDC annual report and financials will be provided and ensured all Members will receive 21 days' notice with venue confirmation and relevant proxy information.

4 FOR NOTING

4.1 Members meeting minutes – June 9, 2021

The group noted the Members meeting minutes – June 9, 2021.

5 OTHER BUSINESS

Chairperson raised the following issue to receive guidance from the Member Council Mayors regarding the remuneration for Directors who have been appointed by Members, noting this specifically relates to Meander Valley Mayor Wayne Johnston and Northern Midlands General Manager Des Jennings.

Chairperson noted the NTDC Board thought it was appropriate for the Directors to receive the same amount of remuneration in alignment with the other Directors.

Chairperson noted the Members Agreement and Constitution is silent on the matter, which is why the Board deemed it reasonably acceptable.

Chairperson discussed the below tracked change drawn from the Members Agreement:

4. Corporate Governance Structure – Appointment of Chair and Directors

4.1 The parties agree that the governance structure of NTDC Limited is as follows:

(a) The Company has a Board of Directors comprising not less than three (3) and not more than nine (9) Directors (“the

Board”) but the parties agree that the optimal size of the Board is seven (7) Directors;

And the minutes from November 2019 AGM, which talks to Member appointed roles specifying the below carried motion –

Motion:

That members supported the proposal for the future composition of the NTDC Board to include two-member representative Directors, comprising one Mayor and one General Manager. This is subject to approval by each of the Member Councils.

Moved Mick Tucker (BODC)

Seconded Mary Knowles (NMC)

Carried

Chairperson noted the above motion encompassed all the ideas mentioned but to amend it to only two Member representatives.

Chairperson additionally noted that the Board has since re-appointed three-directors without publicly advertising. Noting the Chairperson and CEO were unaware of this clause at the time:

CEO noted neither he or the Chairperson were a part of NTDC, requesting guidance and Direction from the Member Mayors.

The Member Mayors discussed the inconsistency across the Director fees. Discussing there should be some kind of remuneration for the appointed Member Mayor Director and are able to elect whether they would like to receive the funds.

The Member Mayors’ discussed remuneration for the General Manager appointed Director.

The group discussed the amount of work the NTDC Board undertakes.

The group noted the Constitution states all Directors are to be paid the same with no reference to being a Member Representative or not.

The group discussed the need to bring relevant motions to the AGM relating to –

- Ratifying all current Directors at the November AGM 2021
- Amending the constitution/members agreement to clearly state Directors are to be ratified at the next relevant AGM within the three-year term
- Member Mayor and General Manager appointed Directors are to receive fair and equal remuneration

City of Launceston Council Mayor Albert van Zetten left the meeting at 3:18pm.

Chairperson stated the following action items:

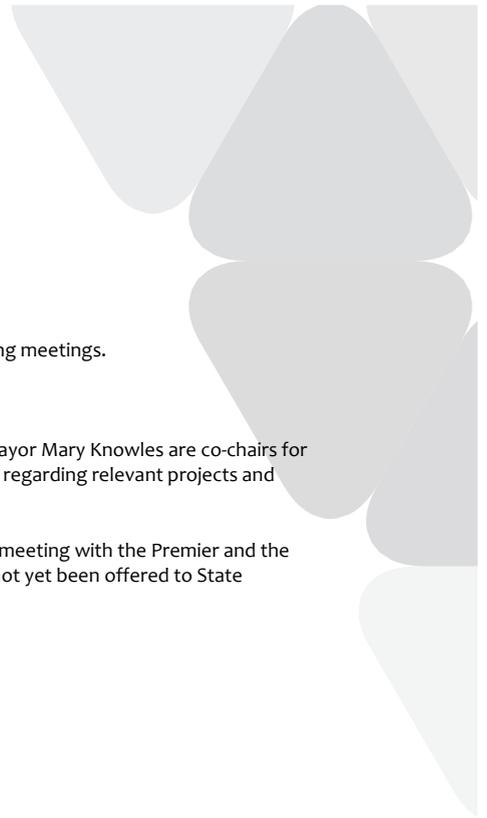
Action: Chairperson and CEO are to create motions for the above points raised. (Chairperson/CEO)

Action: Reconfigure start and end dates for all Directors to align with AGMs. (Chairperson/CEO)

Action: Seek legal advice on how to amend the Constitution/Members Agreement. (Chairperson/CEO)

Action: A review of the Constitution and Members Agreement is to be conducted at the next AGM. (All Members)

Action: A standing item is to be added to AGMs to ratify Board Directors. (Chairperson/CEO)



3.3 Around the grounds

Chairperson noted this item was skipped earlier in the agenda proceedings.

- **Meander Valley Council**
Noting TasWater is working better, acknowledging NTDC's work facilitating meetings.
Noting the Northern Region Prison tender update.
- **Northern Midlands Council**
Noting the underpass at Campbell Town
Noting Meander Valley Mayor Wayne Johnston and Northern Midlands Mayor Mary Knowles are co-chairs for the Regional Recovery Committee and will seek input from other councils regarding relevant projects and issues.
- **West Tamar Council**
Noting the City of Launceston and West Tamar Councils were invited to a meeting with the Premier and the infrastructure Minister to discuss the bridge. Noting council support has not yet been offered to State Government regarding this project.
- **George Town Council**
Noting the ambitious projects currently in progress.

6 MEETING EVALUTION

The group did not engage in a meeting evaluation.

7 NEXT MEETING

November 2, 2021 - AGM

8 CLOSE

Closed at 3:35pm

Certified as a true and correct record of the Quarterly Mayors Meeting,.

..... Date Approved:

SEPTEMBER 8 2021 - 11:30AM

Launceston launches bid to become a city of gastronomy



Andrew Chounding

Local News



EAT: Andrew Pitt and Northern Mayors, Wayne Johnston, Greg Howard, Christine Holmdahl, Albert van Zetten, Mary Knowles and Greg Kieser. Picture: Phillip Biggs

On Tuesday, the City of Launceston [officially announced its intention](#) to become a City of Gastronomy in the UNESCO Creative Cities Network.

Gastronomy, the study of food and culture with a focus on gourmet cuisine, encompasses the whole food system from paddock to plate or grape to glass, with every role important.

Backed by seven councils from across the North of the state and led by the chairman of the Launceston Creative Cities steering group Andrew Pitt, the application hopes to leverage the region's growing food and wine industry to bolster the economy.

READ MORE: [Man dies in fatal Bass Highway crash](#)

Mr Pitt said a successful application would see Launceston recognised as a global destination for culinary tourists seeking to enjoy food, wine, [whiskey](#) and [produce in the world](#).

"We will be part of a really vibrant network of 250 cities around the world who think in the same way, creatively and around culture as a driver of economic development," he said.

"It also gives us a brand reputation, really as essentially one of the greatest food regions in the world."

READ MORE: [More direct flights touching down in Launceston](#)

Mr Pitt said despite the name of the steering group the project was a regional project, backed by regional communities.

"It's called the creative city scheme but it's very much a regional project and it's in a way classic regional economic development," he said.

"It leans into one of our key strengths, which is food, food and beverage, and takes it to the next level."

City of Launceston mayor Albert van Zetten said he was delighted to support the proposal.

READ MORE: [Gutwein denies power play with Hydro Tasmania](#)

SEPTEMBER 7 2021 - 5:30PM

Regional employment recommended for state services workers



Andrew Chounding

Local News

f t e A A A

Industry leaders have responded to recent findings outlined in a review of Tasmania's state services, arguing regional working agreements would benefit the North.

The review found the TSS was being held back by its existing design, with limited capacity in many areas making it difficult to share capability across the service.

The report said the TSS was too siloed and too rigid in structure and set out 77 recommendations including three directly relating to promoting and managing flexible working arrangements, increasing consistency and facilitating regional employment. Recommendation 62 called for the Department of Premier and Cabinet to prepare a business case for developing regional offices as a priority.



READ MORE: [Man dies in fatal Bass Highway crash](#)

Northern Tasmania Development Corporation chief executive Mark Baker (pictured) said he supported the recommendation.

"We definitely support decentralisation of public service, for a long time they had been headquartered in Hobart due to the need to be in and around department portfolios and ministers," he said.

"With greater advances in technology for working from home, we certainly see the opportunities to allow those state service workers to spread out around the region."

Mr Baker said the economic development and population growth was a significant factor for the North and that an uptake in skilled workers entering the region was also a benefit that should be considered.

READ MORE: [More direct flights touching down in Launceston](#)

Business North West president Ian Jones said the North needed more representation in Hobart.

"We need more representation of this region back in the South of the state, and if we can get more jobs that's great, but just to have more input into what goes on in the state public service is important," he said.

"What we find is that there's a lot of government in the South of the state and there's not a lot of empathy for the North-West Coast. It would be really good to have people living in the North-West Coast representing the North-West Coast back in those government departments," he said.

READ MORE: [Gutwein denies power play with Hydro Tasmania](#)

He said with COVID-19 forcing businesses to change how they operate, there was no reason why government positions shouldn't be made statewide.

"The pandemic has proven that remote working is more than possible and a lot of people actually prefer it, and I think the fact is that when jobs are advertised they should be advertised statewide," he said.



9 GOVERNANCE REPORTS

9.1 COUNCIL CALENDAR: 2022 SCHEDULE OF COUNCIL MEETING & WORKSHOP DATES

File: {custom-field-file}
Responsible Officer: Des Jennings, General Manager
Report prepared by: Gail Eacher, Executive Assistant

1 PURPOSE OF REPORT

The purpose of this report is to set up a calendar of dates for the holding of Ordinary Council Meetings and workshops for the 2022 year and other scheduled meetings/ functions.

2 INTRODUCTION/BACKGROUND

In accordance with the provisions of the *Local Government (Meeting Procedures) Regulations 2015*, an Ordinary Meeting of a Council is to be held at least once in each month and the schedule as shown hereunder fulfils this requirement.

3 STRATEGIC PLAN 2021-2027

The Strategic Plan 2021-2027 provides the guidelines within which Council operates.

Lead: Serve with honesty, integrity, innovation and pride

Leaders with Impact

Strategic outcomes:

1.3 Management is efficient, proactive and responsible

4 POLICY IMPLICATIONS

N/a

5 STATUTORY REQUIREMENTS

Local Government (Meeting Procedures) Regulations 2015.

4. Convening council meetings

(1) The mayor of a council may convene –

(a) an ordinary meeting of the council; and

(b) a special meeting of the council.

(2) The general manager of an existing council is to convene the first ordinary meeting of the council following an ordinary election.

(3) The Minister is to convene the first ordinary meeting of a newly established council on a date determined by the Minister.

(4) An ordinary meeting of a council is to be held at least once in each month.

(5) The general manager is to convene an ordinary meeting of a council if the mayor has not convened such a meeting in the previous calendar month.

(6) The mayor of a council, or the general manager if the mayor has not done so, must convene a special meeting of the council at the request of a majority of councillors or if the council so determines.

(7) A request for a special meeting of a council must –

(a) be in writing and signed by the councillors making the request; and

(b) include details of the subject matter and any motion to be dealt with by the meeting; and

(c) be lodged with the mayor.

6. Times of meetings

(1) A meeting is not to start before 5:00 p.m. unless otherwise determined by the council by absolute majority or by the council committee by simple majority.

(2) After each ordinary election, a council and a council committee are to review the times of commencement of their



meetings.

6 FINANCIAL IMPLICATIONS

N/a

7 RISK ISSUES

N/a

8 CONSULTATION WITH STATE GOVERNMENT

N/a

9 COMMUNITY CONSULTATION

N/a

10 OPTIONS FOR COUNCIL TO CONSIDER

Council can agree or not agree to the dates proposed.

11 OFFICER'S COMMENTS/CONCLUSION

Generally, with the exception of January and December, Council meetings are held on the third Monday of each month thereby providing Council staff adequate time to finalise data from the previous month and enabling the inclusion of accurate and complete information in the agenda.

The following meeting dates are recommended for 2022:

COUNCIL MEETING SCHEDULE 2022			
Council Meetings <i>commencing at 5.00pm</i>		Council Workshops <i>commencing at 5.15pm</i>	
Monday	31 January		
Monday	21 February	Monday	7 February
Monday	21 March	Monday	7 March
Monday	¹ 11 April	Monday	4 April
Monday	16 May	Monday	2 May
Monday	^{1 & 2} 27 June	Monday	6 June
Monday	18 July	Monday	4 July
Monday	15 August	Monday	1 August
Monday	19 September	Monday	5 September
Monday	17 October	Monday	3 October
Monday	21 November	Tuesday	³ 1 November
Monday	¹ 12 December	Monday	³ 28 November

¹ Not third Monday in the month

² ALGA NGA (June - dates to be confirmed)

³ Not first Monday in the month

The following key dates should be noted:

- LGAT Elected Members' Professional Development Weekend (February, dates to be confirmed)
- ALGA National General Assembly (NGA) of Local Government – (to be confirmed usually Sunday to Wednesday 3rd week of June)
- LGAT AGM – (date to be confirmed)
- LGAT Local Government Conference (date to be confirmed).



The dates for the Annual National Local Roads and Transport Congress 2021 (postponed from November 2021) and the 2022 Congress have not as yet been set (conference is usually held in November).

It is common practice each year for Council to undertake a Municipal Bus Tour to inspect projects that have been identified for inclusion in the forthcoming budget and also to meet with Local District Committee representatives to discuss their issues of priority. It is suggested that a date for the Bus Tour be identified and included in the 2022 Council Meeting Schedule. An itinerary for the proposed Council Bus Tour is prepared and circulated prior to the tour. It is proposed to take photographs of capital works items listed which could be provided to Councillors who are unable to attend. Consideration should be given to the following dates for the bus tour:

- Thursday, 24 March
- Tuesday, 29 March
- Wednesday, 30 March
- Thursday, 31 March
- Tuesday, 5 April
- Wednesday, 6 April
- Thursday, 7 April
- Thursday 21 April*
- Wednesday, 27 April *
- Thursday, 28 April *

** Falls within school holiday period*

The following key dates should be taken into consideration in determining the date for the 2022 bus tour:

- Easter weekend 15 April to 19 April
- School holidays 15 April to 1 May

In considering the Calendar for 2022 it may also be prudent to identify the date that the Councillor Christmas function be held, the following dates are suggested:

- Thursday, 24 November or
- Thursday, 1 December.

12 ATTACHMENTS

1. Public Holidays 2022 [9.1.1 - 2 pages]
2. School Terms 2022 [9.1.2 - 3 pages]

RECOMMENDATION

That

- i) Ordinary Council Meetings and Workshops for the period January to December 2022 be held in accordance with the following schedule:

COUNCIL MEETING SCHEDULE 2022			
Council Meetings		Council Workshops	
<i>commencing at 5.00pm</i>		<i>commencing at 5.15pm</i>	
Monday	31 January		
Monday	21 February	Monday	7 February
Monday	21 March	Monday	7 March
Monday	¹ 11 April	Monday	4 April
Monday	16 May	Monday	2 May
Monday	^{1 & 2} 27 June	Monday	6 June
Monday	18 July	Monday	4 July
Monday	15 August	Monday	1 August
Monday	19 September	Monday	5 September
Monday	17 October	Monday	3 October



COUNCIL MEETING SCHEDULE 2022			
Council Meetings <i>commencing at 5.00pm</i>		Council Workshops <i>commencing at 5.15pm</i>	
Monday	21 November	Tuesday	³ 1 November
Monday	¹ 12 December	Monday	³ 28 November

¹ Not third Monday in the month

² ALGA NGA (June – dates to be confirmed)

³ Not first Monday in the month

- ii) a Council Workshop be scheduled for 4pm, prior to each Ordinary Council Meeting for the period January to December.
- iii) the Council bus tour be conducted on2022.
- iv) the Councillors Christmas function be held on **24 November or 1 December 2022**.
- v) Council consider other dates for inclusion in the Annual Council Calendar.



Public holidays

Even though some shows have been cancelled in 2020, there have been no changes to the public holidays.

Check your award – does this holiday apply to your workplace?

- Listing a day as a public holiday does not automatically mean employees can have the day off work or get paid more for working on that day.
- Check your award, agreement and/or National Employment Standard, to find out whether a holiday applies to your workplace, or ring the Fair Work Ombudsman on 13 13 94.
- *The Statutory Holidays Act 2000* (*external link*) (http://www.thelaw.tas.gov.au/linkto.w3p;doc_id=96++2000+AT@EN+CURRENT) identifies certain days as public holidays in Tasmania and the areas they relate to.

Statewide public holidays (all of Tasmania)

Holiday	2021	2022	2023
New Year's Day	1 January	3 January	2 January
Australia Day*	26 January	26 January	26 January
Eight Hours Day	8 March	14 March	13 March
Good Friday	2 April	15 April	7 April
Easter Monday	5 April	18 April	10 April
Easter Tuesday - generally Public Service only	6 April	19 April	11 April
ANZAC Day	25 April	25 April	25 April
Queen's Birthday	14 June	13 June	12 June
Christmas Day*	25 + 27 December	25 + 27 December	25 December
Boxing Day*	28 December	26 December	26 December

*Substitute holiday applies

Substitute holidays

When New Year's Day, Australia Day, Christmas Day or Boxing Day fall on a weekend the public holiday is held on the following Monday (or Tuesday in some cases):

if 25 December is a on a Saturday, then both the Saturday and the Monday following are holidays.

if 25 December falls on a Sunday, then both the Sunday and the Tuesday following are holidays.

If Boxing Day falls on a Saturday, then Monday is the public holiday.

if Boxing Day falls on a Sunday, then Tuesday is the public holiday.

When Anzac Day falls on Saturday or Sunday, no substitute or additional holiday is observed.

2021-11-15 Ordinary Meeting of Council - Agenda

Regional holidays (parts of Tasmania)

Holiday	2021	2022	2023	Notes
Devonport Cup	6 January	5 January	11 January	Generally Public Service only. From 11 am Municipal area of Devonport.
Royal Hobart Regatta	8 February	14 February	13 February	South of & including Oatlands and Swansea excluding Bronte Park, Catagunya, Strathgordon, Tarraleah, Wayatinah & West Coast.
Launceston Cup	24 February	23 February	22 February	Generally Public Service only. All Day - Municipal areas of Break O'Day, Dorset, George Town, Glamorgan-Spring Bay (north of and including Cranbrook), Launceston excluding Launceston City centre and suburbs specified below, Meander Valley excluding suburbs and townships specified below, Northern Midlands, Southern Midlands north of but not including Oatlands, West Tamar excluding townships specified below. From 11am - Launceston City centre and the following suburbs and townships Alarvale, Blackstone Heights, East Launceston, Elphin, Franklin Village, Glen Dhu, Inveresk, Invermay, Killafaddy, Kings Meadows, Mayfield, Mowbray, Mowbray Heights, Newnham, Newstead, North Riverside, Nonwood, Prospect, Prospect Vale, Punchbowl, Ravenswood, Riverside, Rocherlea, St Leonards, Sandhill, South Launceston, Summerhill, Trevallyn, Vermont, Waverley, West Launceston, West Riverside, Youngtown.
King Island Show	2 March	1 March	7 March	King Island only
AGFEST	7 May	6 May	5 May	Municipal area of Circular Head only.
Burnie Show	1 October	30 September	6 October	Municipal areas of Burnie, Waratah-Wynyard and West Coast.
Royal Launceston Show	7 October	6 October	12 October	Municipal areas of Break O'Day, Dorset, George Town, Launceston, Meander Valley, Northern Midlands, West Tamar.
Flinders Island Show**	15 October	14 October	20 October	Municipal area of Flinders Island.
Royal Hobart Show	21 October	20 October	26 October	All of Tasmania south of and including Oatlands and Swansea also Bronte Park, Strathgordon, Tarraleah and Wayatinah - excludes West Coast.
Recreation Day	1 November	7 November	6 November	All parts of the state which do not observe Royal Hobart Regatta.
Devonport Show	26 November	25 November	1 December	Municipal areas of Devonport, Kentish and Latrobe.



Term Dates 2022

Department of Education

<https://www.education.tas.gov.au/about-us/term-dates-2022/>



1/3

Students

Term 1

Schools 9 February – 14 April

Colleges 9 February – 14 April

Break 15 April – 1 May

Term 2

Schools 2 May – 8 July

Colleges 2 May – 8 July

Break 9 July – 24 July

Term 3

Schools 25 July – 30 September

Colleges 25 July – 30 September

Break 1 October – 16 October

Term 4

Schools 17 October – 21 December

Colleges 17 October – Exams commence 11 November

Teachers in schools will commence on Monday 7 February 2022 and finish on Thursday 22 December 2022.

College teachers will commence on Monday 31 January 2022 and finish on Thursday 15 December 2022.

Please note: Professional Learning Days and Moderation Day are yet to be finalised.

2021-11-15 Ordinary Meeting of Council - Agenda

10/6/21, 4:15 PM

Term Dates 2022 - The Department of Education Tasmania

<https://www.education.tas.gov.au/about-us/term-dates-2022/>

3/3



9.2 ROSS RECREATION GROUND CLUBHOUSE UPGRADE

Responsible Officer: Des Jennings, General Manager
Report prepared by: Lorraine Green, Project Officer

1 PURPOSE OF REPORT

To:

- i) advise Council of the application made to the 2021-2022 Improving the Playing Field Grant Program for the development of inclusive player and umpire changerooms at the Ross Recreation Ground Clubhouse;
- ii) seek Council's approval for the inclusion of funding in the 2022/2023 and 2023/2024 Council budget deliberations for the Ross Recreation Ground Clubhouse Changeroom Upgrade Project.

2 INTRODUCTION/BACKGROUND

The Ross Recreation Ground was formerly the home base for Ross Football and Cricket Clubs, both of which disbanded a number of years ago. The grounds and associated clubhouse are managed by the Ross Community Sports Club Committee, a Special Committee of Council pursuant to Section 24 of the *Local Government Act 1993*. The clubhouse is well utilised as a venue for local, regional and statewide meetings and functions (public and private).

In the late 2010s, Veterans Cricket Tasmania expressed interest in developing a turf wicket in the Midlands, with that ground to then become the headquarters for veterans cricket in Tasmania. This project came to fruition in January 2021, when the first Veterans Cricket Tasmania match was played on the recently completed turf wicket at the Ross Recreation Ground. Both male and female Veterans Cricket Tasmania teams played at the ground across the 2020-2021 cricket season. It rapidly became apparent that the outdated traditional male-centric, 'blokey' sports club infrastructure (open showers and changerooms) needed to be upgraded as a matter of urgency to meet the current day player needs and expectations. Changeroom provision was also required for umpires.

From this cricket season onwards, Veterans Cricket Tasmania anticipates playing matches at the recreation ground at least one day, if not both, each weekend. There are also plans to host national championships at the ground. Given that turf wickets are in high demand in the state, it is anticipated the Ross Recreation Ground will be utilised by local and junior teams for competition matches, as well as state under-age trial matches for males and females.

Currently the male and female changerooms comprise an open change area, three communal showers, and a cubicle with a toilet. This project will upgrade/expand the clubhouse's facilities to create two inclusive changerooms with adjoining separate shower cubicles (three) and separate toilet cubicles (three). The clubhouse will be extended to enable the addition of two separate umpire changerooms with shower and toilet cubicles.

The application to the 2020-2021 Improving the Playing Field Grants Program was submitted on 25 October 2021. The outcome of the application will be advised in February 2022. If the funding is secured, the onsite works will commence at the end of the 2022-2023 cricket season, and be completed by December 2023.

3 STRATEGIC PLAN 2021-2027

The Strategic Plan 2021-2027 provides the guidelines within which Council operates.

Lead: Serve with honesty, integrity, innovation and pride

Leaders with Impact

Strategic outcomes:

- 1.1 Council is connected to the community
- 1.2 Councillors serve with integrity and honesty



- 1.3 Management is efficient, proactive and responsible
- 1.4 Improve community assets responsibly and sustainably

Progress: Economic health and wealth - grow and prosper
Strategic Project Delivery - Build Capacity for a Healthy Wealthy Future

Strategic outcomes:

- 2.1 Strategic, sustainable, infrastructure is progressive

People: Culture and society - a vibrant future that respects the past
Sense of Place - Sustain, Protect, Progress

Strategic outcomes:

- 3.2 Developments enhance existing cultural amenity
- 3.4 Towns are enviable places to visit, live and work

4 POLICY IMPLICATIONS

N/A

5 STATUTORY REQUIREMENTS

5.1 Sub-heading

N/A

6 FINANCIAL IMPLICATIONS

The plans for the clubhouse upgrade are held as an Attachment.

A Quantity Surveyor has estimated the Amenities One and Two, and Umpire One and Two, components of the upgrade will cost \$940,030.

Council has applied for the maximum grant of \$500,000 through the Levelling the Playing Field Grants Program.

It is proposed that Council commit to including the remaining \$440,030 in Council's 2022/2023 and 2023/2024 budget deliberations.

7 RISK ISSUES

Failure to upgrade the changeroom facilities at the Ross Recreation Ground will significantly limit the future use of the facility by Veterans Cricket Tasmania and Northern Tasmanian Cricket Association, and in particular by female and junior teams.

The provision of inclusive facilities will respect the privacy and comfort of female players, provide a sense of equal footing with male players, and will markedly assist with the retention of current female players, and the attraction of new players.

8 CONSULTATION WITH STATE GOVERNMENT

This project was discussed with a Department of Communities Sport and Recreation Consultant and it was deemed to be compliant with the grant program guidelines and objectives.



9 COMMUNITY CONSULTATION

The Ross community has welcomed Veterans Cricket Tasmania's establishment of Ross as the organisation's state headquarters. Ross residents contributed many volunteer hours to work with Veterans Cricket Tasmania members to rejuvenate the oval and develop the turf wicket. Ross community volunteers are assisting with the ongoing upkeep of the ground and turf wicket.

The request to Council to upgrade the clubhouse changerooms has come from the local community and Veterans Cricket Tasmania.

Extensive consultation with the recreation ground's user groups, sporting bodies, Council officers, and community members is also underpinning the development of the Ross Recreation Ground Master Plan which is currently underway.

10 OPTIONS FOR COUNCIL TO CONSIDER

Council can either approve/not approve the inclusion of \$440,030 in the 2022/2023 and 2023/2024 budget deliberations for the Ross Recreation Ground Clubhouse Changeroom Upgrade Project; and/or seek funding support from the Ross Recreation Ground Committee and the Veterans Cricket Association.

11 OFFICER'S COMMENTS/CONCLUSION

This project will provide an improved sport and recreation facility to not only support the health and well-being of local residents and visiting teams, but to also support the economic sustainability and growth of local businesses through a greater visitor spend in the town.

12 ATTACHMENTS

1. Ross Rec Gd business case 2021 [9.2.1 - 14 pages]
2. Ross Rec Gd upgrade plans 20 October 2021 [9.2.2 - 3 pages]

RECOMMENDATION

That Council

- A) approve the inclusion of \$440,030 in the 2022/2023 and 2023/2024 budget deliberations for the Ross Recreation Ground Clubhouse Changeroom Upgrade Project.

AND/OR

- B) seek funding through other sources to support the upgrade and report to back to Council.



IMPROVING THE PLAYING FIELD 2021-22 GRANT PROGRAM APPLICATION

PROJECT:

**Development of Inclusive Changerooms at
Ross Recreation Ground**

BUSINESS CASE



October 2021

CONTENTS

1. Ross Recreation Ground

2. Development Outline
 - 2.1. Project Concept
 - 2.2. Project Outcomes
 - 2.3. Project Economic Impact

3. Strategic Fit

4. Market Analysis
 - 4.1. Key user groups
 - 4.2. Community Consultation
 - 4.3. Socio-economic characteristics of Ross

5. Rationale for the project
 - 5.1. Demonstrated Need
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6. Capacity to Fund the Project

7. Capacity to Deliver the Project

8. Capacity to Operate
 - 8.1. Asset Management
 - 8.2. Ongoing Operation and Maintenance of the Facility

9. Analysis of Key Risks

1. Ross Recreation Ground

The Ross Recreation Ground, owned by Northern Midlands Council, is situated on the eastern side of the town, adjacent to the rodeo ground.

The recreation ground and associated clubhouse is managed by the Ross Community Sports Club Committee, a Special Committee of Council, pursuant to Section 24 of the *Local Government Act 1993*.

The ground was formerly the home base for Ross Football and Cricket Clubs, both of which disbanded a number of years ago. The clubhouse has continued to be well utilised as a venue for local, regional and statewide meetings and functions (public and private).

In the late 2010s, Veterans Cricket Tasmania expressed interest in developing a turf wicket in the Midlands, (Turf wickets are in high demand in Tasmania, and the current turf wickets in Launceston, Hobart and the North West Coast are consistently booked out for Cricket Tasmania competitions), with that ground to then become the headquarters for veterans cricket in Tasmania. This project came to fruition in January 2021, when the first Veterans Cricket Tasmania match was played on the recently completed turf wicket at the Ross Recreation Ground.

Both male and female Veterans Cricket Tasmania teams played at the grounds across the 2020-2021 cricket season. It rapidly became apparent that the clubhouse's aged changerooms that reflected the traditional male-centric, 'blokey' sports club infrastructure (open showers and changerooms) needed to be updated as a matter of urgency to meet current day player needs and expectations.

Council has warmly welcomed the development of the Ross Recreation Ground as the headquarters for Veterans Cricket Tasmania. The two organisations collaborated to develop the turf wicket and Council is now seeking a 2021-2022 Improving the Playing Field Grant to enable the redevelopment of the clubhouse's changerooms.

2. Development Outline

2.1. Project Concept

Council is committed to promoting the health and well-being of Northern Midlands residents and towns by ensuring the provision of sport and recreation facilities and programs/activities that enable residents to participate in physical activity, and towns to host local, regional, statewide and national events. The recreation grounds across the municipality are integral components of the sport and recreation infrastructure of the Northern Midlands, serving as the towns' main sport and recreation precinct.

Council has been progressively contracting the development of master plans for these recreation grounds to enable Council to gain a clear understanding of what the current user groups require for their sporting activities, and to identify solutions for the future that can be integrated and consolidated within the grounds and the existing infrastructure. Extensive community and sporting body consultation underpins the development of the master plans.

Veterans Cricket Tasmania's adoption of the Ross Recreation Ground as its headquarters provided the motivation for Council to commission a Master Plan for the recreation ground. As part of this process, Loop Architecture was contracted to prepare architectural concept plans for the upgrade of the aged changerooms to create inclusive facilities.

2.2. Project Outcomes

Currently, the male and female changerooms comprise an open change area, three communal showers, and a cubicle with a toilet.

This project will upgrade/expand the clubhouse's facilities to create two inclusive change rooms with adjoining separate shower cubicles (three) and separate toilet cubicles

(three). The current clubhouse will be extended to enable the addition of two separate umpire changerooms with shower and toilet cubicles.

Change room



Communal Showers



Men's entry to communal showers and

2.3. Project Economic Impact

Council has received an independent quantity surveyor cost estimate of \$940,030 for the development of the inclusive changerooms. The Northern Tasmania Economic Modelling Tool, developed by Northern Tasmania Development Corporation, was utilised to determine the impact of the project during construction, with the following impact predicted:

Economic measure	Output (\$m)	Value-added (\$m)	Local jobs	Residents jobs
Starting position Northern Midlands Council area (year ended June 2020)	--	--	--	--
Building Construction	83.88	15.97	250	228
All industries	1,664.09	716.58	5,721	6,637
Impacts on Northern Midlands Council area economy	--	--	--	--
Direct impact on Building Construction sector	0.90	0.17	3	--
Industrial impact	0.25	0.11	1	--
Consumption impact	0.02	0.01	0	--
Total impact on Northern Midlands Council area economy	1.17	0.29	4	2
Type 1 multiplier (direct & industrial)	1.28	1.62	1.38	--
Type 2 multiplier (direct, industrial & consumption)	1.30	1.68	1.40	--
Impact on Tasmania economy	--	--	--	--
Total impact - Tasmania outside Northern Midlands Council area	0.09	0.04	0	2
Total impact Tasmania economy	1.26	0.33	4	4
Impact on Australian economy	--	--	--	--
Total impact outside Tasmania economy	0.49	0.21	2	2
Total impact on Australian economy	1.75	0.54	6	6
Source: National Institute of Economic and Industry Research (NIEIR)©2021. Compiled and presented in economy.id by.id (informed decisions). Note: All \$ values are expressed in 2018/19 base year dollar terms.				

3. Strategic Fit

This project aligns with:

- The State Government's five plan strategic plan to create a Healthy Tasmania
- The Cricket Tasmania goal of universal design compliance across the state by 2027
- Council's Strategic Plan 2017-2027 goals:
 - Living well – Valued lifestyles in vibrant, eclectic towns
 - Participate – Communities engage in future planning
 - Caring, Healthy, Safe Communities – Awareness, education & service.

4. Market Analysis

4.1. Key User Groups

Veterans Cricket Tasmania, male and female teams, have adopted the Ross Recreation Ground as their headquarters due to the presence of the turf wicket. During the 2020-2021 season, Veterans Cricket Tasmania had 130 registered male members and 15 registered female members at the start of the season – growing to 30 at the end of the season. It is conservatively predicted that the upgraded clubhouse facilities, together with the ageing of the state's population swelling the number of Tasmanians eligible to play veterans cricket, will within a couple of seasons, see the number of registered male members increase by a minimum of 15%, and the number of registered female members by 100%. It is anticipated the number of casual male and female players will also increase.

From the 2021-2022 cricket season ongoing, Veterans Cricket Tasmania anticipates playing matches at the recreation ground at least one day, if not both, each weekend. It is also plans to host national championships at the recreation ground.

The presence of the turf wicket and anticipated facility upgrade is anticipated to attract Cricket North interest in the recreation ground as a home base for a proposed Longford

women's team, and also a possible base for state under-age trial matches for males and females.

4.2. Community Consultation

The request to Council to upgrade the clubhouse changerooms has come from the local community and Veterans Cricket Tasmania.

Extensive consultation with the recreation ground's user groups, sporting bodies, Council officers, and community members is also underpinning the development of the Ross Recreation Ground Master Plan.

The Ross community is 100% behind the project as it will attract more visitors to the town thus contributing to economic growth through support of local businesses, and also provides an improved sport and recreation facility to support the health and well-being of local residents.

4.3. Socio-Economic Characteristics of Ross

The 2016 ABS Census recorded Ross' population as 404 and shows a number of indicators of socio-economic disadvantage including:

- a median weekly household income lower than the state and national averages (\$814 compared to \$1,100 and \$1,438 respectively);
- a Bachelor degree level or above as the highest educational attainment by 10.6% of adult residents, compared to 16.2% and 22% respectively;
- Year 9 or below as the highest educational attainment by 16.4% of adult residents, compared to 10.3% and 8% respectively;
- households with more than \$3,000 gross weekly income - 2.7% compared to 8.3% and 16.4% respectively;
- households without internet access – 30.1% compared to 19.5% and 14.1% respectively.

5. Rationale for the Project

5.1. Demonstrated Need

The development of new, inclusive changerooms at the Ross Recreation Ground will enable Veterans Cricket Tasmania to attract and retain existing and new members, and in particular, female members.

The presence of the turf wicket and anticipated facility upgrade is anticipated to attract Cricket North interest in the recreation ground as a home base for a proposed Longford women's team, and also a possible base for state under-age trial matches.

The inclusive changerooms will also open the recreation ground for use by other sport and recreation clubs/groups – given the ground's central location in the state.

5.2. Benefits of the provision of inclusive facilities for the female sport participants

Benefits to individual players

The provision of inclusive facilities will respect the privacy and comfort of female players, provide a sense of equal footing with male players and will markedly assist with the retention of current female players, and the attraction of new players.

Involving females in traditionally male sports has benefits to these participants beyond the obvious physical benefits. A literature review found that involvement in these sports develops females ability to work as effective team members and to use their minds and bodies in new ways, which has been shown to impact positively on academic achievement, careers and family life.

Benefits/ additional opportunities to cricket clubs

Clubs report many benefits above and beyond the clubs' enhanced financial viability as a result of the membership increase associated with females players.

Clubs and their facilities are managed and run by volunteers. These new club members and their family members ensure a broader pool of community members for the clubs to draw upon to fill committee positions and club roles (officials, fundraising, games and kiosk management etc..).

Benefits/additional opportunities to the community

Sporting facilities provide a central gathering point in rural communities, and build strength, reliance and capacity amongst players, team officials and volunteers – and the broader community.

6. Capacity to Fund the Project

The development of the new changerooms with separate enclosed toilets and shower facilities for each changeroom is estimated as \$940,030 GST excl.

Council is seeking an Improving the Playing Field Grant of \$500,000

Council has committed to including \$440,030 towards the project in Council's 2022-2023 and 2023-2024 budget deliberations.

7. Capacity to Deliver the Project

Our Council is in a sound financial situation, as evidenced in recent audited financial statements available on Council's website:

www.northernmidlands.tas.gov.au

Council has the funds in the 2021/22 and 2022/2023 budgets to meet Council's funding obligations for this project.

Council aims to have the project completed in November 2023.

Council has staff with the skills and experience to manage the project and will, as required, engage contractors with the proven ability to deliver the desired project outcomes.

Council has a long and proud track record of sound and effective management of complex projects. This has been demonstrated by Council's managing, expending and acquitting funding in accordance with grant agreements for projects including:

- Longford Flood Levee System: \$5,000,000
- Bridges Renewal Program Rounds 1,2, and 3: \$3,056,059
- Roads to Recovery Grants Program - \$715,000 per annum
- Midlands Rural and Remote Childcare Service – in excess of \$170,000 per annum.

This project has the full support of Council, the Grounds Management Committee, Veterans Cricket Tasmania, other ground users and the broader Ross community (as evidenced in the Ross Recreation Ground Master Plan which is currently being developed).

8. Capacity to Operate

8.1. Asset Management

Council has an Asset Management Policy (adopted 17 June 2006 and last amended 19 July 2021) with the stated objective being:

“To provide the highest level of service for current and future generations which is a balance between responsible management of assets, meeting the community’s expectations and affordability. To achieve this assets must be planned, delivered, maintained and refurbished so that they continue to meet this Vision.”

The Policy is underpinned by Principles including:

- A consistent Asset Management Strategy must exist for implementing systematic asset management and appropriate asset management best practice throughout all areas of Council;
- An inspection regime will be used as part of asset management to ensure agreed service levels are maintained and to identify asset renewal priorities;
- Systematic and cyclic reviews will be applied to all asset classes and are to ensure that the assets are managed, valued and depreciated in accordance with appropriate best practice and applicable Australian Standards;
- Future life cycle costs will be reported and considered in all decisions relating to new services and assets and upgrading of existing services and assets.

Council’s Asset Management Policy demonstrates Council’s ability and capacity to manage its assets effectively and efficiently. If necessary, additional revenue can be raised through a small increase in the Council rates.

8.2. Ongoing Operation and Maintenance of the Facility

The Ross Recreation Ground and its facilities is managed by the Ross Community Sports Club Committee, a Special Committee of Council, pursuant to Section 24 of the *Local Government Act 1993*.

There is a formal agreement between the Council and the Committee that documents the roles, responsibilities and obligations of both parties.

Under the terms of the Management Agreement:

- Council manages and meets the cost of the ground's insurances, the fixed charges for provision of water and sewerage and up to 3,000kls of user charges for the facility per annum, and works of a capital nature subject to such works having been approved by Council and listed in Council's Works Program. Council pays the Committee an annual maintenance fee.
- The Committee manages the facility, and through gate-takings, grounds/facilities hire income and fundraising, meets the cost of consumerables, services (electricity etc...), general maintenance and routine equipment purchases.

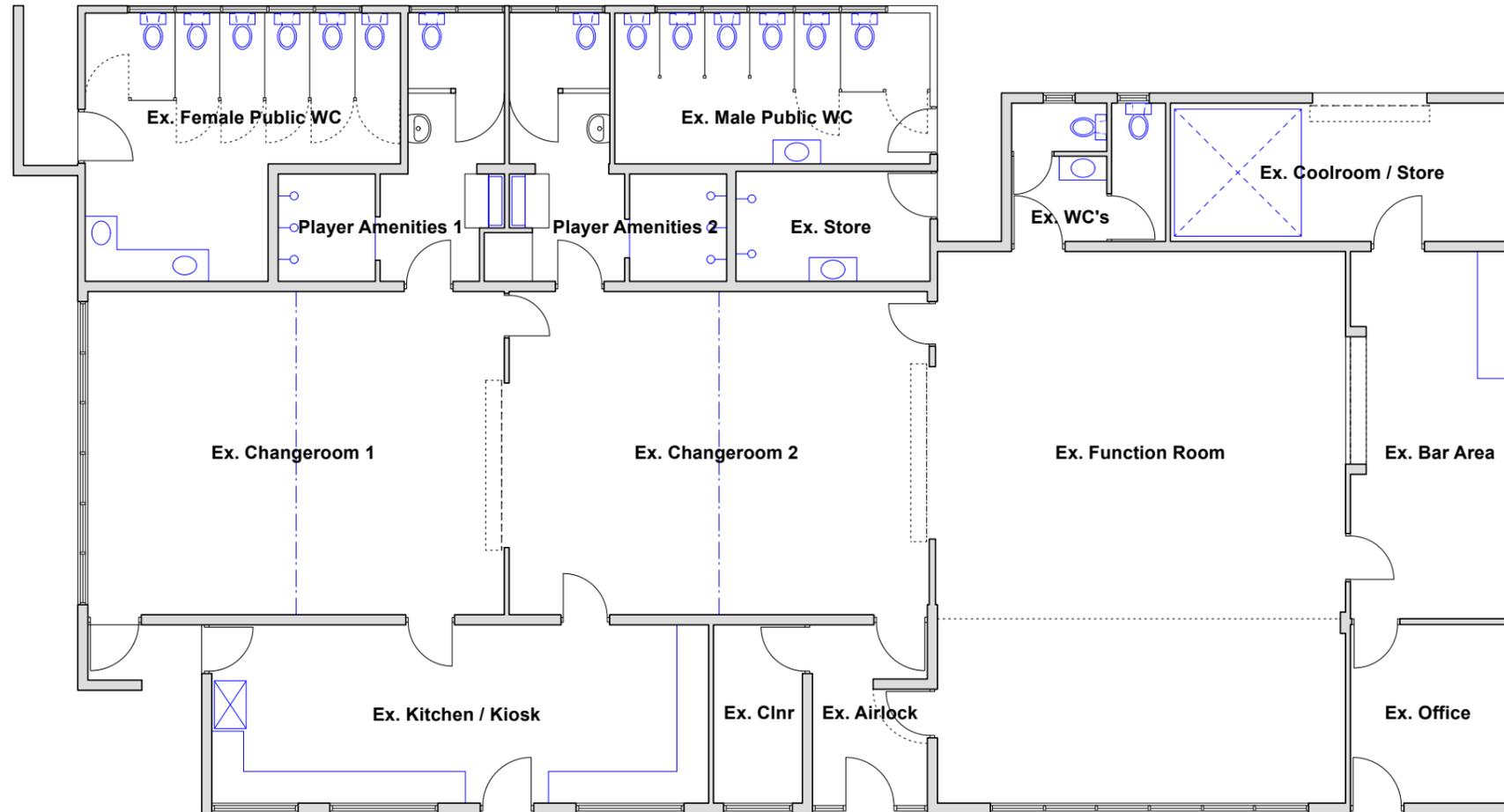
The Committee manages its finances prudently and in the years it generates a small surplus this is 100% applied to making improvements to the facility or purchasing new equipment.

The upgrade of the changerooms will generate additional income for the Committee through increased hiring of the modernised facility.

At the 16 November 2020 Council Meeting, Council resolved to enter a priority use lease agreement of the Ross Oval with Veterans Cricket Tasmania Inc, for a three year period, with a right of renewal.

9. Analysis of Key Risks

The Risk Management Plan for the project is held as an Attachment to this application.



Existing Floor Plan 1:100 @ A3

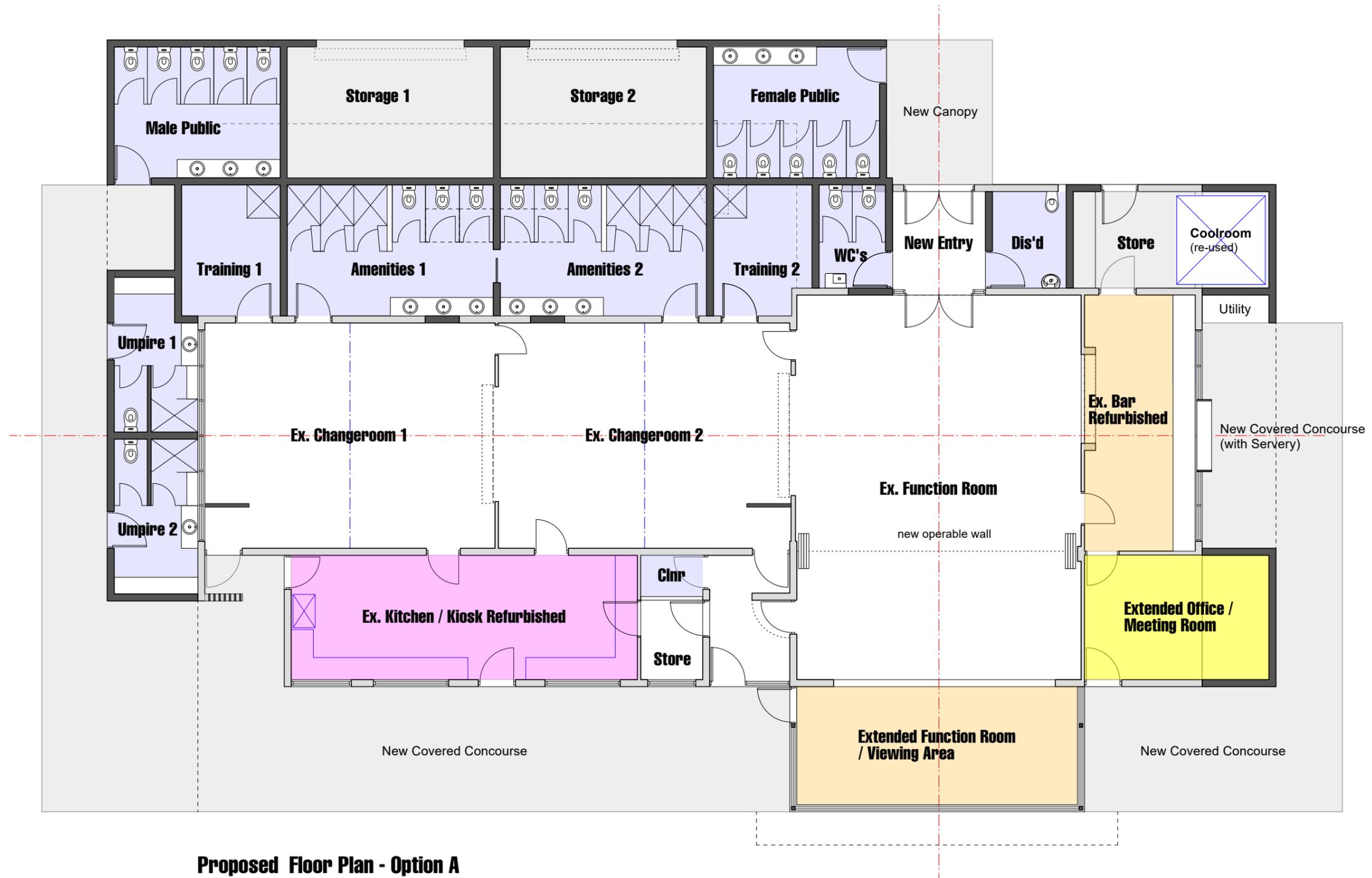
Drawing No:	SK01	No.	Date	Notes
Date:	Oct 2021			
Scale:	As Shown			
		AMENDMENT		

Ross Recreation Ground Master Plan
Northern Midlands Council

Level 1 • 57 George Street • Launceston 7250 Ph: (03) 6331 8488 looparch.com.au



PRELIMINARY
DO NOT SCALE DRAWINGS



Proposed Floor Plan - Option A

Drawing No:	SK02	No.	Date	Notes
Date:	Oct 2021			
Scale:	As Shown			
		AMENDMENT		

Ross Recreation Ground Master Plan
Northern Midlands Council

Level 1 • 57 George Street • Launceston 7250 Ph: (03) 6331 8488 looparch.com.au



PRELIMINARY
DO NOT SCALE DRAWINGS



Site Plan 1:500 @ A3

Drawing No:	SK00		
Date:	Oct 2021	No.	Date
Scale:	As Shown	Notes	
		AMENDMENT	

Ross Recreation Ground Master Plan
Northern Midlands Council

loop
architecture
Level 1 • 57 George Street • Launceston 7250 Ph: (03) 6331 8488 looparch.com.au

PRELIMINARY
DO NOT SCALE DRAWINGS



9.3 OPPORTUNITIES FOR RV PARKING - EVANDALE

Responsible Officer: Des Jennings, General Manager

Report prepared by: Amanda Bond, Executive Officer

1 PURPOSE OF REPORT

The purpose of this report is to seek a decision from Council regarding Recreational Vehicle (RV) Parking in Evandale.

2 INTRODUCTION/BACKGROUND

Contact by representatives of the Evandale Information Centre was made with Council officers earlier this year about the lack of RV Parking within the township of Evandale over the weekend.

Presently, Council offers free parking for fully self contained recreation vehicles from Monday to Friday at Falls Park. Falls Park is not available over the weekend due to the Evandale Market.

Free parking is also available at Honeysuckle Banks during the summer months. Council closes the site in the winter months due to flooding. Council officers have investigated and are content to leave Honeysuckle Banks open all year round, and close the site during flood events, as is the case at the free parking site at Blackburn Park in Campbell Town.

The Evandale Information Centre representatives have suggested Council explore allowing fully self-contained RVs to park at the following locations as a short-term solution over the spring and summer months.

- Right hand side entrance to Morven Park
- Evandale Market car park
- Evandale Community and Information Centre car park
- Evandale Memorial Hall car park
- Murray Street, gravelled parking area.

Attached to this report is a summary of comments and / or requirements for each of these suggested locations. It is noted, all of these sites will require planning approval.

3 STRATEGIC PLAN 2021-2027

The Strategic Plan 2021-2027 provides the guidelines within which Council operates.

People: Culture and society - a vibrant future that respects the past

Sense of Place - Sustain, Protect, Progress

Strategic outcomes:

3.4 Towns are enviable places to visit, live and work

Place: Nurture our heritage environment

Environment - Cherish, Sustain our Landscapes and Preserve, Protect Our Built Heritage for Tomorrow

Strategic outcomes:

4.3 Eco-tourism strongly showcases our natural beauties

4.4 Our heritage villages and towns are high value assets

4 POLICY IMPLICATIONS



Evandale is currently listed as an RV Friendly Town which is an initiative of the Campervan and Motorhome Club of Australia Limited (CMCA).

To qualify, a town must meet the following essential criteria:

- Provision of appropriate parking within the town centre, with access to a general shopping area for groceries and fresh produce.
- Provision of short term, low cost overnight parking (24/48 hours) for self-contained recreational vehicles, as close as possible to the CBD.
- Access to potable water.
- Access to a free dump point in an appropriate location.

Council at its meeting of 18 October 2021 (Minute reference 21/411) determined to close the Dump Point currently located at Morven Park. Council officers are exploring an alternative suitable location for a dump point at Western Junction. Contact has been made with the CMCA who have advised, without a free dump point in the town, Evandale will not meet the essential criteria of being an RV Friendly town.

Council's Recreation Vehicle: Development and Management of Facilities (Overnight Camping – Self Contained Vehicles) Policy applies.

5 STATUTORY REQUIREMENTS

Planning approvals would need to be obtained for a new overnight parking site for RV vehicles in the township of Evandale.

6 FINANCIAL IMPLICATIONS

The current sites at Falls Park and Honeysuckle Banks are free of charge.

7 RISK ISSUES

There is a risk Evandale will lose its status as an RV friendly town without 7 day access to parking within the town. Contact has been made with the CMCA who have advised that the sites available at Falls Park and Honeysuckle Banks meet the essential criteria to qualify as an RV Friendly Town.

Advice has been received from the CMCA that RV Friendly status will be lost when the dump point at Evandale is closed. A dump point must be available in the town for the town to qualify as RV Friendly.

8 CONSULTATION WITH STATE GOVERNMENT

Not applicable.

9 COMMUNITY CONSULTATION

This is an issue which has been raised by members of the Evandale community. A new site for overnight parking would require community consultation.

10 OPTIONS FOR COUNCIL TO CONSIDER

To extend Honeysuckle Banks as a site for RV parking all year round (to be closed during flood events), and update Council's Recreation Vehicle: Development and Management of Facilities Policy accordingly.



To progress an alternative overnight parking location within the township of Evandale for this spring / summer. It is noted that all of the suggested locations in this report require planning approval which will take at least 2 months from the date of this meeting.

11 OFFICER'S COMMENTS/CONCLUSION

The Evandale Community and Information Centre representatives who have contacted Council with concern about overnight parking for RVs in Evandale are seeking a short term solution for this summer season. The volunteers at the Information Centre would like to have clear advice they can provide RV drivers on where they can park. All of the sites suggested by the Evandale Community and Information Centre representatives require planning approval which mean, even if approved, they would not be available this calendar year.

12 ATTACHMENTS

1. Evandale proposed RV Parking [9.3.1 - 1 page]

RECOMMENDATION

That Council expand the opening times for parking of fully self-contained recreational vehicles at Honeysuckle Banks, Evandale to all year round, except during flood events and update the Recreation Vehicle: Development and Management of Facilities Policy accordingly.

Suggested location	Approvals required	Other interested parties	Officer comments
Right hand side entrance to Morven Park	Planning approval required	Morven Park Management Committee Evandale Primary School	The Morven Park Management Committee do not support the proposal due to congestion in the area during sporting events The Evandale Primary School have not been approached at this stage
Evandale Market Car Park (privately owned land)	Planning approval required	Owner of land	The owner is supportive of providing a parking option on the Saturday night, subject to cost
Evandale Community & Information Centre Car Park	Planning approval required	Evandale Tennis Club Evandale Community & Information Centre Committee	The Evandale Tennis Club have not been approached at this stage. It is recommended that if pursued this site be limited in spaces and times (ie 5pm - 10am) Committee members suggested this location
Evandale Memorial Hall Car Park	Planning approval required	Evandale Memorial Hall Committee Evandale Dr Surgery	The Evandale Memorial Hall Committee have not been approached at this stage The Evandale doctor surgery has not been approached at this stage
Murray Street car parking	Planning approval required		



9.4 COMMUNITY ACTION PLAN

Responsible Officer: Des Jennings, General Manager

Report prepared by: Amanda Bond, Executive Officer

1 PURPOSE OF REPORT

The purpose of this report is to provide Council with additional information regarding an opportunity to develop a Community Action Plan for Suicide Prevention for the Northern Midlands.

2 INTRODUCTION/BACKGROUND

The Local Government Association of Tasmania in conjunction with Relationships Australia, Tasmania are currently offering local government areas \$5,000 grants to develop and implement a Community Action Plan on Suicide Prevention.

The Action Plan must be commenced by December 2021 to be eligible to receive the funding. Funding will not be released until the plan has been implemented.

The Action Plan is developed by a committee of interested parties and representatives from Relationships Australia, Tasmania.

Council considered the opportunity at its meeting of 20 September 2021, Minute Reference 21/360 and requested a further report with additional information to be brought to a future Council meeting.

Subsequently, officers have contacted Rural Alive and Well (RAW) to seek their input on what they see as an opportunity for the Northern Midlands Council to adequately utilise these funds in a way that will be most beneficial to the community.

The recommendation from RAW is that Council utilises the funding to conduct Mental Health First Aid training in the municipality, both for Council staff and also for community members. Mental Health First Aid training enables participants to gain the skills needed to provide initial support to other adults who may be experiencing a mental health problem or mental health crisis.

3 STRATEGIC PLAN 2021-2027

The Strategic Plan 2021-2027 provides the guidelines within which Council operates.

Lead: Serve with honesty, integrity, innovation and pride

Leaders with Impact

Strategic outcomes:

1.1 Council is connected to the community

People: Culture and society - a vibrant future that respects the past

Sense of Place - Sustain, Protect, Progress

Strategic outcomes:

3.4 Towns are enviable places to visit, live and work

4 POLICY IMPLICATIONS

Not applicable.



5 STATUTORY REQUIREMENTS

Not applicable.

6 FINANCIAL IMPLICATIONS

Council is eligible to received \$5,000 toward the development and implementation of the Community Action Plan.

7 RISK ISSUES

The plan must be commenced prior to December 2021 to be eligible to receive the funding.

8 CONSULTATION WITH STATE GOVERNMENT

Not applicable.

9 COMMUNITY CONSULTATION

Community consultation will be required to offer community members an opportunity to participate in the Mental Health First Aid training.

10 OPTIONS FOR COUNCIL TO CONSIDER

To progress the development of a Community Action Plan on Suicide Prevention, by using the funds to provide Mental Health First Aid training to members of the Northern Midlands municipality, or not.

11 OFFICER'S COMMENTS/CONCLUSION

This opportunity could have significant benefit to the Northern Midlands community.

12 ATTACHMENTS

Nil

RECOMMENDATION

That Council accepts / does not accept the opportunity to receive a \$5,000 grant and develop a Community Action Plan on Suicide Prevention for the Northern Midlands with the focus of the plan to be to offer Mental Health First Aid training to members of Council staff and members of the Northern Midlands municipality.



9.5 THE MISSING MIDLANDS HIGHWAY PROJECT

Responsible Officer: Des Jennings, General Manager
Report prepared by: Lorraine Green, Project Officer

1 PURPOSE OF REPORT

The purpose of the report is for Council to consider supporting the Mona Foma 2022 Festival Missing Midlands Project.

2 INTRODUCTION/BACKGROUND

Mona Foma 2022 Festival Curator, Ms Trudi Brinckman is working with artist Julie Gough on a project that will see the installation of four black metal silhouettes along the Midland Highway. The silhouettes are to be installed in December 2021 (prior to the commencement of the Mona Foma festival in January 2022) and will stay in-situ after the festival for at least two years.

The project is building on the group of colonial-themed silhouettes already in place along the highway. The four new silhouettes of Aboriginal figures will expand the current storyline to include a realistic representation of cross cultural interaction in the region during the 1820s and early 1830s. The silhouettes are predominantly images extracted from the Colonial Government commissioned panels (1830): "Governor Arthur's Proclamation to the Aborigines".

Consistent with the current silhouettes, these new silhouettes will be located on private properties adjacent to the highway. Four property owners have agreed to the installation of the silhouettes: two in the northern midlands and two in the southern midlands.

3 STRATEGIC PLAN 2021-2027

The Strategic Plan 2021-2027 provides the guidelines within which Council operates.

Lead: Serve with honesty, integrity, innovation and pride

Leaders with Impact

Strategic outcomes:

1.1 Council is connected to the community

People: Culture and society - a vibrant future that respects the past

Sense of Place - Sustain, Protect, Progress

Strategic outcomes:

3.1 Sympathetic design respects historical architecture

3.2 Developments enhance existing cultural amenity

Place: Nurture our heritage environment

Environment - Cherish, Sustain our Landscapes and Preserve, Protect Our Built Heritage for Tomorrow

Strategic outcomes:

4.1 Cherish and sustain our landscape

4 POLICY IMPLICATIONS

N/A



5 STATUTORY REQUIREMENTS

Council Planners advise the project would be classified as Public Art which can be exempt from requiring a planning permit if it is: "...by, or on behalf of, the Crown, a Council or a State Authority."

6 FINANCIAL IMPLICATIONS

Council's Works Manager estimates a cost of close to \$5,000 to install each silhouette, with the cost subject to variation dependent on the size of the silhouettes and nature of the footings. It is understood all the project materials will be provided by Mona Foma.

7 RISK ISSUES

Mona Foma organisers have committed to ensuring the silhouettes' fabrication and delivery to site will be undertaken by industry professionals, inclusive of engineering sign-off for their on-site safety.

8 CONSULTATION WITH STATE GOVERNMENT

A Southern Midlands Council officer has discussed the project with Department of State Growth engineers who advised "... if the silhouettes are in private property, say twenty or more metres from the road edge and do not restrict sight distance at junctions or driveways I do not expect the Department would have any concerns."

9 COMMUNITY CONSULTATION

Mona Foma organisers have not requested Council undertake any consultation with regard to this festival project.

10 OPTIONS FOR COUNCIL TO CONSIDER

Council can either support/not support the Mona Foma 2022 Festival The Missing Midlands Project by committing/not committing to undertake and fund the installation and ongoing maintenance of the project's two northern midlands based silhouettes.

11 OFFICER'S COMMENTS/CONCLUSION

This project provides the opportunity for Mona Foma, Northern and Southern Midlands Councils and farmers to confidently lead, by example, processes of supportive truth telling in the Missing Midlands compelling, mindful and progressive project.

12 ATTACHMENTS

1. Midlands Highway Project Images November 2021 [9.5.1 - 1 page]

RECOMMENDATION

That Council support the Mona Foma 2022 Festival The Missing Midlands Project by committing to undertake and fund the installation and ongoing maintenance of the project's two northern midlands based silhouettes

MISSING MIDLANDS PROJECT: SILHOUETTES PROPOSED FOR NORTHERN MIDLANDS SITES

The Artist, Julie Gough, is extracting the figures for the silhouettes from the Colonial Government commissioned panels (1830): "Governor Arthur's Proclamation to the Aborigines". The panels attempt to explain the idea of equality under the law: those who committed violent crimes in Van Diemen's Land, be they Aboriginal Australian or European settler, would be punished in the same way.

The panels show a colonist shooting an Aboriginal man and an Aboriginal man spearing a colonist. The colonist and the Aboriginal man are both shown being hanged. The panels also show the figure of a woman holding a child.

Mona Foma Curator, Trudi Brinckman, advised 9 November 2021 the figure of the woman holding a child is confirmed as the silhouette for one of the Northern Midlands' sites. The other site will either feature a silhouette of the colonist shooting an Aboriginal man, or the Aboriginal man spearing a colonist.





9.6 RECREATIONAL FISHING AND CAMPING FACILITIES GRANTS PROGRAM FUNDING APPLICATION

Responsible Officer: Des Jennings, General Manager

Report prepared by: Lorraine Green, Project Officer

1 PURPOSE OF REPORT

The purpose of the report is to brief Council on the funding application being prepared for the 2021 Recreational Fishing and Camping Facilities Grants Program and to seek Council's consideration of committing funding towards the application.

2 INTRODUCTION/BACKGROUND

The Recreational Fishing and Camping Facilities Grants Program is a competitive grants program that provides funding to Tasmanian Councils for new or renewed infrastructure for fishing, boating and camping. The Australian Government provides funds to the Tasmanian Government for the administration of the program through the Department of Premier and Cabinet.

All of Tasmania's 29 Councils are eligible to make one application to each round of the Program.

The Program Guidelines state that submitted projects are evaluated on the basis of:

- Evidence of estimated usage of proposed new or renewed recreational fishing, boating or camping infrastructure (quantitative) and expected public benefit (qualitative) 50% weighting;
- Evidence of Council capacity to deliver the infrastructure within 18 months of funding receipt – 30% weighting;
- Financial co-contributions to proposed projects, if any – 20% weighting.

Grants of between \$50,000 and \$200,000 are available to individual Councils. Up to approximately \$800,000 is available in this funding round.

Applications close 5pm on 19 November 2021.

Two potential projects were identified:

- upgrade of the Kalangadoo boat ramp and camping area at Lake Leake
- Upgrade of the camping area at Tooms Lake.

These projects were discussed with Neil Morrow, Manager Anglers Access, Tasmanian Inland Fisheries Service and he stated from their perspective, the Kalangadoo site was a lower priority as the boat ramp is flat and would be very difficult to raise, and the site is better suited as a day use area – with camping focussed at the main camping and boat ramp areas in the village. It was also noted that the Lake Leake village camp site had received recent funding for both the shower and toilets amenities upgrade and also the construction of a pontoon.

Mr Morrow offered to assist with the preparation of an application to upgrade the Tooms Lake camping area. He has met onsite with Council's Works Manager to discuss the nature and extent of the upgrade required, and has provided quantitative and qualitative data to assist with meeting the first evaluative criteria. He also indicated that if the extent of upgrade works discussed was undertaken, Inland Fisheries Service would commit \$20,000 in cash towards the project, and an inkind contribution of drawings and specifications for the new toilet facility.

The funding application to the Recreational Fishing and Camping Facilities Grants Program is currently being prepared.



3 STRATEGIC PLAN 2021-2027

The Strategic Plan 2021-2027 provides the guidelines within which Council operates.

Lead: Serve with honesty, integrity, innovation and pride

Leaders with Impact

Strategic outcomes:

- 1.1 Council is connected to the community
- 1.4 Improve community assets responsibly and sustainably

People: Culture and society - a vibrant future that respects the past

Sense of Place - Sustain, Protect, Progress

Strategic outcomes:

- 3.3 Public assets meet future lifestyle challenges

Place: Nurture our heritage environment

Environment - Cherish, Sustain our Landscapes and Preserve, Protect Our Built Heritage for Tomorrow

Strategic outcomes:

- 4.1 Cherish and sustain our landscape
- 4.2 Meet environmental challenges

4 POLICY IMPLICATIONS

N/A

5 STATUTORY REQUIREMENTS

N/A

6 FINANCIAL IMPLICATIONS

Council's Works Manager Leigh McCullagh, and Mr Morrow met at the Tooms Lake camping area to discuss the nature and extent of the works to be included in the funding application. The project components proposed and the cost estimates follow:

• Additional pump-out toilet facility	\$ 50,000
• Arborist assessment, removal of danger limbs and trees	\$ 20,000
• Levelling and hardening of the camping area: gravel and machinery	\$ 15,000
• Parking improvements: boat ramp and culvert	\$ 10,000
• Removal of large barrier rocks	\$ 10,000
• Upgrade walking track boat ramp to camping area	\$ 5,000
• Upgrade public signage	\$ 2,000
• Contingency	\$ 8,000
Total:	\$ 120,000

The Program Guidelines state 20% of the evaluative weighting for the projects will be associated with the extent of contributions for the project. The Inland Fisheries Service has committed \$20,000. It is proposed that Council also make a cash contribution to the project.



7 RISK ISSUES

The Program Guidelines state “in recommending a quantum of funding, the selection panel will have regard to enabling the delivery of the project and the co-funding proposed, if any.”

8 CONSULTATION WITH STATE GOVERNMENT

Inland Fisheries Manager Anglers Access is working with Council on the development of the funding application.

9 COMMUNITY CONSULTATION

The Tasmanian Inland Fisheries Service regularly conducts surveys and receives feedback that assists with identifying projects of priority to anglers.

10 OPTIONS FOR COUNCIL TO CONSIDER

Council can either approve/not approve the allocation of funding towards the application to the 2021 Recreational Fishing and Camping Facilities Grant Program application for the upgrade of the Tooms Lake camping area.

11 OFFICER’S COMMENTS/CONCLUSION

The Grant Program selection panel will consider the extent of co-contributions being made when evaluating the funding applications.

12 ATTACHMENTS

Nil

RECOMMENDATION

The Council approve/not approve the allocation of \$X towards the 2021 Recreational Fishing and Camping Facilities Grant Program application for the upgrade of the Tooms Lake camping area.



10 COMMUNITY & DEVELOPMENT REPORTS

10.1 MONTHLY REPORT: DEVELOPMENT SERVICES

Responsible Officer: Des Jennings, General Manager

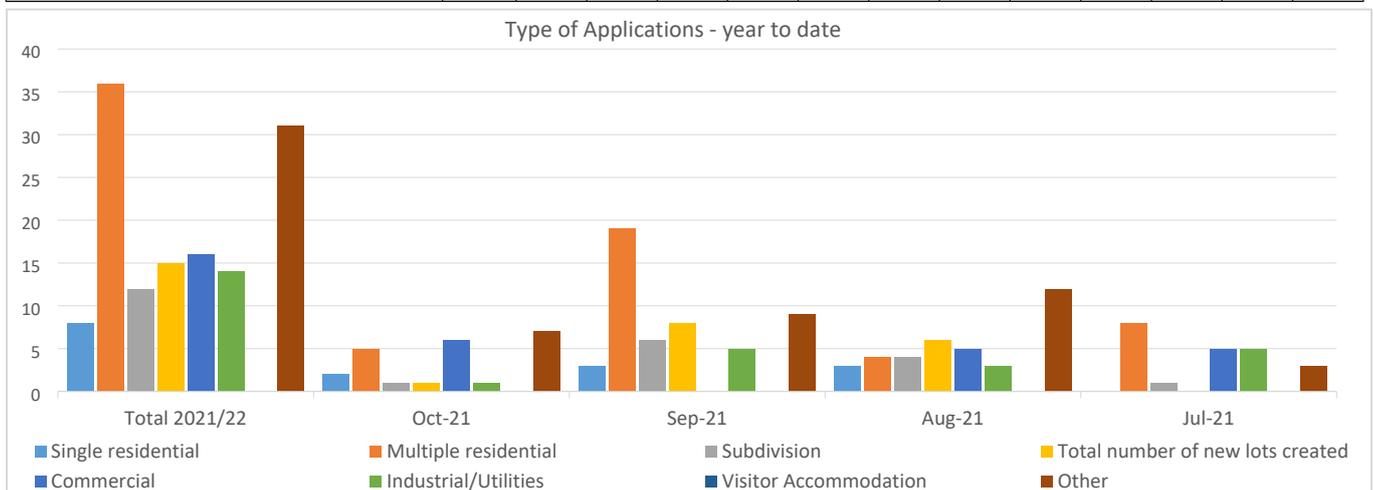
1 PURPOSE OF REPORT

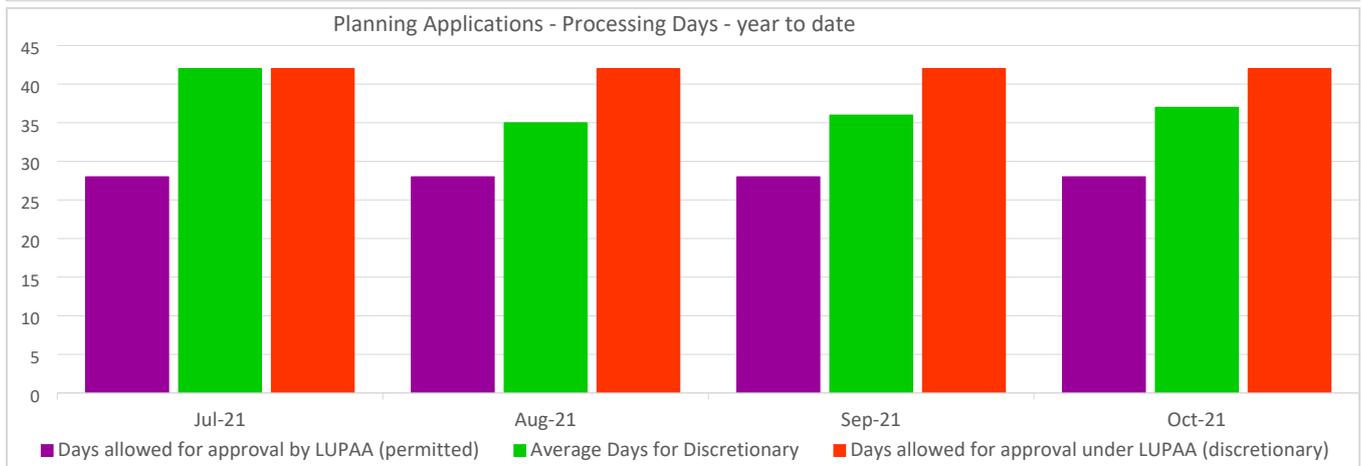
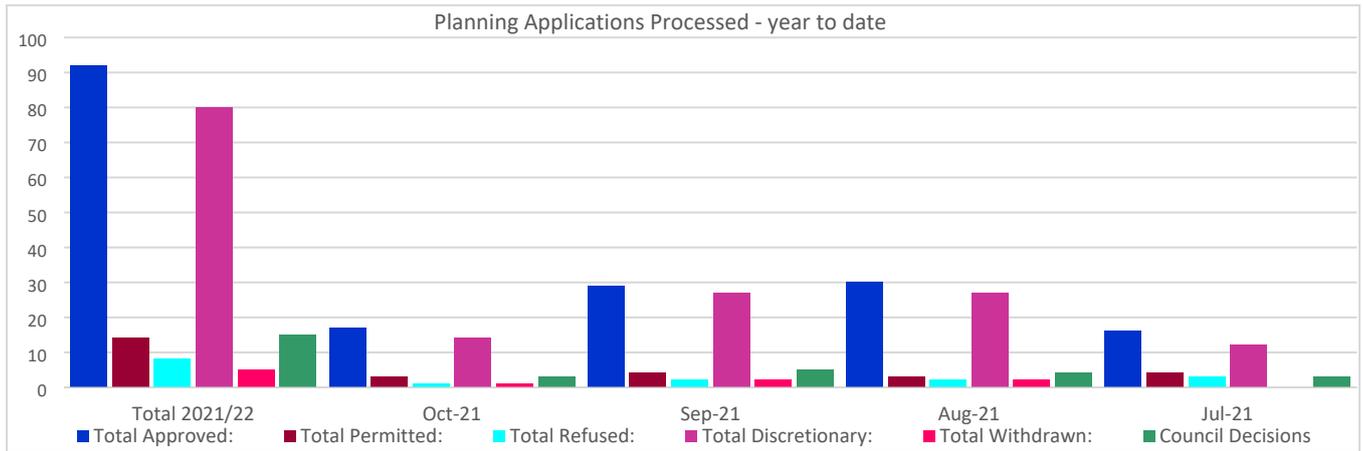
The purpose of this report is to present the Development Services activities as at the month end.

2 DEVELOPMENT SERVICES REPORTING

2.1 Planning Decisions

	Total YTD	July	Aug1	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June
Number of valid applications	104	14	34	35	21								
Single residential	8	0	3	3	2								
Multiple residential	36	8	4	19	5								
Subdivision	12	1	4	6	1								
Total number of new lots created	15	0	6	8	1								
Commercial	16	5	5	0	6								
Industrial/Utilities	14	5	3	5	1								
Visitor Accommodation	0	0	0	0	0								
Total permitted	0	0	0	0	0								
Total discretionary	0	0	0	0	0								
Other (includes all residential development on existing dwellings [alterations/additions, sheds, solar, fences, pools etc])	31	3	12	9	7								
Total No. Applications Approved:	92	16	30	29	17								
Total Permitted:	14	4	3	4	3								
Average Days for Permitted	17	23	14	18	13								
Days allowed for approval by LUPAA	28	28	28	28	28								
Total Exempt under IPS:	26	8	9	5	4								
Total Refused:	8	3	2	2	1								
Total Discretionary:	80	12	27	27	14								
Average Days for Discretionary:	37.5	42	35	36	37								
Days allowed for approval under LUPAA:	42	42	42	42	42								
Total Withdrawn:	5	0	2	2	1								
Council Decisions	15	3	4	5	3								
Appeals lodged by the Applicant	5	1	1	3	0								
Appeals lodged by third party	1	1	0	0	0								





October 2021					
Project	Details	Address	Applicant	No of LUPAA days	Perm / Disc / Exempt
DELEGATED DECISIONS					
PLN-21-0158	Dwelling (vary setbacks in Rural Resource zone)	8 Baker Street, Rossarden TAS 7213	Stuart Barons	39	D
PLN-21-0212	2 Lot Subdivision (Vary Lot Sizes, Passing Bay Provisions and Solar Orientation)	5 Monastery Court, Longford TAS 7301	Abode Designer Homes	38	D
PLN-21-0219	Detention basin and hardstand area with roof over shipping containers (retrospective) and extension of landscape mound	59 Raeburn Road, Breadalbane TAS 7258	Hazel Bros	42	D
PLN-21-0228	Use of Licensed land (CT37139/1) as car parking area (53.71m x 6.6m)	4A Union Street, Longford TAS 7301	Paul Smith	42	D
PLN-21-0232	Demolish existing extension at rear of dwelling and construct new extension, construct new carport (Heritage Listed, Heritage Precinct)	98 Main Road, Perth TAS 7300	Hendrik Mr Hoekstra	44	D
PLN-21-0239	Signage x 4 (Signs Code)	12 Boral Road, Western Junction TAS 7212	Albert Smith Signs P/L	42	D
PLN-21-0240	Alterations & additions to dwelling	Kenilworth, 830 Valleyfield Road, Campbell Town TAS 7210	WOODBURYCO DESIGN	15	P
PLN-21-0243	Shipping Container (Heritage Precinct, Heritage Listed)	12 Marlborough Street, Longford TAS 7301	Mr Carlton Dixon	30	D
PLN-21-0244	Dwelling (Vary Front Setback)	12 St Pauls Place, Avoca TAS 7213	Design To Live	35	D
PLN-21-0251	New Carport (vary side boundary setback)	12 Banksia Grove, Perth TAS 7300	Melissa Stansbie	42	D
PLN-21-0252	Extension to dwelling	74 Devon Hills Road, Devon Hills TAS 7300	Brendan McMahon	16	P
PLN-21-0267	Building Fascia Sign	4 Munro Street, Western Junction TAS 7212	Mr Richard Talbot	9	P
PLN-21-0270	Extension to building for freeze drying (Airport Impacts Management Code)	13 Richard Street, Western Junction TAS 7212	Forager Foods	27	D
PLN-21-0197	Stable (gross floor area of outbuildings greater than	24 Summit Drive, Devon Hills	Wilkin Design & Drafting	30	D



October 2021					
Project	Details	Address	Applicant	No of LUPAA days	Perm / Disc / Exempt
DELEGATED DECISIONS					
	80m2)	TAS 7300			
PLN-21-0269	Shed (vary rear setback)	19 Zircon Place, Perth TAS 7300	Mr Tyler Tiffin & Ms Erryn Cartledge	25	D
COUNCIL DECISIONS					
PLN-21-0181	Alterations and extension to dwelling (Heritage Listed Place, Heritage Precinct, vary car parking provision)	13-15 Russell Street, Evandale TAS 7212	Lydia Nettlefold	40	C
PLN-21-0215	Proposed Cricket Nets, Landscaping incl. vegetation removal & Demolition of Existing Cricket Nets (Vary Setback, Scenic Management Area, Heritage Precinct, Heritage Listed)	Morven Park, 1-3 Barclay St & 2a Cambock Lane, Evandale TAS 7212	Northern Midlands Council	42	C
COUNCIL DECISIONS - REFUSAL					
PLN-21-0217	Alterations & Additions to Longford Memorial Hall including Upgraded BBQ Facilities & New Amenities(Heritage Listed, Heritage Precinct, Vary Setbacks and Car Parking)	Longford Memorial Hall, 53 Wellington Street, Longford TAS 7301	Loop Architecture	42	CR
DELEGATED DECISIONS - REFUSAL					
RMPAT DECISIONS					
PLN21-0085	Multiple Dwellings	24 Main St Perth	Design to Live		
TPC DECISIONS					

2.2 Value of Planning Approvals

	Council	State	2021/2022			2020/21	2019/20	2018/2019
			Residential	Business	Total	Total	Total	Total
July	0	1,327,500	2,310,000	743,247	4,380,747	3,377,500	1,429,000	2,863,500
August	106,000	120,000	3,070,274	485,000	3,781,274	3,709,500	3,503,000	3,369,300
September	27,000	10,605,000	3,910,000	275,000	14,817,000	6,189,000	25,457,550	3,704,400
October	86,000	0	2,322,500	230,295	2,638,795	9,987,000	717,900	1,282,500
YTD Total	219,000	12,052,500	11,612,774	1,733,542	25,617,816	23,263,000	31,107,450	11,219,700
Annual Total						59,101,247	55,891,900	36,482,950



2.3 Matters Awaiting Decision by TPC & RMPAT

TPC	TASMANIAN PLANNING COMMISSION
LPS-NOR-TPS	Tasmanian Planning Scheme. The State Planning Provisions (SPPs) came into effect on 2/3/2017. They will have no practical effect until the Local Provisions Schedule (LPS) is in effect in a municipal area. Northern Midlands Council's Draft Local Provisions Schedule submitted to the Commission 19/12/2019. Post lodgement meeting held 5/5/2020. Matters raised by the Commission and recommended response tabled at the 29/6/2020 Council meeting. Remaining responses to post lodgement enquiries provided 28/08/2020. Submission of response to post lodgement enquiries made by TPC due 5/2/2021. Meeting held between Council and Commission staff to discuss these matters held 20/1/2021. Response provided to TPC 12/2/2021. TPC requested further clarifications 16/3/2021. Response provided 8/4/2021. Section 32(4) responses to final TPC queries provided 6/5/2021. Minister's declarations issued 31 May 2021 – included in 28 June Council agenda. GIS consultant made map changes required by the Minister. Provided to TPC 19/7/2021. 6/10/2021, received direction to publicly exhibit draft Local Provisions Schedule. Draft Local Provisions Schedule on public exhibition from 22 October to 21 December 2021.
PLN21-0189	Draft Amendment 02/2021 to insert:

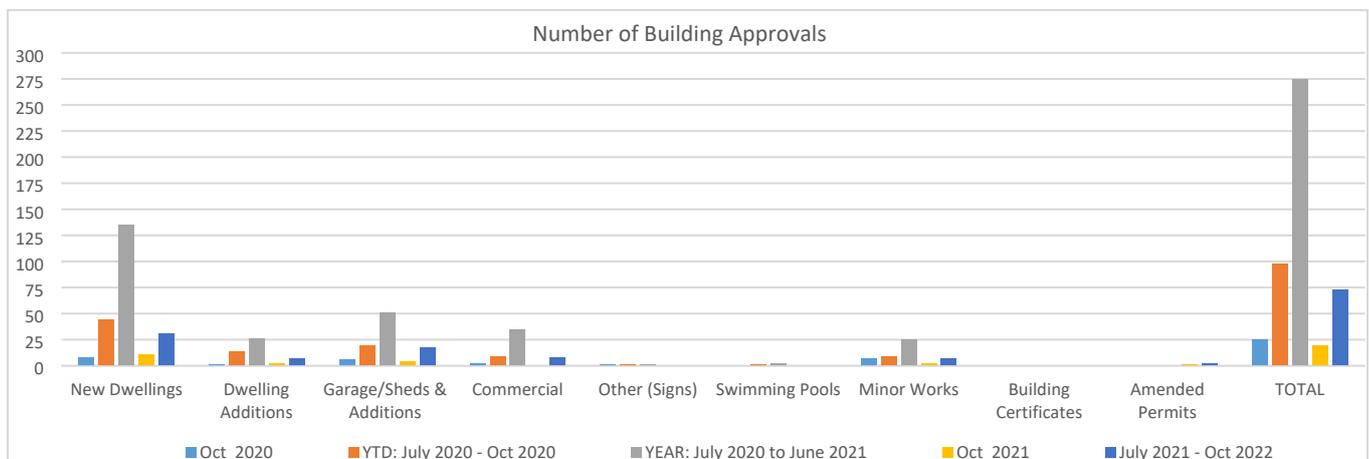


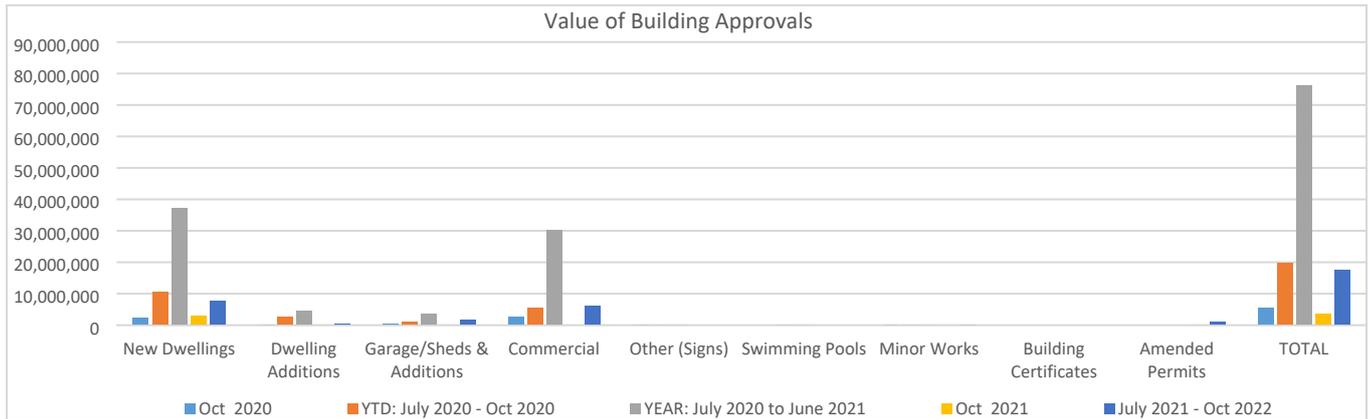
TPC		TASMANIAN PLANNING COMMISSION
		In Clause F1.3.6 the 'storage' use class with the qualification 'If not a liquid fuel depot or solid fuel depot, and, If only on Certificate of Title Volume 150770 Folio 1, Volume 150770 Folio 2, and Volume 150770 Folio 3'. A new clause F1.4.3 A6 & P6; and A new clause F1.4.7 A9 & P9. Report on representations considered at October 2021 Council meeting and sent to TPC.
Decisions received		
-		
RMPAT		RESOURCE MANAGEMENT AND PLANNING APPEAL TRIBUNAL
PLN21-0183		Appeal 118/21P. Illawarra Road upgrades. Appeal against conditions of the permit approved by Council. RMPAT held preliminary conference 08/10/2021. Mediation being undertaken. Hearing set for 2 & 3 December 2021.
PLN21-0125		Appeal 119/21S. 2 Sinclair Street, Perth. Appeal against Council's refusal of permit for 3 lot subdivision. RMPAT held preliminary conference on 12/10/2021. Hearing set for 8 December 2021.
PLN21-0199		Appeal 126/21P. 7 Bedford Street, Campbell Town. Appeal against conditions of the permit approved by Council. RMPAT held preliminary conference 13/10/2021. Mediation being undertaken. Hearing set for 28 January 2021.
Decisions received		
PLN21-0085		Appeal 95-21P. 24 Main Road, Perth. Appeal against refusal under delegation of 5 multiple dwellings. RMPAT held a preliminary conference 11/8/2021. Mediation over the conditions of approval undertaken. Permit issued in accordance with consent decision.

2.4 Building Approvals

The following table provides a comparison of the number and total value of building works for 2020/2021 – 2021/2022 (figures do not include Building Approvals processed under Resource Sharing Agreements).

	YEAR: 2020-2021				YEAR		YEAR: 2021-2022			
	Oct 2020		YTD 2020-2021		July 2020 - June 2021		Oct 2021		YTD 2021-2022	
	No.	Total Value \$	No.	Total Value \$	No.	Total Value \$	No.	Total Value \$	No.	Total Value \$
New Dwellings	8	2,321,145	44	10,464,433	135	37,308,797	11	3,132,840	31	7,825,710
Dwelling Additions	1	50,000	14	2,608,970	26	4,678,970	2	70,000	7	500,000
Garage/Sheds & Additions	6	481,000	20	1,023,700	51	3,494,830	4	244,000	18	1,816,370
Commercial	2	2,650,000	9	5,661,150	35	30,391,057	0	0	8	6,300,000
Other (Signs)	1	12,000	1	12,000	1	12,000	0	0	0	0
Swimming Pools	0	0	1	49,000	2	104,000	0	0	0	0
Minor Works	7	70,888	9	105,888	25	266,844	2	27,266	7	96,626
Building Certificates	0	0	0	0	0	0	0	0	0	0
Amended Permits	0	0	0	0	0	0	1	60,000	2	1,035,000
TOTAL	25	5,585,033	98	19,925,141	275	76,256,498	20	3,534,106	73	17,573,706
Inspections										
Building	15		15		30		0		2	
Plumbing	37		110		299		31		156	





2.5 Planning and Building Compliance – Permit Review

Below are tables of inspections and action taken for the financial year.

Planning Permit Reviews	This Month	2021/2022	Total 2020/2021
Number of Inspections	13	25	31
Property owner not home or only recently started			
Complying with all conditions / signed off		2	11
Not complying with all conditions			1
Re-inspection required	12	22	9
Notice of Intention to Issue Enforcement Notice			
Enforcement Notices issued			
Enforcement Orders issued			
Infringement Notice			
No Further Action Required	1	1	10

Building Permit Reviews	This Month	2021/2022	Total 2020/2021
Number of Inspections			14
Property owner not home or only recently started			
Complying with all conditions / signed off			2
Not complying with all conditions			
Re-inspection required			2
Building Notices issued			
Building Orders issued			
No Further Action Required			10

Illegal Works - Building	This Month	2021/2022	Total 2020/2021
Number of Inspections	9	19	35
Commitment provided to submit required documentation	1	1	11
Re-inspection required	2	10	11
Building Notices issued			5
Building Orders issued			5
Emergency Order	2	2	3
No Further Action Required	6	8	13

Illegal Works - Planning	This Month	2021/2022	Total 2020/2021
Number of Inspections	20	48	81
Commitment provided to submit required documentation	2	5	9
Re-inspection required	7	27	48
Enforcement Notices issued	1	1	1
Enforcement Orders Issued			
Notice of Intention to Issue Enforcement Notice issued	3	3	6
No Further Action Required	11	16	24

3 STRATEGIC PLAN 2021-2027

The Strategic Plan 2021-2027 provides the guidelines within which Council operates.

Progress: Economic health and wealth - grow and prosper

Strategic Project Delivery - Build Capacity for a Healthy Wealthy Future



Strategic outcomes:

2.1 Strategic, sustainable, infrastructure is progressive

People: Culture and society - a vibrant future that respects the past

Sense of Place - Sustain, Protect, Progress

Strategic outcomes:

3.1 Sympathetic design respects historical architecture

3.2 Developments enhance existing cultural amenity

3.4 Towns are enviable places to visit, live and work

Place: Nurture our heritage environment

Environment - Cherish, Sustain our Landscapes and Preserve, Protect Our Built Heritage for Tomorrow

Strategic outcomes:

4.1 Cherish and sustain our landscape

4.2 Meet environmental challenges

4.4 Our heritage villages and towns are high value assets

4 STATUTORY REQUIREMENTS

4.1 Land Use Planning & Approvals Act 1993

The planning process is regulated by the *Land Use Planning & Approvals Act 1993*, section 43 of which requires Council to observe and enforce the observance of its planning scheme.

4.2 Building Act 2016

The *Building Act 2016* requires Council to enforce compliance with the Act.

5 RISK ISSUES

Lack of public awareness is a risk to Council. If people are not aware of requirements for planning, building and plumbing approvals, this may result in work without approval. Council continues to promote requirements to ensure the public is aware of its responsibility when conducting development.

6 COMMUNITY CONSULTATION

Discretionary applications are placed on public notification in accordance with Section 57 of the *Land Use Planning & Approvals Act 1993*.

From time to time, articles are placed in the Northern Midlands Courier and on Council's Facebook page, reminding the public of certain requirements.

7 OFFICER'S COMMENTS/CONCLUSION

There have been 8 commercial building approvals valued at \$6,300,000 for 2021/22 (year to date), compared to 9 commercial building approval valued at \$5,661,150 (year to date) for 2020/2021.

In total, there were 73 building approvals valued at \$17,573,706 (year to date) for 2021/2022, compared to 98 building approvals valued at \$19,925,141 (year to date) for 2020/21.

RECOMMENDATION

That the report be noted.



11 CORPORATE SERVICES REPORTS

11.1 MONTHLY REPORT: FINANCIAL STATEMENT

Responsible Officer: Maree Bricknell, Corporate Services Manager

Report prepared by: Maree Bricknell, Corporate Services Manager

1 PURPOSE OF REPORT

The purpose of this report is to present the monthly financial reports as at 31 October 2021.

2 INTRODUCTION/BACKGROUND

The Monthly Financial Summary for the period ended 31 October 2021 is circulated for information.

3 STRATEGIC PLAN 2021-2027

The Strategic Plan 2021-2027 provides the guidelines within which Council operates:

Progress: Economic health and wealth - grow and prosper

Strategic Project Delivery - Build Capacity for a Healthy Wealthy Future

Strategic outcomes:

2.1 Strategic, sustainable, infrastructure is progressive

4 ALTERATIONS TO 2021-22 BUDGET

Following a budget review of income and expenditure items the following alterations/variances are highlighted and explained:

SUMMARY FINANCIAL REPORT

For Month Ending: 31-Oct-21 4

A. Operating Income and Expenditure

	Budget	Year to Date Budget	Actual	(\$,000)	Target 100%	Comments
Rate Revenue	-\$12,271,834	-\$12,271,834	-\$12,250,652	-\$21	99.8%	
Recurrent Grant Revenue	-\$4,723,956	-\$1,574,652	-\$1,037,851	-\$537	65.9%	Advanced Grants
Fees and Charges Revenue	-\$2,387,167	-\$795,722	-\$1,035,759	\$240	130.2%	
Interest Revenue	-\$741,548	-\$247,184	-\$256,953	\$10	104.0%	
Reimbursements Revenue	-\$53,978	-\$17,993	-\$12,391	-\$6	68.9%	
Other Revenue	-\$1,786,968	-\$595,656	-\$282,633	-\$313	47.4%	
	-\$21,965,451	-\$15,503,041	-\$14,876,239	-\$627	96.0%	
Employee costs	\$6,028,712	\$2,009,571	\$1,724,241	\$285	85.8%	
Material & Services Expenditure	\$5,612,165	\$1,870,722	\$1,792,773	\$78	95.8%	
Depreciation Expenditure	\$6,519,158	\$2,173,053	\$2,172,998	\$0	100.0%	
Government Levies & Charges	\$961,484	\$320,495	\$238,092	\$82	74.3%	
Councillors Expenditure	\$205,180	\$68,393	\$54,023	\$14	79.0%	
Interest on Borrowings	\$272,007	\$90,669	\$117,996	-\$27	130.1%	
Other Expenditure	\$1,315,204	\$438,401	\$702,798	-\$264	160.3%	Pension rebates for full year
Plant Expenditure Paid	\$538,650	\$179,550	\$234,139	-\$55	130.4%	
	\$21,452,560	\$7,150,853	\$7,037,060	\$114	98.4%	
	-\$512,891	-\$8,352,187	-\$7,839,179			
Gain on sale of Fixed Assets	\$0	\$0	\$0	\$0	0.0%	



Loss on Sale of Fixed Assets	\$505,860	\$168,620	\$292	\$168	0.2%
Underlying (Surplus) / Deficit	-\$7,031	-\$8,183,567	-\$7,838,887		1
	\$0		-		
Capital Grant Revenue	-\$8,697,948	-\$2,899,316	-\$247,135	-\$2,652	8.5%
Subdivider Contributions	-\$330,765	-\$110,255	0	-\$110	0.0%
Capital Revenue	-\$9,028,713	-\$3,009,571	-\$247,135		

Budget Alteration Requests

- For Council authorisation by absolute majority

Budget Budget Actuals
Operating Capital

Capital works budget variances above 10% or \$10,000 are highlighted

October

<i>Fees & Charges - Impounding Fee Initial</i>	From \$ 72 Increased to \$75	Increased in line with fees from pound operator increases
<i>Fees & Charges - Impounding Fee Subsequent</i>	From \$ 95 Increased to \$98	Increased in line with fees from pound operator increases
<i>Fees & Charges - Pound Fee after 1st day</i>	From \$ 22 Increased to \$25	Increased in line with fees from pound operator increases

September

D2018010 R Preece	101.10	Bad Debt - Deemed uncollectable by EMPRS
D201908 P Groves	326.00	Bad Debt - Deemed uncollectable by EMPRS
D2019019 P Groves	163.00	Bad Debt - Deemed uncollectable by EMPRS
D2019021 P Groves	168.00	Bad Debt - Deemed uncollectable by EMPRS
D2019023 P Groves	168.00	Bad Debt - Deemed uncollectable by EMPRS
D2019024 P Groves	168.00	Bad Debt - Deemed uncollectable by EMPRS
D2019025 P Groves	168.00	Bad Debt - Deemed uncollectable by EMPRS
D2019027 P Groves	168.00	Bad Debt - Deemed uncollectable by EMPRS
D2020036 P Groves	168.00	Bad Debt - Deemed uncollectable by EMPRS

August

Footpath - Main Street Cressy	750796.6	-\$67,000	Tfr allocation to different
Footpath - Church Street (Main to Charles) at Cressy		\$67,000	location in Cressy
Footpath - Park St (High to Bridge) Ross	750986.6	-\$30,000	Completed 2020/21 reallocate
Footpath & ramp - to old Lfd Gym access	707752.96	\$30,000	

July

No adjustments for July.

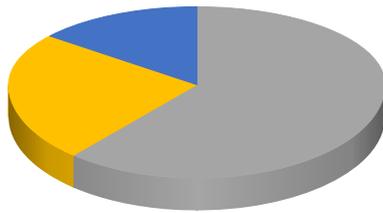
B. Balance Sheet Items

	Year to Date Actual	Monthly Change	Same time last year	Comments	
Cash & Cash Equivalents Balance					
- Opening Cash balance	\$19,432,295	\$22,951,454			
- Cash Inflow	\$10,521,512	\$1,043,944			
- Cash Payments	-\$7,659,203	-\$1,700,793			
- Closing Cash balance	\$22,294,604	\$22,294,604			
Account Breakdown					
- Trading Accounts	\$298,266				
- Investments	\$21,996,339				
	\$22,294,604				
Summary of Investments	Investment Date	Maturity Date	Interest Rate%	Purchase Price	Maturity Value

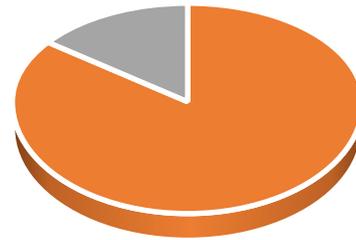


Tasmanian Public Finance Corporation Call Account	1/10/2021	31/10/2021	0.10	\$5,397	\$5,397
CBA Call Account	1/10/2021	31/10/2021	0.01	\$1,574	\$1,574
CBA Business Online Saver	20/10/2021	31/10/2021	0.20	\$5,317,621	\$5,317,942
Westpac Corporate Regulated Interest Account	31/10/2021	31/10/2021	0.35	\$6,778,736	\$6,778,736
My State Financial	25/05/2021	25/05/2022	0.85	\$3,343,010	\$3,371,425
Westpac	5/10/2021	4/07/2022	3.37	\$5,500,000	\$5,638,124
Westpac	29/09/2021	29/06/2023	3.30	\$1,050,000	\$1,110,566
Total Investments				\$21,996,339	\$22,223,765

Investments by Institution



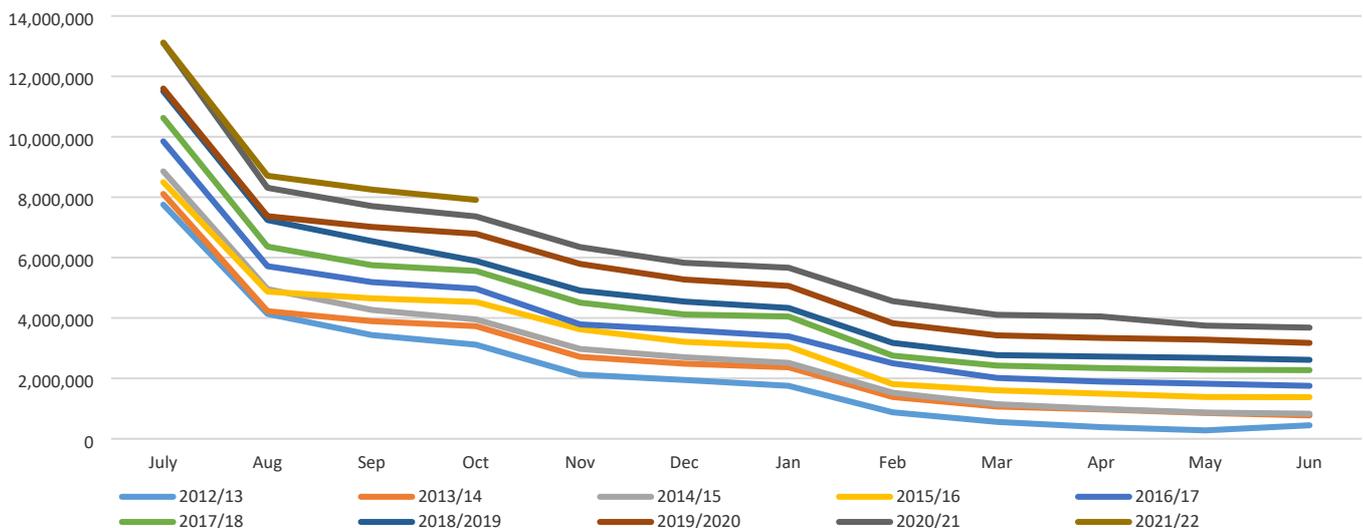
Total Investments by Rating (Standard & Poor's)



■ Bank of Us (B&E) ■ Tascorp ■ Westpac ■ CBA ■ MyState ■ AA+ ■ AA- ■ BBB ■ Unrated

Rate Debtors	2020/21	% to Raised	Same Time Last Year	% to Raised
Balance b/fwd	\$3,205,341		\$2,808,852	
Rates Raised	\$12,324,409		\$11,655,576	
	\$15,529,751		\$14,464,428	
Rates collected	\$7,098,094	57.6%	\$6,685,732	57.4%
Pension Rebates	\$495,198	4.0%	\$480,337	4.1%
Discount & Remissions	\$24,987	0.2%	\$54,921	0.5%
	\$7,618,279		\$7,220,990	
Rates Outstanding	\$7,911,471	64.2%	\$7,362,349	63.2%
Advance Payments received	-\$206,052	1.7%	-\$118,912	1.0%

Outstanding Rates



Trade Debtors	
Current balance	\$415,379
- 30 Days	\$42,552
- 60 Days	-\$5,537
- 90 Days	\$17,712
- More than 90 days	\$360,652



Summary of Accounts more than 90 days:

- Norfolk Plains Book sales	171	Paid by outlet as sold
- Hire/lease of facilities	7,053	
- Removal of fire hazards	6,042	Send to Fines Enforcement
- Dog Registrations & Fines	17,353	
- Private Works	278	
- Regulatory Fees	310	
- Govt Reimbursements	330,000	

C. Capital Program

	Budget	Actual (\$,000)	Target 33%	Comments
Renewal	\$11,921,744	\$2,548,275	21%	
New assets	\$11,399,505	\$1,943,916	17%	
Total	\$23,321,249	\$4,492,191	19%	

Major projects:

- Longford Sports Centre lift & level 1	\$270,000	\$165,489	61%	
- Cressy Rec Ground Amenities	\$1,013,866	\$961,264	95%	
- Cressy Pool Improvements	\$800,000	\$603,776	75%	
- Ross Village Green	\$558,000	\$502,339	90%	
- Longford Victoria Square Hall	\$1,501,141	\$22,498	1%	
- Longford Victoria Square Amenities	\$333,236	\$1,179	0%	
- Perth Childcare Centre	\$3,550,607	\$153,128	4%	
- Lake Leake Amenities	\$145,256	\$0	0%	
- Translink Detention Basin	\$252,540	\$25,410	10%	
- Footpath Program	\$738,000	\$59,856	8%	
- Bryants Lane Bridge	201,777	\$167	0%	
- William Street Footbridge	270,000	\$12,030	4%	
- Glen Esk Road Reconstruction	411,400	\$34,187	8%	

* Full year to date capital expenditure for 2021/22 provided as an attachment.

D. Financial Health Indicators

	Target	Actual	Variance	Trend	
Financial Ratios					
- Rate Revenue / Total Revenue	55.9%	82.4%	-26.5%	↘	
- Own Source Revenue / Total Revenue	78%	93%	-14.5%	↘	
Sustainability Ratio					
- Operating Surplus / Operating Revenue	0.0%	52.7%	-52.7%	↘	
- Debt / Own Source Revenue	43.0%	53.6%	-10.6%	↔	
Efficiency Ratios					
- Receivables / Own Source Revenue	48.3%	53.2%	-4.9%	↘	
- Employee costs / Revenue	27.4%	11.6%	15.9%	↗	
- Renewal / Depreciation	182.9%	117.3%	65.6%	↗	
Unit Costs					
- Waste Collection per bin	\$10.53	\$12.31		↔	
- Employee costs per hour	\$50.24	\$39.34		↗	
- Rate Revenue per property	\$1,727.45	\$1,724.47		↔	
- IT per employee hour	\$3.30	\$7.10		↘	

E. Employee & WHS scorecard

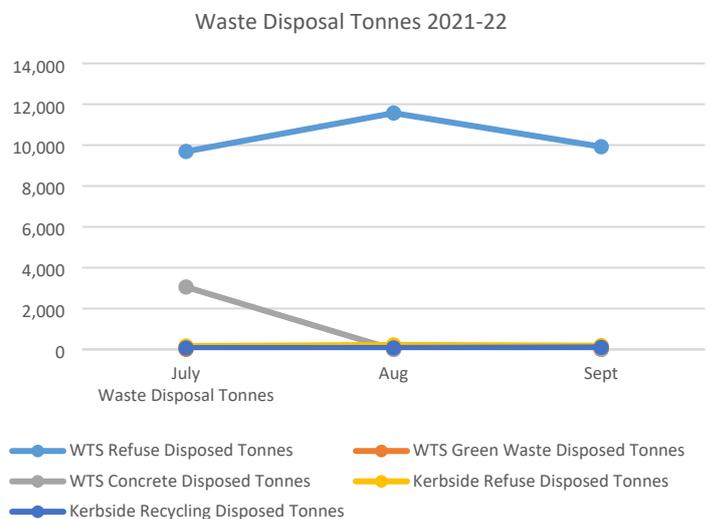
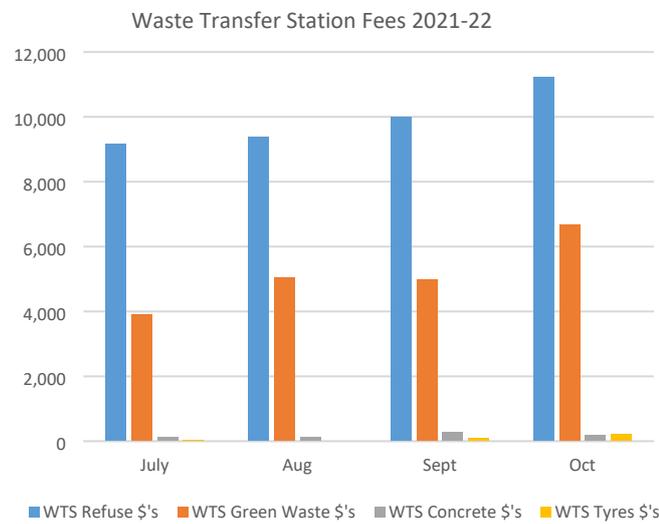
	YTD	This Month	
Number of Employees	92	92	
New Employees	10	1	



Resignations	6	1	
Total hours worked	43,830	11,172	
Lost Time Injuries	0	0	
Lost Time Days	1	0	
Safety Incidents Reported	8	1	
Hazards Reported	17	0	
Risk Incidents Reported	5	0	
Insurance claims - Public Liability	0	0	
Insurance claims - Industrial	0	0	
Insurance claims - Motor Vehicle	4	0	
IT - Unplanned lost time	0	0	
Open W/Comp claims	5	2	

F. Waste Management

Waste Transfer Station	2019/20	2020/21	2021/22	
			Budget	2021/22
Year to Date				
Takings				
- Refuse	\$92,611	\$119,842	\$128,043	\$39,802
- Green Waste	\$50,996	\$80,904	\$83,844	\$20,661
- Concrete	\$1,551	\$2,293	\$2,140	\$741
- Tyres		727	\$700	\$393
Total Takings	\$142,782	\$203,767	\$214,727	\$61,597
Tonnes Disposed				
WTS Refuse Disposed Tonnes	1388	1432	1532	31182
WTS Green Waste Disposed Tonnes	5400	4670	4894	0
WTS Concrete Disposed Tonnes	0	0		3056
Kerbside Refuse Disposed Tonnes	2326	2435	2239	571
Kerbside Recycling Disposed Tonnes	1036	1051	1194	241
Total Waste Tonnes Disposed	10150	9588	9859	35050



5 OFFICER COMMENTS

Copies of the financial reports are also made available at the Council office.

6 ATTACHMENTS

Nil

RECOMMENDATION

That Council:



- i) receive and note the Monthly Financial Report for the period ending 31 October 2021, and
- ii) authorise Budget 2021/22 alterations as listed in Item 4.



11.2 ANNUAL GENERAL MEETING 2021

File: {custom-field-file}
Responsible Officer: Des Jennings, General Manager
Report prepared by: Maree Bricknell, Corporate Services Manager

1 PURPOSE OF REPORT

The purpose of this report is to determine a time and date for Council's General Meeting for 2021.

2 INTRODUCTION/BACKGROUND

Section 72A of the *Local Government Act (LGA)* requires Council to hold an Annual General meeting no later than 15 December 2021.

3 STRATEGIC PLAN 2021-2027

The Strategic Plan 2021-2027 provides the guidelines within which Council operates.

Lead: Serve with honesty, integrity, innovation and pride

Leaders with Impact

Strategic outcomes:

- 1.1 Council is connected to the community
- 1.2 Councillors serve with integrity and honesty
- 1.3 Management is efficient, proactive and responsible

Progress: Economic health and wealth - grow and prosper

Strategic Project Delivery - Build Capacity for a Healthy Wealthy Future

Strategic outcomes:

- 2.1 Strategic, sustainable, infrastructure is progressive

4 POLICY IMPLICATIONS

No policy implications.

5 STATUTORY REQUIREMENTS

The *Local Government Act 1993* requires Council to prepare an Annual Plan for the municipal area for each financial year. The Council is also required to prepare an Annual Report which provides a summary of the Annual Plan for the preceding financial year. The Act sets out the details of what must be provided in the Annual Report which includes a copy of the Audit opinion for the preceding financial year.

The *Local Government Act 1993* requires:

Section 72. Annual Report

(2) The General Manager is to

(d) advertise in a daily newspaper circulating in the municipal area the availability of the report, together with an invitation to electors to lodge submissions on the report with the council for discussion at its annual general meeting.

Section 72B Annual General Meeting

(1) A council must hold an Annual General Meeting on a date that

(b) is not before 14 days after the date of the first publication of a notice under subsection (2).



(2) a Council must publish a notice in a daily newspaper circulating in the municipal area or other prescribed newspaper specifying the date, time and place of the Annual General Meeting.

6 FINANCIAL IMPLICATIONS

Council prepares the Annual Report externally and distributes the report by electronic means.

7 RISK ISSUES

Council has a responsibility under the *Local Government Act 1993* to hold an Annual General Meeting.

8 CONSULTATION WITH STATE GOVERNMENT

Not required process is set out under the Local Government Act. No extension of time has been provided due to pandemic situation.

9 COMMUNITY CONSULTATION

The Annual General Meeting provides an opportunity for Council to inform and engage with the community on current issues within the community. The meeting provides an opportunity for the public to gauge the success of the Council over the twelve-month period taking into account the initiatives that were set in the preceding Annual Plan.

10 OPTIONS FOR COUNCIL TO CONSIDER

Council can set the Annual General Meeting any time sooner than 15th December.

11 OFFICER'S COMMENTS/CONCLUSION

The Annual Report is currently being prepared and will be advertised for public comment on Saturday, 27 November and Wednesday, 1 December.

It is recommended that the Annual General Meeting be held at the Longford Council Office on Monday, 13 December 2021 at 5pm, in conjunction with the Council Meeting planned for that date.

12 ATTACHMENTS

Nil

RECOMMENDATION

That the Annual General Meeting for the Northern Midlands Council be held at the Longford Council Offices on Monday, 13 December 2021, commencing at 5pm.



12 PUBLIC QUESTIONS AND STATEMENTS

PUBLIC ATTENDANCE DURING THE COVID-19 DISEASE EMERGENCY DECLARATION

Public Attendance Meeting Guidelines during the COVID-19 Disease Emergency

The conduct of Council Meetings is currently being undertaken in accordance with the *COVID-19 Disease Emergency (Miscellaneous Provisions) Act 2020*. This has necessarily meant that public attendance at meetings has been restricted. Under these arrangements Council meetings have been undertaken remotely via online platforms.

While COVID-19 restrictions remain in place, Council is mindful of the need to ensure community safety and compliance with regard to social distancing and limitations on the number of persons who may gather. This obligation is balanced with the need to minimise disruption to the business of Council.

Council determined that limited public access to Council meetings would be permitted from the Council Meeting scheduled for 14 December 2020.

Attendance of the public will be restricted to those who wish to make representation or present a statement in person at the meeting, preference is to be given to individuals

1. making representations to planning applications which are subject to statutory timeframes (limit of 4 persons per item),
- and
2. those making statements or representations on items listed in the Agenda for discussion (limited to 2 persons).

To ensure compliance with Council's COVID-19 Safety Plan, any person wishing to attend will be required to register their interest to attend, which is to be received by Council before 12noon 4 days (i.e. usually the Friday) preceding the meeting by emailing council@nmc.tas.gov.au or phoning Council on 6397 7303.

On arrival attendees will:

- be required to complete the health declaration section of their registration form to support COVID-19 tracing (in the event that it is necessary); and
- receive direction from council officers (or Council's delegate) in relation to their access to the meeting room.

Access to the Municipal Building will only be permitted prior to 5.00pm and between 6.30pm to 6.40pm. Public Question Time commences at 6.45pm.

Members of the public who would prefer not to attend the meeting, but would like to ask a question or make a representation to the Council that would normally be heard during Public Question Time, may forward their question/representation to council@nmc.tas.gov.au which is to be received by Council before 12noon 4 days (i.e. usually the Friday) preceding the meeting.

Any questions/representations received will be circulated to Councillors prior to the meeting, tabled at the meeting and recorded in the minutes of the meeting.

These arrangements are subject to review based on any change in circumstance relating to the COVID-19 Disease Emergency.

Council will continue to ensure minutes and audio recordings of Council meetings are available on Council's website.

PUBLIC QUESTIONS AND STATEMENTS

Regulation 31 of the *Local Government (Meeting Procedures) Regulations 2015* makes provision for Public Question Time during a Council meeting.

Public question time is to commence immediately after the meal break at approximately 6:45pm and is to be conducted in accordance with the following guidelines:

- At each Council Meeting up to 20 minutes, or such longer period as Council may determine by resolution at that meeting, is to be provided for persons at the meeting to ask questions.
- A person seeking to ask a question must firstly identify himself or herself by stating their name and the town they reside in.



- If more than one person wishes to ask a question, the Mayor is to determine the order in which those questions are asked.
- Questions must be directed to the Mayor who shall answer or direct the question to the appropriate Councillor or Council Officer. A question will be answered if the information is known otherwise taken on notice and responded to in writing within 10 working days.
- Questions should preferably be in writing and provided to the General Manager 7 days prior to the Council Meeting.
- A person is entitled to ask no more than 2 questions on any specific subject. If a person has up to two questions on several subjects, the Mayor may defer those questions until other questions have been asked and refer back to that person only if time permits.
- Each submission speaker is limited to a maximum of 3 minutes.

PUBLIC QUESTIONS



13 COUNCIL ACTING AS A PLANNING AUTHORITY

Section 25 (1) of the Local Government (meeting procedures) Regulations require that if a Council intends to act at a meeting as a Planning Authority under the *Land Use Planning and Approvals Act 1993*, the Chairperson is to advise the meeting accordingly.

13.1 STATEMENTS

REPRESENTATIONS ON PLANNING ITEMS

A maximum of 4 persons per item (2 for and 2 against) will be permitted to address Council on a planning item. After the representation has been made, Councillors are permitted to ask questions of the party who made the representation.

Each speaker is limited to a maximum of 3 minutes.

- 14.1 PLN-21-0206: 9 Falmouth Street, Avoca
- 14.2 PLN21-0229: 71-73 High Street, Campbell Town
- 14.3 PLN21-0062: 145-173 Marlborough Street, Longford
- 14.4 PLN21-0248: 6 Muirton Way, Perth



14 PLANNING REPORTS

14.1 PLN-21-0206: 9 FALMOUTH STREET, AVOCA

File: 501000.23; PLN-21-0206
Responsible Officer: Des Jennings, General Manager
Report prepared by: Ryan Robinson, Planner

1 INTRODUCTION

This report assesses an application for fencing at St Thomas Anglican Church, 9 Falmouth Street, Avoca (Heritage Listed Property)

2 BACKGROUND

Applicant:

Nicolas & Alice Fischer

Zone:

Community Purpose

Classification under the Scheme:

Discretionary

Deemed Approval Date:

19/11/2021

Owner:

Nicolas & Alice Fischer

Codes:

E6 Car Parking and Sustainable Transport Code, E13 Local Historic Heritage Code

Existing Use:

Community Meeting and Entertainment

Recommendation:

Approve

Discretionary Aspects of the Application:

- Reliance on performance criteria for:
 - Clause 13.6.5 Fences

Planning Instrument:

Northern Midlands Interim Planning Scheme 2013, Version 35, Effective from 26 April 2021.

Preliminary Discussion

The proposal is for the construction of a boundary fence for all of the southern (frontage) boundary, and part of the eastern (secondary frontage) boundary at 9 Falmouth Street, Avoca.

When initially lodged the application was intended to be consistent with details provided in an Exemption Certificate Application made to the Tasmanian Heritage Council, which was granted a Certificate of Exemption under the *Historical Cultural Heritage Act 1995* on 19/07/2021. That proposal was for a fence along the entire length of the southern (frontage) and eastern (secondary frontage) boundaries of the subject site (the Blenheim and Falmouth Street boundaries), which included land within 50m of the Fingal Line Railway, and land subject to the Primary Habitat Overlay.

A single representation to the application was received during the public exhibition period.

Following public exhibition, the proposed length of the fence along the eastern (secondary frontage) boundary to Blenheim Street was revised, with written approval of the applicant. The proposed fence will apply to approximately 70m of the eastern (secondary frontage) boundary, extending north from the south-eastern corner of the lot, and it will connect with the existing post and wire fence located north of the church. As such, the proposed fence will not be within 50m of the Fingal Line Railway, and will not be on land subject to a Priority Habitat Overlay.

An assessment of the proposed development against the relevant provisions of the Planning Scheme is provided in Section 4.7 of this report.

Subject Site (neighbourhood context)



3 STATUTORY REQUIREMENTS

The proposal is an application pursuant to section 57 of the *Land Use Planning & Approvals Act 1993* (i.e. a discretionary application). Section 48 of the *Land Use Planning & Approvals Act 1993* requires the Planning Authority to observe and enforce the observance of the Planning Scheme. Section 51 of the *Land Use Planning & Approvals Act 1993* states that a person must not commence any use or development where a permit is required without such permit.

4 ASSESSMENT

4.1 Proposal

It is proposed to:

- Construct a 1.2m high post, star picket, and wire fence along the entire length of the southern (frontage) boundary, and approximately 70m of the eastern (secondary frontage) boundary, which will connect with the existing post and wire fence located north of the church;
- Install black galvanised steel and cast iron gates at the property access points;
- Plant a hedgerow along the inside boundary of the fence, which will grow to encompass the fence, and will be maintained at a height of no more than 1.5m to limit the obstruction of views to the church from the adjoining streets;
- Construct timber gates to be located at vehicle access points, which will replace the aforementioned black galvanised steel and cast iron gates.

- All fencing and gates will be constructed, and landscaping will be planted in accordance with the details granted exemption under the *Historical Cultural Heritage Act 1995* in Exemption No. 3501 dated 19/07/2021.

Site Plan (extract)



4.2 Zone and Land Use

The land is zoned Community Purpose

The relevant Planning Scheme definition is:

Use Class	Definition
-----------	------------



<i>Community Meeting and Entertainment</i>	<i>Use of land for social, religious and cultural activities, entertainment and meetings. Examples include and art and craft centre, church, cinema, civic centre, function centre, library, museum, public art gallery, public hall and theatre.</i>
--	---

4.3 Subject Site and Locality

The author of this report carried out a site visit on the 01/10/2021. The site has an area of 2 acres, 1 rood, and 11 perches (approximately 9,383.9m²) located at the north-western corner of Falmouth Street and Blenheim Street, Avoca. The site contains an existing church, and is bounded to the west by vacant residential land and a war memorial hall; to the east by residential uses; to the north by the Final Line Railway; and to the south a public playground and police station.

Aerial photograph of area



Photographs of subject site





4.4 Permit/Site History

Relevant permit history includes:

- Not applicable

4.5 Representations

Notice of the application was given in accordance with Section 57 of the *Land Use Planning & Approvals Act 1993*. A review of Council's Records management system after completion of the public exhibition period revealed that one (1) representation was received from:

- J Connell, 6 Bevan Court, Legana 7277

The matters raised in the representation are outlined below followed by the planner's comments.

Issue 1

- The description of the proposed fence provided in the application is vague and potentially misleading as it gives the impression that a fence similar in style to the one pictured would be constructed instead of the post, star picket, and wire fence actually being proposed.

Planner's comment:

Whilst the application includes a low-resolution historic image of the church, which depicts a fence different to that being proposed, the assessment of the application is based on the description referenced in the application form, and included in the application and publicly exhibited materials. The description references the relevant image in relation to the proposed timber gates only.

As such, it is considered that the description of the proposed development is sufficiently detailed.

Issue 2

- The proposed post, star picket, and wire fence is not in keeping with the character of the heritage church at the property.

Planner's comment:

Whilst the proposal is for a post, star picket, and wire fence, the proposal includes the planting of a hedgerow inside the boundary of the new fence, which will be maintained to grow to encompass the fence and limited to 1.5m in height in order to limit obstruction of views towards the church from the adjacent roads.

The application was referred to Northern Midlands Council's Heritage Advisor, who stated that "...the proposal will have a positive impact on the historic streetscape of Avoca."

As such, it is considered that the proposal will be in keeping with the character of the church and streetscape.

4.6 Referrals

The following referrals were required:

TasRail

Summary: The application should have been referred to TasRail as the proposed fence was initially located within 50m of the Fingal Line Railway, and because TasRail is a neighbour to the subject site. However, due to a clerical error, TasRail was not notified. TasRail nonetheless became aware of the application on the 24th of September and contacted Council to:

- a) request clarification of the location of the fence so they could better understand any interface between the development and TasRail land;
- b) to request that conditions be placed on a potential permit to the application that prevents development on land, which due to an anomaly with lot titles, showed part of the subject title within the Fingal Line Railway; and



c) to request that TasRail Standard Notes be included with any potential planning permit.

The applicant was asked to provide clarification of the location of the fence, and confirmed that the portion of the fence along the eastern boundary of the property would extend approximately 70m from the south-eastern corner of the property. As such, the fence will not be within 50m of the Fingal Line Railway, and TasRail's request to have a permit conditioned, or that Standard Notes be included with a permit were retracted.

Department of State Growth

Summary: The application was referred to the Department of State Growth (DSG) on the 10.06.2021. DSG responded on the 22.06.2021 advising they have no comment to make on the proposal.

Heritage Advisor

Summary:

Council's Heritage Advisor reviewed the application on 15/09/2021, and advised that the proposal will have a positive impact on the streetscape of Avoca; that he does not object to the works; and that he notes the Tasmanian Heritage Council have issued an exemption certificate for the works.

4.7 Planning Scheme Assessment

COMMUNITY PURPOSE ZONE
ZONE PURPOSE
<p><i>17.1 Zone Purpose</i></p> <p><i>17.1.1 Zone Purpose Statements</i></p> <p><i>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.</i></p> <p><i>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.</i></p> <p><i>17.1.2 Local Area Objectives</i></p> <p><i>To manage development in the Community purpose zone as part of or context to the Heritage Precincts in the towns and villages.</i></p> <p><i>To ensure developments within street reservations contribute positively to the context of the Heritage Precincts in each settlement.</i></p> <p><i>17.1.3 Desired Future Character Statements</i></p> <p><i>There are no desired future character statements</i></p>
<p>Assessment: The proposal meets the zone purpose.</p>

17.3 Use Standards

17.3.1 Zone Character

Not applicable

17.3.2 Amenity

Not applicable

17.4 Development Standards

17.4.1 Building Design and Siting

Not applicable

17.4.2 Subdivision

Not applicable



CODES		
E1.0	BUSHFIRE PRONE AREAS CODE	N/a
E2.0	POTENTIALLY CONTAMINATED LAND	N/a
E3.0	LANDSLIP CODE	N/a
E4.0	ROAD AND RAILWAY ASSETS CODE	N/a
E.5.0	FLOOD PRONE AREAS CODE	N/a
E6.0	CAR PARKING AND SUSTAINABLE TRANSPORT CODE	Complies – See Code assessment below
E7.0	SCENIC MANAGEMENT CODE	N/a
E8.0	BIODIVERSITY CODE	N/a
E9.0	WATER QUALITY CODE	N/a
E10.0	RECREATION AND OPEN SPACE CODE	N/a
E11.0	ENVIRONMENTAL IMPACTS & ATTENUATION CODE	N/a
E12.0	AIRPORTS IMPACT MANAGEMENT CODE	N/a
E13.0	LOCAL HISTORIC HERITAGE CODE	Complies – See Code assessment below
E14.0	COASTAL CODE	N/a
E15.0	SIGNS CODE	N/a

**ASSESSMENT AGAINST E6
(CAR PARKING & SUSTAINABLE TRANSPORT CODE)**

Whilst the Car Parking & Sustainable Transport Code applies to all use and development, as the proposal is for the construction of a boundary fence, gates, and landscaping only, and because there will be no intensification of the use of the site as a result of the development, it is considered that no provision of the Code will apply to the proposed development.

**ASSESSMENT AGAINST E13
(LOCAL HISTORIC HERITAGE CODE)**

E13.5 Use Standards

E13.5.1 Alternative Use of heritage buildings

Not applicable

E13.6 Development Standards

E13.6.1 Demolition

Not applicable

E13.6.2 Subdivision and development density

Not applicable

E13.6.3 Site Cover

Not applicable

E13.6.4 Height and Bulk of Buildings

Not applicable

E13.6.5 Fences

Objective: To ensure that fences are designed to be sympathetic to, and do not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.

Acceptable Solutions	Comment
A1	P1



<p>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.</p>	<p>New fences must:</p> <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; c) And not detract from meeting the management objectives of the precinct identified in Table E13.1: Heritage Precincts, if any.
<p>N/A</p>	<p>Complies</p> <p>The proposed fence will consist of post, star picket, and wire, and will have a height of 1.2m. A hedge will be planted along the inside boundary of the fence, which is intended to grow to encompass the fence. The fence will be managed to a height of 1.5m.</p> <p>Black galvanised steel and cast iron gates will be at the property access points, and will be replaced at a later date with timber gates to be located at vehicle access points, which will be constructed in accordance with the details granted exemption under the Historical Cultural Heritage Act 1995 in Exemption No. 3501 dated 19/07/2021.</p> <p>The proposal has been referred to Council's Heritage Advisor, who advised that the proposal will have a positive impact on the streetscape of Avoca; that he does not object to the works; and that he notes the Tasmanian Heritage Council have issued an exemption certificate for the works.</p> <p>It is considered that the proposal complies with provision a) of the Performance Criteria.</p> <p>Provisions b) and c) do not apply.</p>

E13.6.6 Roof Form and Materials

Not applicable

E13.6.7 Wall materials

Not applicable

E13.6.8 Siting of Buildings and Structures

Not applicable

E13.6.9 Outbuildings and Structures

Not applicable

E13.6.10 Access Strips and Parking

Not applicable

E13.6.11 Places of Archaeological Significance

Not applicable

E13.6.12 Tree and Vegetation Removal

Not applicable

E13.6.13 Signage

Not applicable

E13.6.14 Maintenance and Repair



Not applicable

SPECIFIC AREA PLANS

F1.0	TRANSLINK SPECIFIC AREA PLAN	N/a
F2.0	HERITAGE PRECINCTS SPECIFIC AREA PLAN	N/a

SPECIAL PROVISIONS

9.1	Changes to an Existing Non-conforming Use	N/a
9.2	Development for Existing Discretionary Uses	N/a
9.3	Adjustment of a Boundary	N/a
9.4	Demolition	N/a
9.5	Change of Use of a Place listed on the Tasmanian Heritage Register or a heritage place	N/a
9.6	Change of Use	N/a
9.7	Access and Provision of Infrastructure Across Land in Another Zone	N/a
9.8	Buildings Projecting onto Land in a Different Zone	N/a
9.9	Port and Shipping in Proclaimed Wharf Areas	N/a

OBJECTIVES OF LAND USE PLANNING & APPROVALS ACT 1993

The proposal is consistent with the objectives of the *Land Use Planning & Approvals Act 1993*.

5 FINANCIAL IMPLICATIONS TO COUNCIL

Not applicable to this application.

6 OPTIONS

Approve subject to conditions or refuse and state reasons for refusal.

7 DISCUSSION

Discretion to refuse the planning application under the Land Use Planning and Approvals Act 1993 is limited to:

Consistency with Performance Criteria a) of Clause E13.6.5 Fences.

The planning assessment concludes that the proposed fence is consistent with the provision a) of the Clause, and refers to the advice received from Council's Heritage Advisor.

8 ATTACHMENTS

- Application & plans
- Responses from referral agencies
- Representations

RECOMMENDATION

That the proposed construction of a fence and gates, and landscaping at 9 Falmouth Street, Avoca be approved in accordance with application PLN-21-0206 and subject to the following conditions:

- 1) Materials, style, and layout not altered



The use and development shall be in accordance with the details provided in the Exemption Certificate Application made to the Tasmanian Heritage Council, which was granted a Certificate of Exemption (Exemption no. 3501) from the *Historical Cultural Heritage Act 1995* on 19/07/2021, including details of the materials, dimensions, and proposed landscaping; and

The location of fencing shall be as depicted in the figures included in an email sent to the applicant on the 5th of October 2021, and confirmed by the applicant in an email dated 6th of October 2021. The fence will be located along the southern (frontage) boundary, and along the eastern (secondary frontage) boundary for a length of approximately 70m, where it will meet with the existing post and wire fence located north/north-east of the church.



Tasmanian Heritage Council
 GPO Box 618 Hobart Tasmania 7000
 Tel: 1300 850 332
 enquiries@heritage.tas.gov.au
 www.heritage.tas.gov.au

EXEMPTION CERTIFICATE APPLICATION

For applications made under section 42(1) of the *Historic Cultural Heritage Act 1995*.

ADDRESS OF PLACE:	9 Falmouth Street, Avoca, TAS, 7213
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APPLICANT DETAILS:			
NAME:	Alice and Nicolas Fischer		
POSTAL ADDRESS:	4 Carmody Court		
TOWN:	Yaroomba Queensland	POSTCODE:	4573
TELEPHONE:	0418149157 or 0408130004		
EMAIL:	nicxfischer@me.com		

BRIEF DESCRIPTION OF THE PROPOSED WORKS:
<p>Pursuant to Section 12.1 of the Works Guidelines for Historic Heritage Places, we seek an exemption certificate to fence the Blenheim and Falmouth Street boundaries of this property. There is currently no fence on these boundaries but as explained below, there was formerly a fence along these boundaries, which is historically documented.</p> <p>Our request is as follows:</p> <p>Stage 1:</p> <p>First, we propose to initially fence these boundaries to a height of 1.2m with a post, star picket and wire fence. We also propose to install black galvanised steel and cast-iron gates. Second, we propose to then establish hedge plantings along the inside boundary of the fence. This will be maintained at or below 1.5m, so as not to obscure public views of the building or impact the streetscape, and the hedge plants will encompass the fence once it grows. The fence will therefore eventually be covered by the hedge plants and a horticulturalist has advised us that as a result the fence will not be visible.</p> <p>Horticultural Advice regarding informal hedging is as follows: in the Genus <i>Callistemon</i>, there are three Tasmanian species of merit: <i>C. viridiflorus</i>, <i>C. pallidus</i>, and <i>C. paludosus</i>. We would propose selecting one of these native species, subject to availability.</p>



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A horticulturalist has advised that we use 1 metre spacing for the hedge plants. This is close but because we will not be residing at the property full-time, it is advisable as some plants may die without regular watering. The floral colours of all of the above-listed species are aesthetically understated so as not to confuse or dominate any future landscape schemes closer to the building.

Stage 2:

Third, we propose to construct timber vehicle entry gates only and posts to match (as best can be determined) historically documented former gates and posts. The historically documented timber gates are shown in the photo of St. Thomas's Anglican Church, Avoca which we have supplied (W. H. Reece, photo, The Weekly Courier, February 28, 1907). These gates would replace the steel and cast-iron gates on the boundary, and the steel/cast-iron gates would then be relocated to the rear boundary access on Blenheim Street behind the significant streetscape. As well as resembling the historically documented gates which were formerly at the property, the timber gates we propose to construct are similar to those in place at a church building in Oatlands. Using those gates as a template, the approximate dimensions would be as follows:

- Posts: 200mm x 200mm, standing 2 metres above the ground, coming to a full depth point as shown in the enclosed photographs.
- Timber gates: 1.8m at the sides, reducing to 1.2m in the centre, with an opening width of 4.3m

Although the proposed gate and post heights exceed 1.5m in places, they are situated at the street level below the canopy of existing trees and St Thomas' Church is at a distant and elevated position. The proposed gate would therefore not impact on the visual building streetscape of St Thomas'.

The timber gates will be constructed from macrocarpa as this is a sustainably and suitably sourced timber from recovered wind breaks. Macrocarpa is externally durable, structurally appropriate and light-weight timber suitable for gate construction.

ESTIMATED VALUE OF THE PROPOSED WORKS:	\$ 10,000
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NOTE: Eligible works must have no impact or only negligible impact on the historic cultural heritage significance of the relevant registered place or heritage area and be capable of being carried out in accordance with the parameters for exemptions described in the Works Guidelines.

LIST OF SUPPORTING DOCUMENTS (THESE SHOULD BE ATTACHED):	
1.	Photos of Oatlands church gates referred to above]
2.	Photo of former fence at the property, along the Blenheim and Falmouth Street boundaries
3.	
4.	
5.	

INFORMATION FOR APPLICANTS:

Exemption Certificate applications are to be submitted to the Tasmanian Heritage Council, care of Heritage Tasmania:

By email: enquiries@heritage.tas.gov.au

By post: Heritage Tasmania
 GPO Box 618
 Hobart TAS 7001

The receiving officer will check that the necessary information has been obtained in order for the application to be assessed. The application will be assessed once all of the required information has been received. An application will normally be determined within 7 days of all the required information having been received.

Under section 42(3) of the *Historic Cultural Heritage Act 1995*, the Heritage Council may either approve or refuse the exemption certificate application. If the application is refused, the applicant may submit a discretionary permit application for the works under section 35 of the Act. Applicants are encouraged to consult with Heritage Tasmania's advisors prior to lodging a discretionary permit application.

Please note that a copy of any certificate of exemption issued will be forwarded to the local planning authority for their information. A planning, building or plumbing permit from the local planning authority may also be required for the works. Further advice regarding these requirements should be obtained from the local planning authority.

Further information on the types of work that may be eligible for a certificate of exemption is available in the Tasmanian Heritage Council's *Works Guidelines*. The *Guidelines* can be downloaded from www.heritage.tas.gov.au



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enquiries@heritage.tas.gov.au
www.heritage.tas.gov.au

Please contact Heritage Tasmania on 1300 850 332 if you require further information.

<p>OFFICE USE ONLY (HERITAGE TASMANIA)</p> <p>DATE RECEIVED: _____ RECEIVING OFFICER: _____</p> <p>ALL NECESSARY INFORMATION RECEIVED: YES / NO</p> <p>IF NO, DATE WHEN ADDITIONAL INFORMATION REQUESTED: _____</p> <p>DATE WHEN ADDITIONAL INFORMATION WAS RECEIVED: _____</p> <p>IF APPROVED: EXEMPTION NO: _____ CERTIFICATE ISSUE DATE: _____</p> <p>IF REFUSED, DATE WHEN REFUSAL WAS COMMUNICATED TO APPLICANT: _____</p> <p>THR REF: _____ FILE NO: _____</p>



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PLANNING REF: N/A
EXEMPTION NO: 3501
REGISTERED PLACE NO: 4880
FILE NO: 10-47-19 THC
APPLICANT: A and N Fischer
DATE: 19 July 2021

CERTIFICATE OF EXEMPTION

(Historic Cultural Heritage Act 1995)

The Place: 'St Thomas' Anglican Church',
9 Falmouth St, Avoca, 7213 Road, Town

Thank you for your application for a Certificate of Exemption for works to the above place. Your application has been approved by the Heritage Council under section 42(3)(a) of the *Historic Cultural Heritage Act 1995* for the following works:

Works: Erect new fences and gates, including new plantings.

Documents: 1. Exemption Certificate Application form completed by A and N Fischer.
2. Historical photograph.
3. Photographs of template gates.

Comments: The proposed works are consistent with that which section 12.1 of the Tasmanian Heritage Council's *Works Guidelines* describes as being eligible for a certificate of exemption. The works will be staged.

A copy of this certificate will be forwarded to the local planning authority for their information. Please note, this certificate of exemption is an approval under the *Historic Cultural Heritage Act 1995* only. This certificate is not an approval under any other Act. Further approvals such as planning, building or plumbing may be required. For information regarding these or any other approval, contact your local Council.

Information on the types of work that may be eligible for a certificate of exemption is available in the Tasmanian Heritage Council's *Works Guidelines for Historic Heritage Places* (Nov. 2015). The *Works Guidelines* can be downloaded from www.heritage.tas.gov.au

Please contact the undersigned on 0429 979 586 if you require clarification of any details contained in this certificate.

A handwritten signature in black ink, appearing to read 'R.D.', with a horizontal line underneath.

Russell Dobie
Regional Heritage Advisor – Heritage Tasmania
Under delegation of the Tasmanian Heritage Council

NORTHERN MIDLANDS COUNCIL

REPORT FROM: HERITAGE ADVISER, DAVID DENMAN
DATE: 8 September 2021
REF NO: PLN-21-0206; 501000.23
SITE: St Thomas Anglican Church , 9 Falmouth Street, Avoca
PROPOSAL: Boundary Fencing (Heritage Listed Property, Road & Railway Asset Code)
APPLICANT: Nicolas & Alice Fischer
REASON FOR REFERRAL: HERITAGE-LISTED PLACE
Local Historic Heritage Code

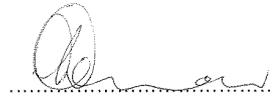
Do you have any objections to the proposal: **No**

This proposal will have a positive impact on the historic streetscape of Avoca.
I have no objection to the works.
I note the Heritage Tasmania have issued an exemption certificate for the works.

Email referral as word document to David Denman – david@denman.studio

Attach public exhibition documents

Subject line: Heritage referral PLN-21-0206 - St Thomas Anglican Church , 9 Falmouth Street, Avoca



David Denman (Heritage Adviser)

Date: 15/09/2021

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 place is heritage listed.

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 No acceptable solution.	<p>P1 Notwithstanding Clause 8.9, a permit may be granted for any use of a locally listed heritage place where:</p> <ul style="list-style-type: none"> 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.

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 Removal of non-original cladding to expose original cladding.	<p>P1.1 Existing buildings, parts of buildings and structures must be retained except:</p> <ul style="list-style-type: none"> 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 non-contributory within a precinct identified in Table E13.1: Heritage Precincts, if any; and <p>P1.2 Demolition must not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</p>

Comment: N/a

E13.6.2 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 No acceptable	P1 Subdivision must:

solution.	<ul style="list-style-type: none"> a) <i>be consistent with and reflect the historic development pattern of the precinct or area; and</i> b) <i>not facilitate buildings or a building pattern unsympathetic to the character or layout of buildings and lots in the area; and</i> c) <i>not result in the separation of building or structures from their original context where this leads to a loss of historic heritage significance; and</i> d) <i>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</i> e) <i>not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</i>
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Comment: N/a

E13.6.3 Site Cover

<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>	
Acceptable Solutions	Performance Criteria
A1 <i>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.</i>	P1 <i>The site coverage must:</i> <ul style="list-style-type: none"> a) <i>be appropriate to maintaining the character and appearance of the building or place, and the appearance of adjacent buildings and the area; and</i> b) <i>not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</i>

Comment: N/a

E13.6.4 Height and Bulk of Buildings

<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>	
Acceptable Solutions	Performance Criteria
A1 <i>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.</i>	P1.1 <i>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</i> P1.2 <i>Extensions proposed to the front or sides of an existing building must not detract from the historic heritage significance of the building; and</i> P1.3 <i>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.</i>

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: Satisfies the performance criteria.

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:	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:

<i>Heritage Precincts, if any.</i>	<i>Heritage Precincts, if any.</i>
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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 <i>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.</i>	P1 <i>The front setback for new buildings or structure must:</i> a) <i>be consistent with the setback of surrounding buildings; and</i> b) <i>be set at a distance that does not detract from the historic heritage significance of the place; and</i> c) <i>not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</i>

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 <i>Outbuildings and structures must be:</i> a) <i>set back an equal or greater distance from the principal frontage than the principal buildings on the site; and</i> b) <i>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.</i>	P1 <i>New outbuildings and structures must be designed and located;</i> a) <i>to be subservient to the primary buildings on the site; and</i> b) <i>to not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</i>

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 <i>Car parking areas for non-residential purposes must be:</i> a) <i>located behind the primary buildings on the site; or</i>	P1 <i>Car parking areas for non-residential purposes must not:</i> a) <i>result in the loss of building fabric or the removal of gardens or vegetated areas</i>

b) in accordance with the acceptable development criteria for access and parking as within a precinct identified in Table 1: Heritage Precincts, if any.	where this would be detrimental to the setting of a building or its historic heritage significance; and b) detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.
--	---

Comment: N/a

E13.6.11 Places of Archaeological Significance

Objective: To ensure that places identified in Table E13.3 as having archaeological significance are appropriately managed.

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

Comment: N/a

E13.6.12 Tree and Vegetation Removal

Objective: To ensure that the removal, destruction or lopping of trees or the removal of vegetation does not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.

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

Comment: N/a

E13.6.13 Signage

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

Acceptable Solutions	Performance Criteria
A1 Must be a sign identifying the number, use, heritage significance, name or occupation of the owners of the	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 view of the place

<i>property not greater than 0.2m².</i>	<i>d) from public viewpoints; and signage does not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</i>
--	--

Comment: N/a

E13.6.14 Maintenance and Repair

<p><i>Objective</i></p> <p><i>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.</i></p>
<p>Acceptable Solution</p> <p><i>New materials and finishes used in the maintenance and repair of buildings match the materials and finishes that are being replaced.</i></p>

Comment: N/a



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14.2 PLN21-0229: 71-73 HIGH STREET, CAMPBELL TOWN

File: 302300.82; PLN21-0229
Responsible Officer: Des Jennings, General Manager
Report prepared by: Paul Godier, Senior Planner

1 INTRODUCTION

This report assesses an application for 71-73 High Street, Campbell Town to construct a new building containing formal and informal meeting areas, food preparation and service facilities, a multi-purpose room, church administration offices and amenities, and alterations to existing church building, and provision for vehicle access and parking.

2 BACKGROUND

Applicant:

1+2 Architecture Pty Ltd

Zone:

Community Purpose Zone

Classification under the Scheme:

Community meeting & entertainment

Deemed Approval Date:

19 November 2021

Owner:

The Trustees of the Diocese of Tasmania

Codes:

Road and Railway Assets Code

Car Parking and Sustainable Transport Code

Local Historic Heritage Code

Existing Use:

Community meeting & entertainment

Recommendation:

Approve

Discretionary Aspects of the Application:

- Reliance on the performance criteria of the Road and Railway Assets Code.
- Reliance on the performance criteria of the Car Parking and Sustainable Transport Code.
- Reliance on performance criteria of the Local Historic Heritage Code.
- Reliance on performance criteria of the Heritage Precincts Specific Area Plan.

Planning Instrument:

Northern Midlands Interim Planning Scheme 2013, Version 35, Effective from 26 April 2021.

Preliminary Discussion

Prior to the application being placed on public exhibition, further information was requested from the applicant in relation to location, capacity and connection points of existing and proposed water, sewer and stormwater services.



Subject site from High Street



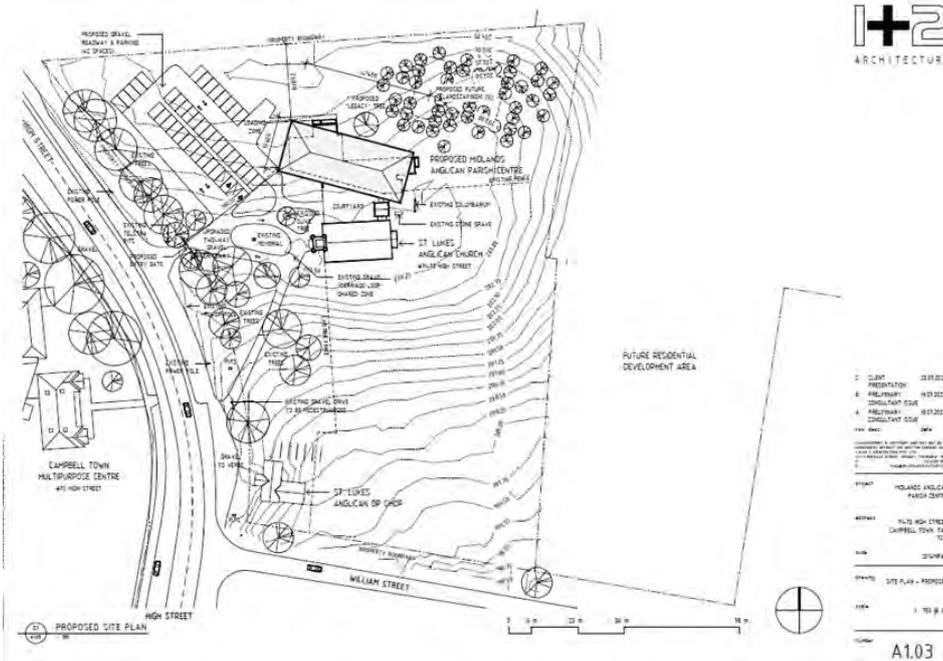
3 STATUTORY REQUIREMENTS

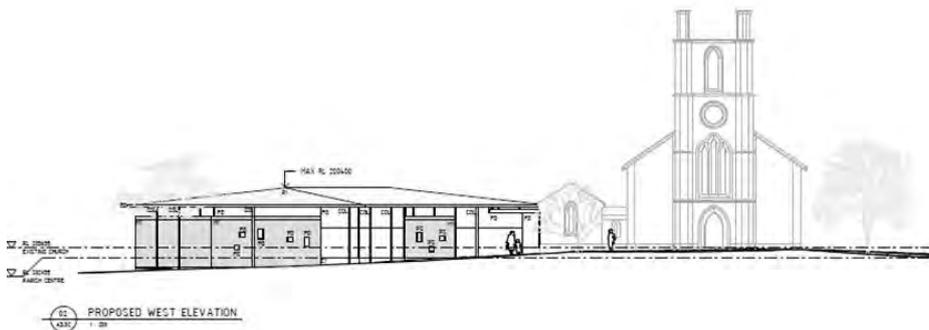
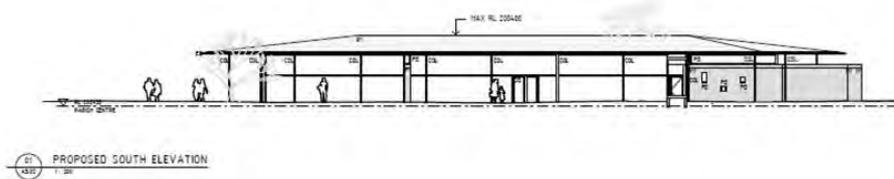
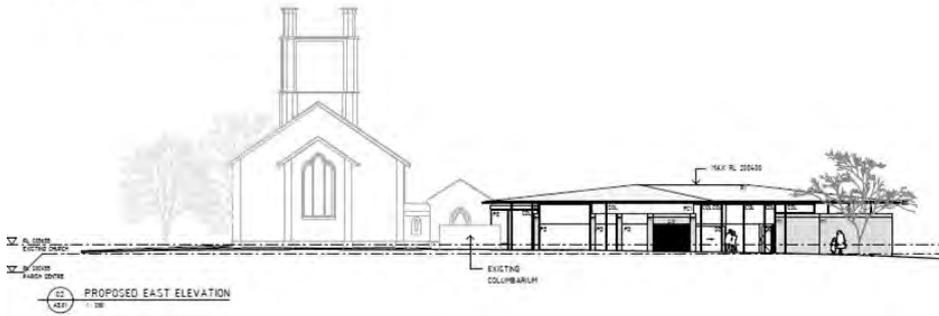
The proposal is an application pursuant to section 57 of the *Land Use Planning & Approvals Act 1993* (i.e. a discretionary application). Section 48 of the *Land Use Planning & Approvals Act 1993* requires the Planning Authority to observe and enforce the observance of the Planning Scheme. Section 51 of the *Land Use Planning & Approvals Act 1993* states that a person must not commence any use or development where a permit is required without such permit.

4 ASSESSMENT

4.1 Proposal

It is proposed to develop and use a new building a new building containing formal and informal meeting areas, food preparation and service facilities, a multi-purpose room, church administration offices and amenities, and alterations to existing church building, and provision for vehicle access and parking.





4.2 Zone and Land Use

Zone Map – Community Purpose Zone, Heritage Precinct, Heritage Listed Property.



The land is zoned Community Purpose Zone, and is a heritage listed place within the Heritage Precinct of Campbell Town.

The relevant Planning Scheme definition is:

<i>Community meeting and entertainment</i>	<i>use of land for social, religious and cultural activities, entertainment and meetings. Examples include an art and craft centre, church, cinema, civic centre, function centre, library, museum, public art gallery, public hall and theatre.</i>
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Community meeting & entertainment is Permitted (with permit) in the zone, however as the proposal relies upon assessment against performance criteria the application is Discretionary.

4.3 Subject Site and Locality

The author of this report carried out a site visit on 8 November 2021. The site contains a church building, cemetery and op shop. It adjoins a recreation ground to the north and is opposite houses to the south. The Campbell Town Health and Community Service is over High Street and the Town Hall is over William Street.



Aerial photograph of area - subject title outlined in red, representors' property highlighted in red



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Base data from theLIST, © State of Tasmania. For actual boundaries refer Title Plan.
Base image by TASMAR, © State of Tasmania
Where shown, aerial photography is indicative only and should not be used as an accurate comparison of title boundaries.
Where shown, underground services are diagrammatic only. Actual location of services are to be confirmed on site.

5/11/2021

1:5000



^ Subject site from High Street



^Subject site from East Street



^Subjeter site from Pedder Street



^Subject site from William Street



4.4 Permit/Site History

Relevant permit history includes:

- Unknown 1961 (C/Town 28) – alteration/addition (toilet block)
- PLN18-0320 – crossover and sign
- PLN21-0246 – 2 lot subdivision (current application)
- PLN21-0247 – multiple dwellings (21) (current application)

4.5 Referrals

Council's Works Department

Council's Engineering Officer, Jonathan Galbraith, advised of no Works Department conditions on this proposal.

TasWater

Taswater issued a Submission to Planning Authority Notice on 30/09/2021 (Taswater Ref: TWDA 2021/01636-NMC).

Heritage Advisor

Council's Heritage Advisor, David Denman, reviewed the application on the 8 October 2021. Mr Denman noted that he had no objections to the proposal and his comments form the Heritage Code assessment of this report. Mr Denman further states the following:

The proposed new development has been guided by a detailed Conservation Management Plan and carefully considered commensurate with the high heritage value of the existing church building and site.

The development is a respectful response to the existing historic buildings and landscape and will make a positive contribution to the long-term use and maintenance of the place.

Tasmanian Heritage Council

A Notice of Heritage Decision was issued on 2 November 2021 (Ref: 15-00-25THC) and includes conditions regarding new openings into the heritage masonry and landscaping plans. The Planning Permit will condition the development to be in accordance with the Notice of Heritage Decision.

Department of State Growth

Summary:

The Department advised they accepted the recommendations of the supplied Traffic Impact Assessment and did not object to the proposal however wished to impose conditions on the permit. Their response has formed conditions in the recommendation.

TasRail

The application was referred to TasRail as part of the title is within 50m of the railway corridor. TasRail advised the following on 4 October 2021:

We have received the available documentation and make the following comments:

TasRail is concerned by the absence of information related to stormwater discharge/other run-off. TasRail suspects the intent is for stormwater run-off to discharge into the existing open swale drain and although not shown in full on the plans submitted, we suspect this is the existing open drain that runs under the road, through an existing culvert and discharging into TasRail's open drain.

TasRail draws NMC Planning to the attached email trail between Gandy & Roberts which confirms TasRail's view that the existing culvert is undersized for the current water loading. It should be noted that standing water represents a significant risk to the railway formation and track assets with high potential to cause a derailment.

TasRail is therefore requesting more details about intentions for stormwater to support this application as well as for the planned future development of the site as shown on the submitted documents. The existing open railway drain was not designed to take residential urban run-off and therefore TasRail is concerned to ensure the current situation is not exacerbated. TasRail strongly recommends that future development of this land be subject to the 3rd party or Council funding upgrade of the existing culvert given the cost to design, procure and construct such works will be substantial.

Planner's comment: Stormwater will discharge into the existing system which flows to East Street and then to the railway culvert. The development is at least 150m from the culvert. A separate application for dwellings closer to the culvert is being assessed for its impact on the culvert.

TasRail also requests that a copy of the attached TasRail Standard Notes be provided to the applicant to inform about matters relevant to developing/residing/operating on land adjoining an operational rail corridor.

Planner's comment: The standard notes are not applicable to this application and should not be included in the permit



4.6 Planning Scheme Assessment

COMMUNITY PURPOSE ZONE
ZONE PURPOSE
<p><i>17.1.1 Zone Purpose Statements</i></p> <p><i>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.</i></p> <p><i>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.</i></p>
<p>Assessment: The proposal complies with the zone purpose.</p>

LOCAL AREA OBJECTIVES
<p><i>To manage development in the Community purpose zone as part of or context to the Heritage Precincts in the towns and villages.</i></p> <p><i>To ensure developments within street reservations contribute positively to the context of the Heritage Precincts in each settlement.</i></p>
<p>Assessment: The proposal complies with the local area objectives.</p>

USE AND DEVELOPMENT STANDARDS

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
A1 Storage of materials or equipment external to a building must not be visible from the road to which the lot has frontage.	P1 Storage of materials or equipment does not visually detract from the character of the area.
The proposal complies. Any storage of material or equipment will be within the building.	N/a
A2 Commercial vehicles for discretionary uses must be parked within the boundary of the property.	P2 No performance criteria.
N/a	N/a

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
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.



The part of the development that is within 20m of a residential zone are buffer plantings along the cemetery and a proposed orchard.	It is considered that the proposed development within 20m of a residential zone - buffer plantings along the cemetery and a proposed orchard – is not likely to cause an environmental nuisance.
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17.4 Development Standards

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
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 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.
Complies with A1. The proposed development is a maximum of 5.5m in height.	N/a
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	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 with A2. The proposed development is to be located at least 38m from the frontage with High Street.	N/a
A3 Buildings must be set back 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 with A3. The development is to be located at least 24.8m from the closest boundary.	N/a

CODES		
E1.0	BUSHFIRE PRONE AREAS CODE	N/a
E2.0	POTENTIALLY CONTAMINATED LAND	N/a
E3.0	LANDSLIP CODE	N/a
E4.0	ROAD AND RAILWAY ASSETS CODE	Complies. See code assessment below
E.5.0	FLOOD PRONE AREAS CODE	N/a
E6.0	CAR PARKING AND SUSTAINABLE TRANSPORT CODE	Complies. See code assessment below
E7.0	SCENIC MANAGEMENT CODE	N/a
E8.0	BIODIVERSITY CODE	N/a
E9.0	WATER QUALITY CODE	N/a
E10.0	RECREATION AND OPEN SPACE CODE	N/a
E11.0	ENVIRONMENTAL IMPACTS & ATTENUATION CODE	N/a
E12.0	AIRPORTS IMPACT MANAGEMENT CODE	N/a
E13.0	LOCAL HISTORIC HERITAGE CODE	Complies. See code assessment below
E14.0	COASTAL CODE	N/a
E15.0	SIGNS CODE	N/a – no signage is proposed with this application.

ASSESSMENT AGAINST E4.0 ROAD AND RAILWAY ASSETS CODE

E4.6 Use Standards

E4.6.1 Use and road or rail infrastructure

Objective To ensure that the safety and efficiency of road and rail infrastructure is not reduced by the creation of new accesses and junctions or increased use of existing accesses and junctions.	
Acceptable Solutions	Performance Criteria
A1 Sensitive use on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway must not result in an increase to the annual average daily traffic (AADT) movements to or from the site by more than 10%.	P1 Sensitive use on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway must demonstrate that the safe and efficient operation of the infrastructure will not be detrimentally affected.
N/a	N/a
A2 For roads with a speed limit of 60km/h or less the use must not generate more than a total of 40 vehicle entry and exit movements per day	P2 For roads with a speed limit of 60km/h or less, the level of use, number, location, layout and design of accesses and junctions must maintain an acceptable level of safety for all road users, including pedestrians and cyclists.
Relies on the performance criteria.	The supplied Traffic Impact Assessment, prepared by Howarth Fisher and Associates, 22 nd August 2021 finds that: The development will generate an estimated 45 additional trips. These will typically occur outside the peak hour, given the hall will most likely be used for community functions and community groups which would meet during the interpeak period or during the evenings. No new access is proposed as part of the proposal, however there will be a rationalisation of access use at the site.



	Complies with P2.
A3 For roads with a speed limit of more than 60km/h the use must not increase the annual average daily traffic (AADT) movements at the existing access or junction by more than 10%.	P3 For limited access roads and roads with a speed limit of more than 60km/h: a) access to a category 1 road or limited access road must only be via an existing access or junction or the use or development must provide a significant social and economic benefit to the State or region; and b) any increase in use of an existing access or junction or development of a new access or junction to a limited access road or a category 1, 2 or 3 road must be for a use that is dependent on the site for its unique resources, characteristics or locational attributes and an alternate site or access to a category 4 or 5 road is not practicable; and c) an access or junction which is increased in use or is a new access or junction must be designed and located to maintain an adequate level of safety and efficiency for all road users.
N/a	N/a

E4.7 Development Standards

E4.7.1 Development on and adjacent to Existing and Future Arterial Roads and Railways

Objective To ensure that development on or adjacent to category 1 or 2 roads (outside 60km/h), railways and future roads and railways is managed to: a) ensure the safe and efficient operation of roads and railways; and b) allow for future road and rail widening, realignment and upgrading; and c) avoid undesirable interaction between roads and railways and other use or development.	
Acceptable Solutions	Performance Criteria
A1 The following must be at least 50m from a railway, a future road or railway, and a category 1 or 2 road in an area subject to a speed limit of more than 60km/h: a) new road works, buildings, additions and extensions, earthworks and landscaping works; and b) building areas on new lots; and c) outdoor sitting, entertainment and children's play areas	P1 Development including buildings, road works, earthworks, landscaping works and level crossings on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway must be sited, designed and landscaped to: a) maintain or improve the safety and efficiency of the road or railway or future road or railway, including line of sight from trains; and b) mitigate significant transport-related environmental impacts, including noise, air pollution and vibrations in accordance with a report from a suitably qualified person; and c) ensure that additions or extensions of buildings will not reduce the existing setback to the road, railway or future road or railway; and d) ensure that temporary buildings and works are removed at the applicant's expense within three years or as otherwise agreed by the road or rail authority.
Complies with A1.	N/a

E4.7.2 Management of Road Accesses and Junctions

Objective To ensure that the safety and efficiency of roads is not reduced by the creation of new accesses and junctions or increased use of existing accesses and junctions.	
Acceptable Solutions	Performance Criteria



A1 For roads with a speed limit of 60km/h or less the development must include only one access providing both entry and exit, or two accesses providing separate entry and exit.	P1 For roads with a speed limit of 60km/h or less, the number, location, layout and design of accesses and junctions must maintain an acceptable level of safety for all road users, including pedestrians and cyclists.
N/a. No new access proposed as part of this application. Two accesses will remain.	N/a
A2 For roads with a speed limit of more than 60km/h the development must not include a new access or junction.	P2 For limited access roads and roads with a speed limit of more than 60km/h: a) access to a category 1 road or limited access road must only be via an existing access or junction or the development must provide a significant social and economic benefit to the State or region; and b) any increase in use of an existing access or junction or development of a new access or junction to a limited access road or a category 1, 2 or 3 road must be dependent on the site for its unique resources, characteristics or locational attributes and an alternate site or access to a category 4 or 5 road is not practicable; and c) an access or junction which is increased in use or is a new access or junction must be designed and located to maintain an adequate level of safety and efficiency for all road users.
N/a	N/a

E4.7.3 Management of Rail Level Crossings

Objective To ensure that the safety and the efficiency of a railway is not unreasonably reduced by access across the railway.	
Acceptable Solutions	Performance Criteria
A1 Where land has access across a railway: a) development does not include a level crossing; or b) development does not result in a material change onto an existing level crossing.	P1 Where land has access across a railway: a) the number, location, layout and design of level crossings maintain or improve the safety and efficiency of the railway; and b) the proposal is dependent upon the site due to unique resources, characteristics or location attributes and the use or development will have social and economic benefits that are of State or regional significance; or c) it is uneconomic to relocate an existing use to a site that does not require a level crossing; and d) an alternative access or junction is not practicable.
N/a	N/a

E4.7.4 Sight Distance at Accesses, Junctions and Level Crossings

Objective To ensure that use and development involving or adjacent to accesses, junctions and level crossings allows sufficient sight distance between vehicles and between vehicles and trains to enable safe movement of traffic.	
Acceptable Solutions	Performance Criteria

<p>A1 Sight distances at</p> <p>a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.7.4; and</p> <p>b) rail level crossings must comply with <i>AS1742.7 Manual of uniform traffic control devices - Railway crossings</i>, Standards Association of Australia; or</p> <p>c) If the access is a temporary access, the written consent of the relevant authority has been obtained.</p>	<p>P1 The design, layout and location of an access, junction or rail level crossing must provide adequate sight distances to ensure the safe movement of vehicles.</p>
<p>Complies with A1 – the supplied traffic impact assessment, prepared by Howarth Fisher and Associates, 22nd August 2021, notes sight distances at the northern access to the site to be 200+ metres to the north and 125 metres to the south.</p> <p>At the southern access to the site the sight distances greater than 200 metres to the north exists and a distance greater than 200 metres to the south exists.</p>	<p>N/a</p>

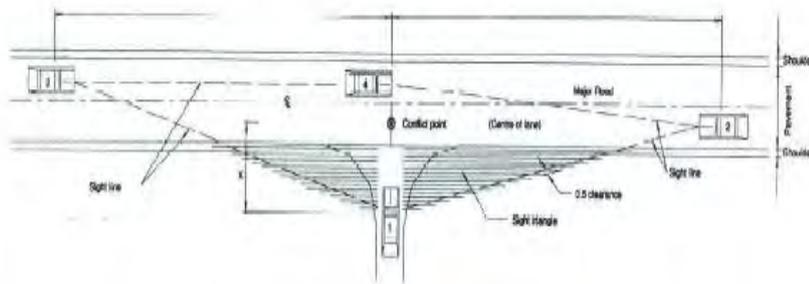


Figure E4.7.4 Sight Lines for Accesses and Junctions

X is the distance of the driver from the conflict point.

For category 1, 2 and 3 roads X = 7m minimum and for other roads X = 5m minimum.

Table E4.7.4 Safe Intersection Sight Distance (SISD)

Vehicle Speed	Safe Intersection Sight Distance (SISD)	
km/h	60 km/h or less	Greater than 60 km/h
50	80	90
60	105	115
70	130	140
80	165	175
90		210
100		250
110		290

Notes:

- (a) Vehicle speed is the actual or recorded speed of traffic passing along the road and is the speed at or below which 85% of passing vehicles travel.



- (b) For safe intersection sight distance (SISD):
 - (i) All sight lines (driver to object vehicle) are to be between points 1.2 metres above the road and access surface at the respective vehicle positions with a clearance to any sight obstruction of 0.5 metres to the side and below, and 2.0 metres above all sight lines;
 - (ii) These sight line requirements are to be maintained over the full sight triangle for vehicles at any point between positions 1, 2 and 3 in Figure E4.7.4 and the access junction;
 - (iii) A driver at position 1 must have sight lines to see cars at any point between the access and positions 3 and 2 in Figure E4.7.4;
 - (iv) A driver at any point between position 3 and the access must have sight lines to see a car at position 4; and
 - (v) A driver at position 4 must have sight lines to see a car at any point between position 2 and the access.

ASSESSMENT AGAINST E6.0 CAR PARKING & SUSTAINABLE TRANSPORT CODE

E6.6 Use Standards

E6.6.1 Car Parking Numbers

Objective: To ensure that an appropriate level of car parking is provided to service use.

Acceptable Solutions	Performance Criteria
<p>A1 The number of car parking spaces must not be less than the requirements of:</p> <ul style="list-style-type: none"> a) Table E6.1; or b) a parking precinct plan contained in Table E6.6: Precinct Parking Plans (except for dwellings in the General Residential Zone). 	<p>P1 The number of car parking spaces provided must have regard to:</p> <ul style="list-style-type: none"> a) the provisions of any relevant location specific car parking plan; and b) the availability of public car parking spaces within reasonable walking distance; and c) any reduction in demand due to sharing of spaces by multiple uses either because of variations in peak demand or by efficiencies gained by consolidation; and d) the availability and frequency of public transport within reasonable walking distance of the site; and e) site constraints such as existing buildings, slope, drainage, vegetation and landscaping; and f) the availability, accessibility and safety of on-road parking, having regard to the nature of the roads, traffic management and other uses in the vicinity; and g) an empirical assessment of the car parking demand; and h) the effect on streetscape, amenity and vehicle, pedestrian and cycle safety and convenience; and i) the recommendations of a traffic impact assessment prepared for the proposal; and j) any heritage values of the site; and k) for residential buildings and multiple dwellings, whether parking is adequate to meet the needs of the residents having regard to: <ul style="list-style-type: none"> i) the size of the dwelling and the number of bedrooms; and ii) the pattern of parking in the locality; and iii) any existing structure on the land.
<p>55 spaces required for the site, 42 proposed.</p>	<p>The applicant's traffic impact assessment considers these matters and finds that the performance criteria is satisfied.</p>

Table E6.1: Parking Space Requirements

Use	Parking Requirement	
	Vehicle	Bicycle
Residential:		



Community meeting and entertainment: (art gallery, church, conference centre, dancing school, exhibition centre, library, cinema, theatre, function centre, hall, indoor recreation, gymnasium, cemetery, crematorium)	1 space per 20m ² of public area or 1 space per 4 seats whichever is greater	1 space per 50m ² net floor area or 1 space per 40 seats whichever is greater
Spaces required	55 spaces required for the site, 42 proposed.	5 spaces required for the proposed use and development.

E6.6.2 Bicycle Parking Numbers

Objective: To encourage cycling as a mode of transport within areas subject to urban speed zones by ensuring safe, secure and convenient parking for bicycles.

Acceptable Solutions	Performance Criteria
A1.1 Permanently accessible bicycle parking or storage spaces must be provided either on the site or within 50m of the site in accordance with the requirements of Table E6.1; or A1.2 The number of spaces must be in accordance with a parking precinct plan contained in Table E6.6: Precinct Parking Plans.	P1 Permanently accessible bicycle parking or storage spaces must be provided having regard to the: a) likely number and type of users of the site and their opportunities and likely preference for bicycle travel; and b) location of the site and the distance a cyclist would need to travel to reach the site; and c) availability and accessibility of existing and planned parking facilities for bicycles in the vicinity.
5 spaces required.	N/a

E6.6.3 Taxi Drop-off and Pickup

Objective: To ensure that taxis can adequately access developments.

Acceptable Solutions	Performance Criteria
A1 One dedicated taxi drop-off and pickup space must be provided for every 50 car spaces required by Table E6.1 or part thereof (except for dwellings in the General Residential Zone).	P1 No performance criteria.
One taxi space proposed at the front door to the church within the turning circle.	N/a

E6.6.4 Motorbike Parking Provisions

Objective: To ensure that motorbikes are adequately provided for in parking considerations.

Acceptable Solutions	Performance Criteria
A1 One motorbike parking space must be provided for each 20 car spaces required by Table E6.1 or part thereof.	P1 No performance criteria.
Two spaces proposed.	N/a

E6.7 Development Standards

E6.7.1 Construction of Car Parking Spaces and Access Strips

Objective: To ensure that car parking spaces and access strips are constructed to an appropriate standard.

Acceptable Solutions	Performance Criteria
A1 All car parking, access strips manoeuvring and circulation spaces must be: a) formed to an adequate level and drained; and	P1 All car parking, access strips manoeuvring and circulation spaces must be readily identifiable and constructed to ensure that they are useable in all weather



b) except for a single dwelling, provided with an impervious all weather seal; and c) except for a single dwelling, line marked or provided with other clear physical means to delineate car spaces.	conditions.
Does not comply.	It is proposed to use compacted crushed gravel, water permeable surface for paths and accessible bays. Geo web has been proposed for the remainder of the car park and service bay. The proposal complies with the performance criteria.

E6.7.2 Design and Layout of Car Parking

Objective: To ensure that car parking and manoeuvring space are designed and laid out to an appropriate standard.	
Acceptable Solutions	Performance Criteria
A1.1 Where providing for 4 or more spaces, parking areas (other than for parking located in garages and carports for dwellings in the General Residential Zone) must be located behind the building line; and A1.2 Within the General residential zone, provision for turning must not be located within the front setback for residential buildings or multiple dwellings.	P1 The location of car parking and manoeuvring spaces must not be detrimental to the streetscape or the amenity of the surrounding areas, having regard to: a) the layout of the site and the location of existing buildings; and b) views into the site from the road and adjoining public spaces; and c) the ability to access the site and the rear of buildings; and d) the layout of car parking in the vicinity; and e) the level of landscaping proposed for the car parking.
Does not comply with A1.1.	Satisfies the performance criteria – given screening provided by vegetation, car parking and manoeuvring spaces will not be detrimental to the streetscape or the amenity of the surrounding areas.
A2.1 Car parking and manoeuvring space must: a) have a gradient of 10% or less; and b) where providing for more than 4 cars, provide for vehicles to enter and exit the site in a forward direction; and c) have a width of vehicular access no less than prescribed in Table E6.2 and Table E6.3, and A2.2 The layout of car spaces and access ways must be designed in accordance with <i>Australian Standards AS 2890.1 - 2004 Parking Facilities, Part 1: Off Road Car Parking</i> .	P2 Car parking and manoeuvring space must: a) be convenient, safe and efficient to use having regard to matters such as slope, dimensions, layout and the expected number and type of vehicles; and b) provide adequate space to turn within the site unless reversing from the site would not adversely affect the safety and convenience of users and passing traffic.
Complies. Complies.	N/a

Table E6.2: Access Widths for Vehicles

Number of parking spaces served	Access width (see note 1)	Passing bay (2.0m wide by 5.0m long plus entry and exit tapers) (see note 2)
21 and over	5.5m	Not applicable

E6.7.3 Car Parking Access, Safety and Security

Objective: To ensure adequate access, safety and security for car parking and for deliveries.	
Acceptable Solutions	Performance Criteria
A1 Car parking areas with greater than 20 parking spaces must be: a) secured and lit so that unauthorised	P1 Car parking areas with greater than 20 parking spaces must provide for adequate security and safety for users of the site, having regard to the:



persons cannot enter or; b) visible from buildings on or adjacent to the site during the times when parking occurs.	a) levels of activity within the vicinity; and b) opportunities for passive surveillance for users of adjacent building and public spaces adjoining the site.
Does not comply.	The location of the car parking is such that it satisfies the performance criteria.

E6.7.4 Parking for Persons with a Disability

Objective: To ensure adequate parking for persons with a disability.	
Acceptable Solutions	Performance Criteria
A1 All spaces designated for use by persons with a disability must be located closest to the main entry point to the building.	P1 The location and design of parking spaces considers the needs of disabled persons, having regard to: a) the topography of the site; b) the location and type of relevant facilities on the site or in the vicinity; c) the suitability of access pathways from parking spaces, and d) applicable Australian Standards.
Complies with A1 – located adjacent to Café.	N/a
A2 Accessible car parking spaces for use by persons with disabilities must be designed and constructed in accordance with AS/NZ2890.6 – 2009 Parking facilities – Off-street parking for people with disabilities.	P2. No performance criteria.
Comment: Condition required.	

E6.7.6 Loading and Unloading of Vehicles, Drop-off and Pickup

Objective: To ensure adequate access for people and goods delivery and collection and to prevent loss of amenity and adverse impacts on traffic flows.	
Acceptable Solutions	Performance Criteria
A1 For retail, commercial, industrial, service industry or warehouse or storage uses: a) at least one loading bay must be provided in accordance with Table E6.4; and b) loading and bus bays and access strips must be designed in accordance with <i>Australian Standard AS/NZS 2890.3 2002</i> for the type of vehicles that will use the site.	P1 For retail, commercial, industrial, service industry or warehouse or storage uses adequate space must be provided for loading and unloading the type of vehicles associated with delivering and collecting people and goods where these are expected on a regular basis.
Comment: Complies – loading bay proposed.	N/a

E6.8 Provisions for Sustainable Transport

E6.8.1 Bicycle End of Trip Facilities

Not used in this planning scheme

E6.8.2 Bicycle Parking Access, Safety and Security

Objective: To ensure that parking and storage facilities for bicycles are safe, secure and convenient.	
Acceptable Solutions	Performance Criteria
A1.1 Bicycle parking spaces for customers and visitors must: a) be accessible from a road, footpath or cycle track; and b) include a rail or hoop to lock a bicycle to that meets <i>Australian Standard AS 2890.3 1993</i> ; and c) be located within 50m of and visible or signposted from the	P1 Bicycle parking spaces must be safe, secure, convenient and located where they will encourage use.



entrance to the activity they serve; and d) be available and adequately lit in accordance with <i>Australian Standard AS/NZS 1158 2005 Lighting Category C2</i> during the times they will be used; and A1.2 Parking space for residents' and employees' bicycles must be under cover and capable of being secured by lock or bicycle lock.	
Condition required.	N/a
A2 Bicycle parking spaces must have: a) minimum dimensions of: i) 1.7m in length; and ii) 1.2m in height; and iii) 0.7m in width at the handlebars; and b) unobstructed access with a width of at least 2m and a gradient of no more 5% from a public area where cycling is allowed.	P2 Bicycle parking spaces and access must be of dimensions that provide for their convenient, safe and efficient use.
Condition required.	N/a

E6.8.5 Pedestrian Walkways

Objective: To ensure pedestrian safety is considered in development	
Acceptable Solution	Performance Criteria
A1 Pedestrian access must be provided for in accordance with Table E6.5.	P1 Safe pedestrian access must be provided within car park and between the entrances to buildings and the road.
Comment: Complies with P1. Pedestrian path provided between the two central parking spaces.	N/a

Table E6.5: Pedestrian Access

Number of Parking Spaces Required	Pedestrian Facility
1–10	No separate access required (i.e. pedestrians may share the driveway). [Note (a) applies].
11 or more	A 1m wide footpath separated from the driveway and parking aisles except at crossing points. [Notes (a) and (b) apply].

Notes

- a) In parking areas containing spaces allocated for disabled persons, a footpath having a minimum width of 1.5m and a gradient not exceeding 1 in 14 is required from those spaces to the principal building.
- b) Separation is deemed to be achieved by:
- i) a horizontal distance of 2.5m between the edge of the driveway and the footpath; or
 - ii) protective devices such as bollards, guard rails or planters between the driveway and the footpath; and
 - iii) signs and line marking at points where pedestrians are intended to cross driveways or parking aisles.

Assessment by Council's Heritage Adviser 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. The subject place is heritage listed.

E13.5 USE STANDARDS

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
A1 No acceptable solution.	P1 Notwithstanding Clause 8.9, a permit may be granted for any use of a locally listed heritage place where: <ul style="list-style-type: none"> 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.

Comment: Satisfies the performance criteria.

E13.6 DEVELOPMENT STANDARDS

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
A1 Removal of non-original cladding to expose original cladding.	P1.1 Existing buildings, parts of buildings and structures must be retained except: <ul style="list-style-type: none"> 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



	<p>d) the building is identified as non-contributory within a precinct identified in Table E13.1: Heritage Precincts, if any; and</p> <p>P1.2 Demolition must 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: There is only two small areas of demolition to a later addition to the church building. The fabric affected has moderate heritage value and is therefore considered acceptable.

E13.6.2 Subdivision and development density

<p><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></p>	
Acceptable Solutions	Performance Criteria
<p>A1 No acceptable solution.</p>	<p>P1 Subdivision must:</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: The thorough site analysis based on the Conservation Management Plan has determined the site cover and location of the new additions, to ensure the existing character and appearance of the heritage buildings are maintained.

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:</p>



Heritage Precincts, if any.

Comment: The height and bulk of the proposed additions have been designed to ensure the importance, character and appearance of the existing heritage buildings are not adversely impacted.

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: Satisfies the performance criteria.

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: The simple hipped roof form is a low-pitched contemporary design that will respect the historic heritage significance, design and period of construction of the existing church.

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: The red brick walls will complement the existing church.

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	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



<i>and structures to the road within a precinct identified in Table E13.1: Heritage Precincts, if any.</i>	<i>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.</i>
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Comment: The thorough site analysis based on the Conservation Management Plan has determined the siting of the proposed additions and car park. They are set at a distance that does not detract from the historic heritage significance of the place.

E13.6.9 Outbuildings and Structures

<i>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.</i>	
Acceptable Solutions	Performance Criteria
<i>A1 Outbuildings and structures must be: 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.</i>	<i>P1 New outbuildings and structures must be designed and located; 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.</i>

Comment: N/a

E13.6.10 Access Strips and Parking

<i>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.</i>	
Acceptable Solutions	Performance Criteria
<i>A1 Car parking areas for non-residential purposes must be: a) located behind the primary buildings on the site; or b) in accordance with the acceptable development criteria for access and parking as within a precinct identified in Table 1: Heritage Precincts, if any.</i>	<i>P1 Car parking areas for non-residential purposes must not: a) result in the loss of building fabric or the removal of gardens or vegetated areas where this would be detrimental to the setting of a building or its historic heritage significance; and b) detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</i>

Comment: The thorough site analysis based on the Conservation Management Plan has determined the location of the proposed car park and will not be detrimental to the setting of the building or its historic heritage significance.

E13.6.11 Places of Archaeological Significance

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

Comment: The proposal allows for the possibility of encountering archaeological remains.

E13.6.12 Tree and Vegetation Removal

<i>Objective: To ensure that the removal, destruction or lopping of trees or the removal of vegetation does not detract from the</i>
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<i>historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.</i>	
Acceptable Solutions	Performance Criteria
A1 No acceptable solution.	P1 The removal of vegetation must not: a) unreasonably impact on the historic cultural significance of the place; and b) detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.

Comment: Satisfies the performance criteria.

E13.6.13 Signage

<i>Objective: To ensure that signage is appropriate to conserve the historic heritage significance of local heritage places and precincts.</i>	
Acceptable Solutions	Performance Criteria
A1 Must be a sign identifying the number, use, heritage significance, name or occupation of the owners of the property not greater than 0.2m ² .	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 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.

Comment: N/a

E13.6.14 Maintenance and Repair

<i>Objective</i> <i>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.</i>
Acceptable Solution
<i>New materials and finishes used in the maintenance and repair of buildings match the materials and finishes that are being replaced.</i>

Comment: This proposal will guarantee the on-going maintenance of the buildings and site.

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.

Existing Character Statement - Description and Significance
CAMPBELL TOWN HERITAGE PRECINCT CHARACTER STATEMENT
<i>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.</i>
Management Objectives
<i>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.</i>



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.

SPECIFIC AREA PLANS

F1.0 TRANSLINK SPECIFIC AREA PLAN	N/a
F2.0 HERITAGE PRECINCTS SPECIFIC AREA PLAN	Complies – See Specific Area Plan assessment below

Assessment by Council’s Heritage Adviser 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.

F2.5 STANDARDS FOR DEVELOPMENT

F2.5.1 Setbacks

Objective: To ensure that the predominant front setback of the existing buildings in the streetscape is maintained, and to ensure that the impact of garages and carports on the streetscape is minimised.



Acceptable Solutions & performance criteria	
A1 The predominant front setback as identified in the design statement must be maintained for all new buildings, extensions, alterations or additions (refer Figure F2.4 & F2.8).	P1 The front setback must be compatible with the historic cultural heritage significance of a local heritage place or precinct, having regard to: a) the cultural heritage values of the local heritage place, its setting and the precinct; b) the topography of the site; c) the size, shape, and orientation of the lot; d) the setbacks of other buildings in the surrounding area; e) the historic cultural heritage significance of adjacent places; and f) the streetscape.
A2 New carports and garages, whether attached or detached, must be set back a minimum of 3 metres behind the line of the front wall of the house which it adjoins (refer Figure F2.3, & F2.7).	P2 The setback of new carports and garages from the line of the front wall of the house which it adjoins must be compatible with the historic cultural heritage significance of a local heritage place or precinct, having regard to: a) the cultural heritage values of the local heritage place, its setting and the precinct; b) the topography of the site; c) the size, shape, and orientation of the lot; d) the setbacks of other buildings in the surrounding area; e) the historic cultural heritage significance of adjacent places; and f) the streetscape.
A3 Side setback reductions must be to one boundary only, in order to maintain the appearance of the original streetscape spacing.	P3 Side setbacks must be compatible with the historic cultural heritage significance of a local heritage place or precinct, having regard to: a) the cultural heritage values of the local heritage place, its setting and the precinct; b) the topography of the site; c) the size, shape, and orientation of the lot; d) the setbacks of other buildings in the surrounding area; e) the historic cultural heritage significance of adjacent places; and f) the streetscape.

Comment: The thorough site analysis based on the Conservation Management Plan has determined the siting and setbacks of the proposed additions and car park. They are set at a distance that does not detract from the historic heritage significance of the place.

F2.5.2 Orientation

Objective: To ensure that new buildings, extensions, alterations and additions respect the established predominant orientation within the streetscape.

Acceptable Solutions & performance criteria	
A1 All new buildings, extensions, alterations or additions must be orientated: a) perpendicular to the street frontage (refer Figure F2.5, F2.6, & F2.8); or b) Where the design statement identifies that the predominant orientation of buildings within the street is other than perpendicular to the street, to conform to the established pattern in the street; and c) A new building must not be on an angle to an adjoining heritage-listed building (refer Figure F2.5).	P1 Orientation of all new buildings, extensions, alteration or additions must be compatible with the historic cultural heritage significance of a local heritage place or precinct, having regard to: a) the cultural heritage values of the local heritage place, its setting and the precinct; b) the topography of the site; c) the size, shape, and orientation of the lot; d) the setbacks of other buildings in the surrounding area; e) the historic cultural heritage significance of adjacent places; and f) the streetscape.

Comment: The orientation of the proposed addition has been guided by the Conservation Management Plan and therefore meets the performance criteria.



F2.5.3 Scale

Objective: To ensure that all new buildings respect the established scale of buildings in the streetscape, adhere to a similar scale, are proportional to their lot size and allow an existing original main building form to dominate when viewed from public spaces.

Acceptable Solutions (no performance criteria)

- A1 Single storey developments must have a maximum height from floor level to eaves of 3 metres (refer Figure F2.14).
- A2 Where a second storey is proposed it must be incorporated into the roof space using dormer windows, or roof windows, or gable end windows, so as not to detract from original two storey heritage-listed buildings (refer Figure F2.13 & F2.15).
- A3 Ground floor additions located in the area between the rear and front walls of the existing house must not exceed 50% of the floor area of the original main house.

Comment: The scale of the proposed additions has been guided by the Conservation Management Plan and meets the Acceptable Solutions.

F2.5.4 Roof Forms

Objective: To ensure that the roof form and elements respect those of the existing main building and the streetscape.

Acceptable Solutions & performance criteria

- | | |
|---|--|
| <p>A1.1 The roof form for new buildings, extensions, alterations, and additions must, if visible from the street, be in the form of hip or gable, with a pitch between 25 – 40 degrees (refer Figure F2.14 & F2.18), or match the existing building, and</p> <p>A1.2 Eaves overhang must be a maximum of 300mm excluding guttering, or match the existing building.</p> | <p>P1 The roof form of all new buildings, extensions, alteration or additions must be compatible with the historic cultural heritage significance of a local heritage place or precinct, having regard to:</p> <ul style="list-style-type: none"> a) the cultural heritage values of the local heritage place, its setting and the precinct; b) the design, period of construction and materials of the dominant building on site; c) the dominant roofing style and materials in the setting; and d) the streetscape. |
|---|--|
- A2 Where there is a need to use the roof space, dormer windows are acceptable and must be in a style that reflects the period setting of the existing main building on the site, or the setting if the site is vacant (refer Figure F2.15).
 - A3 Where used, chimneys must be in a style that reflects the period setting of the existing main building on the site, or the setting if the site is vacant.
 - A4 Metal cowls must not be used where they will be seen from the street.

Comment: The simple hipped roof form is a low-pitched contemporary design that will respect the historic heritage significance, design and period of construction of the existing church.

F2.5.5 Plan Form

Objective: To ensure that new buildings, alterations, additions and extensions respect the setting, original plan form, shape and scale of the existing main building on the site or of adjoining heritage-listed buildings.

Acceptable Solutions	Performance Criteria
A1.1 Alterations and additions to pre-1940 buildings must retain the original plan form of the existing main building; or	Original main buildings must remain visually dominant over any additions when viewed from public spaces.
A1.2 The plan form of additions must be rectilinear or consistent with the existing house design and dimensions.	
A2 The plan form of new buildings must be rectilinear (refer Figure F2.9).	P2 No performance criteria

Comment: The plan form of the proposed additions has been guided by the Conservation Management Plan and meets the Performance Criteria.



F2.5.6 External Walls

<i>Objective: To ensure that wall materials used are compatible with the streetscape.</i>	
Acceptable Solutions	Performance Criteria
<p>A1.1 <i>Materials used in additions must match those of the existing construction, except in additions to stone or brick buildings; and</i></p> <p>A1.2 <i>External walls must be clad in:</i></p> <p>a) <i>traditional bull-nosed timber weatherboards; if treated pine boards are used to replace damaged weatherboards they must be painted; thin profile compressed board weatherboards must not be used; or</i></p> <p>b) <i>brickwork, with mortar of a natural colour and struck flush with the brickwork (must not be deeply raked), including:</i></p> <ul style="list-style-type: none"> • <i>painted standard size bricks; or</i> • <i>standard size natural clay bricks that blend with the colour and size of the traditional local bricks; or</i> • <i>standard brickwork rendered in traditional style; or</i> • <i>if a heritage-listed building, second-hand traditional local bricks. Heavily-tumbled clinker bricks must not be used; or</i> <p>c) <i>concrete blocks specifically chosen to blend with local dressed stone, or rendered and painted;</i></p> <p>d) <i>concrete blocks in natural concrete finish must not be used.</i></p> <p>A1.3 <i>Cladding materials designed to imitate traditional materials such as brick, stone and weatherboards must not be used.</i></p>	<p><i>Wall materials must be compatible with the historic cultural heritage significance of a local heritage place or precinct, having regard to:</i></p> <p><i>the cultural heritage values of the local heritage place, its setting and the precinct;</i></p> <p><i>the design, period of construction and materials of the dominant building on site;</i></p> <p><i>the dominant wall materials in the setting; and</i></p> <p><i>the streetscape.</i></p>

Comment: The red brick walls will complement the existing church, therefore, meets the Performance Criteria.

F2.5.7 Entrances and Doors

<i>Objective: To ensure that the form and detail of the front entry is consistent with the streetscape.</i>	
Acceptable Solutions & performance criteria	
<p>A1.1 <i>The position, shape and size of original door and window openings must be retained where they are prominent from public spaces; and</i></p> <p>A1.2 <i>The front entrance location must be in the front wall facing the street, and be located within the central third of the front wall of the house; and</i></p> <p>A1.3 <i>Modern front doors with horizontal glazing or similar styles must not be used (refer Figure F2.21).</i></p>	<p>P1 <i>Entrances and doors must be compatible with the historic cultural heritage significance of a local heritage place or precinct, having regard to:</i></p> <p>a) <i>the cultural heritage values of the local heritage place, its setting and the precinct;</i></p> <p>b) <i>the design, period of construction and materials of the dominant building on site; and</i></p> <p>c) <i>the streetscape.</i></p>

Comment: Meets the Performance Criteria

F2.5.8 Windows

<i>Objective: To ensure that window form and details are consistent with the streetscape.</i>	
Acceptable Solutions & performance criteria	
A1 <i>Window heads must be a minimum of 300mm below the eaves line, or match the existing.</i>	
Solid-void ratio	
A2 <i>Front façade windows must conform to the solid/void ratio (refer Figure F2.24 & F2.25).</i>	P2 <i>For commercial buildings, the solid/void ratio of front façade windows must be compatible with that of heritage-listed commercial buildings in the precinct.</i>
Window sashes	
A3 <i>Window sashes must be double hung, casement, awning or fixed appropriate to the period and style of the building</i>	



<i>(refer Figure F2.22 & F2.23).</i>	
A4 <i>Traditional style multi-pane sashes, when used, must conform to the traditional pattern of six or eight vertical panes per sash with traditional size and profile glazing bars.</i>	
A5 <i>Horizontally sliding sashes must not be used.</i>	
A6 <i>Corner windows to front facades must not be used.</i>	
Window Construction Materials	
A7 <i>Clear glass must be used.</i>	
A8 <i>Reflective and tinted glass and coatings must not be used where visible from public places.</i>	
A9 <i>Additions to heritage-listed buildings must have timber window frames, where visible from public spaces.</i>	
A10 <i>Painted aluminium must only be used where it cannot be seen from the street and in new buildings, or where used in existing buildings</i>	P10 <i>Window frames must be compatible with the historic cultural heritage significance of a local heritage place or precinct, having regard to the cultural heritage values of the local heritage place, its setting and the precinct.</i>
A11 <i>Glazing bars must be of a size and profile appropriate for the period of the building</i>	
A12 <i>Stick-on aluminium glazing-bars must not be used</i>	
A13 <i>All windows in brick or masonry buildings must have projecting brick or stone sills, or match the existing.</i>	
French Doors, Bay Windows and Glass Panelling	
A14 <i>French doors and bay windows must be appropriate for the original building style and must be of a design reflected in buildings of a similar period.</i>	
A15 <i>Where two bay windows are required, they must be symmetrically placed.</i>	
A16 <i>Large areas of glass panelling must:</i>	
a) <i>Be divided by large vertical mullions to suggest a vertical orientation; and</i>	
b) <i>Be necessary to enhance the utility of the property or protect the historic fabric; and</i>	
c) <i>Not detract from the historic values of the original building.</i>	

Comment: Meets the Performance Criteria

F2.5.9 Roof Covering

<i>Objective: To ensure that roof materials are compatible with the streetscape.</i>
Acceptable Solutions (no performance criteria)
A1.1 <i>Roofing of additions, alterations and extensions must match that of the existing building; and</i>
A1.2 <i>Roof coverings must be:</i>
a) <i>corrugated iron sheeting in grey tones, brown tones, dark red, or galvanized iron</i>
or
b) <i>slate or modern equivalents, shingle and low-profile tiles, where compatible with the style and period of the main building on the site and the setting. Tile colours must be:</i>
• <i>dark gray; or</i>
• <i>light grey; or</i>
• <i>brown tones; or</i>
• <i>dark red;</i>
or
c) <i>traditional metal tray tiles where compatible with the style and period of the main building on the site.</i>
d) <i>for additions, alterations and extensions, match that of the existing building.</i>
A2 <i>Must not be klip-lock steel deck and similar high rib tray sheeting.</i>

Comment: Meets the Performance Criteria

F2.5.10 Roof Plumbing

<i>Objective: To ensure that roof plumbing and fittings are compatible with the streetscape.</i>
Acceptable Solutions (no performance criteria)
A1.1 <i>Gutters must be OG, D mould, or Half Round profiles (refer Figure F2.26), or match the existing guttering; and</i>
A1.2 <i>Downpipes must be zincalume natural, colorbond round, or PVC round painted.</i>



A2 Downpipes must not be square-line gutter profile or rectangular downpipes (refer Figure F2.27), or match the existing downpipes.

Comment: Acceptable for the architectural style.

F2.5.11 Verandahs

Objective: To ensure that traditional forms of sun and weather protection are used, consistent with the streetscape.

Acceptable Solutions & performance criteria

Original Verandahs

A1 Original verandahs must be retained.

Replacement of Missing Verandahs

A2.1 The replacement of a missing verandah must be consistent with the form and detail of the original verandah; or

A2.2 If details of the original verandah are not available:

- a) The verandah roof must join the wall line below the eaves line of the building (refer Figure F2.19); and
- b) Verandah posts and roof profile must be consistent with that in use by the surrounding buildings of a similar period.

P2 Verandahs must be compatible with the historic cultural heritage significance of a local heritage place or precinct, having regard to:

- a) the cultural heritage values of the local heritage place, its setting and the precinct;
- b) the design, period of construction and materials of the dominant building on site; and
- c) the streetscape.

New Verandahs

A3 A new verandah, where one has not previously existed, must be consistent with the design and period of construction of the dominant existing building on the site or, for vacant sites, those of the dominant design and period within the precinct.

Comment: No verandah proposed

F2.5.12 Architectural Details

Objective: To ensure that the architectural details are consistent with the historic period and style of the main building on the site, and the streetscape.

Acceptable Solutions (no performance criteria)

Original Detailing

A1 Original details and ornaments, such as architraves, fascia's and mouldings, are an essential part of the building's character and must not be removed beyond the extent of any alteration, addition or extension.

Non-original Detailing

A2.1 Non-original elements must be consistent with the original architectural style of the dominant existing building on the site or, for vacant sites, be consistent with the existing streetscape; and

A2.1 Non-original elements must not detract from or dominate the original qualities of the building, nor should they suggest a past use which is not historically accurate.

Comment: Acceptable for the contemporary architectural style.

F2.5.13 Outbuildings

Objective: To ensure that outbuildings do not reduce the dominance of the original building or distract from its period character.

Acceptable Solutions & performance criteria

A1 The roof form of outbuildings must, if visible from the street, be in the form of hip or gable, with a maximum span of 6.5m and a pitch between

P1 The roof form of outbuildings, if visible from the street, must be compatible with the historic cultural heritage significance of a local heritage place or precinct, having regard to:

- a) the cultural heritage values of the local heritage place,



22.5 – 40 degrees.	<p><i>its setting and the precinct;</i></p> <p>b) <i>the design, period of construction and materials of the dominant building on site;</i></p> <p>c) <i>the dominant roofing style and materials in the setting; and</i></p> <p>d) <i>the streetscape.</i></p>
A2 <i>Outbuildings must be designed, in both scale and appearance, to be subservient to the primary buildings on the site.</i>	
A3 <i>Outbuildings must not be located in front of existing heritage-listed buildings, and must be setback a minimum of 3 metres behind the line of the front wall of the house that is set furthest back from the street (refer Figure F2.1 & F2.3).</i>	
A4 <i>Any garage, including those conjoined to the main building, must be designed in the form of an outbuilding, with an independent roof form.</i>	
A5 <i>Those parts of Outbuildings visible from the street must be consistent, in both materials and style, with those of any existing heritage-listed building on-site.</i>	
A6 <i>Where visible from the street, the eaves height of outbuildings must not exceed 3m and the roof form and pitch must be the same as that of the main house.</i>	

Comment: N/A

F2.5.14 Conservatories

<i>Objective: To ensure new conservatories respect traditional location, form and construction.</i>
Acceptable Solutions (no performance criteria)
A1 <i>Conservatories must not be located at the front of a building.</i>
A2 <i>The scale, form, materials, and colours of a conservatory addition must respect the established style and period of the existing building.</i>

Comment: N/A

F2.5.15 Fences and Gates

<i>Objective: To ensure that original fences are retained and restored where possible and that the design and materials of any replacement complement the setting and the architectural style of the main building on the site.</i>	
Acceptable Solutions & performance criteria	
A1.1 <i>Replacement of front fence must be in the same design, materials and scale; or</i>	P1 <i>Fences must be compatible with the historic cultural heritage significance of a local heritage place or precinct, having regard to:</i>
A1.2	
<p>a) <i>Front fence must be a timber vertical picket, masonry to match the house, heritage style woven wire, galvanized tubular fencing, other than looped, or iron palisade fence with a maximum height of 1500mm.</i></p> <p>b) <i>Side and rear fences must be vertical timber palings to a maximum height of 1800mm.</i></p>	
A2 <i>Gates must match the fence, both in materials and design.</i>	
A3 <i>Screen fences used to separate the front garden from the rear of the house must be of timber or lattice.</i>	
A4 <i>Fences must not be:</i>	
<p>a) <i>horizontal or diagonal timber slat fences; or</i></p> <p>b) <i>plastic covered wire mesh; or</i></p> <p>c) <i>flat metal sheet or corrugated sheets; or</i></p> <p>d) <i>plywood and cement sheet.</i></p>	

Comment: Meets the Performance Criteria

F2.5.16 Paint Colours

<i>Objective: To ensure that new colour schemes maintain a sense of harmony with the street or area in which they are</i>



<i>located.</i>	
Acceptable Solutions & performance criteria	
<p>A1.1 <i>Colour schemes must be drawn from heritage-listed buildings within the precinct; or</i></p> <p>A1.2 <i>Colour schemes must be drawn from the following:</i></p> <p>a) <i>Walls – Off white, creams, beige, tans, fawn and ochre.</i></p> <p>b) <i>Window & Door frames – white, off white, Indian red, light browns, tans, olive green and deep Brunswick green.</i></p> <p>c) <i>Fascia & Barge Boards - white, off white Indian red, light browns, tans, olive green and deep Brunswick green</i></p> <p>d) <i>Roof & Gutters – deep Indian red, light and dark grey.</i></p>	<p>P1 <i>Colour schemes must be compatible with the local historic heritage significance of the local heritage place or precinct having regard to the character and appearance of the existing place or precinct.</i></p>
A2 <i>There must be a contrast between the wall colour and trim colours.</i>	
A3 <i>Previously unpainted brickwork must not be painted, except in the case of post-1960 buildings.</i>	

Comment: Meets the Performance Criteria

F2.5.17 Lighting

<i>Objective: To ensure that modern domestic equipment and wiring do not intrude on the character of the streetscape</i>
Acceptable Solutions (no performance criteria)
A1 <i>Wiring or conduit to new lighting is not located on the front face of a building.</i>

Comment: Meets the Performance Criteria

F2.5.18 Maintenance and Repair

<i>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 heritage precincts.</i>
Acceptable Solution (no performance criteria)
<i>New materials and finishes used in the maintenance and repair of buildings match the materials and finishes that are being replaced.</i>

Comment: This proposal will guarantee the on-going maintenance of the buildings and site

F2.6 USE STANDARDS

F2.6.1 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 building listed in table F2.1 where:</i></p> <p>a) <i>it can be demonstrated that the proposed use will not adversely impact on the significance of a heritage place; and</i></p> <p>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></p> <p>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></p>

Comment: N/a

SPECIAL PROVISIONS	
9.1 Changes to an Existing Non-conforming Use	N/a
9.2 Development for Existing Discretionary Uses	N/a



9.3 Adjustment of a Boundary	N/a
9.4 Demolition	N/a
9.5 Change of Use of a Place listed on the Tasmanian Heritage Register or a heritage place	N/a
9.6 Change of Use	N/a
9.7 Access and Provision of Infrastructure Across Land in Another Zone	N/a
9.8 Buildings Projecting onto Land in a Different Zone	N/a
9.9 Port and Shipping in Proclaimed Wharf Areas	N/a

4.7 Representations

Notice of the application was given in accordance with Section 57 of the *Land Use Planning & Approvals Act 1993*. A review of Council's Records management system after completion of the public exhibition period revealed that one representation (attached) was received from Brett and Michaela Wright, The Grange Estate, 7 William Street, Campbell Town

The matters raised in the representation are outlined below followed by the planner's comments.

- The plan was prepared with limited research due to time and budgetary constraints.
- Limited finding did NOT allow for extensive historical research into phases of development of the site.
- The research that was done was based on secondary information and NOT primary material.
- A site investigation was undertaken for built and landscape heritage elements, however, the opinions and recommendations within the report were IGNORED.
- In the words of the Northern Midlands Council in their Interim Planning Scheme 2013, they stated *The Campbell Town Heritage Precinct is unique because it is the core of a substantially intact nineteenth century townscape, with its significant built fabric Traditional buildings in the Precinct include impressive examples of colonial architecture..... Campbell Town's heritage ambience has been acknowledged*" As such, any development that covers an entire side of an historic building cannot be allowed.
- Section 4.3 of the application states that the site is included on the State Heritage Register and the local council Heritage Schedule. Consequently, there was a Significance Assessment completed to ensure that the proposed site retains said significance. Despite the assessment confirming that the site meets ALL of the criteria deeming it of major significance, the application does NOT specify how it will maintain the importance of the site, nor how it will mitigate the constraints that the significance will impose.
- The application states that the development in the proposed location is unlikely to be visible from town. This is in direct contradiction to the drawing plans that shows the proposed building protruding in front of the Church.
- The curtilage includes the Church, the old school hall, the cemetery, and surrounding land. Should development occur on this setting, it will significantly impact the following:
 - a. The important elements of the place and the relationship between these components;
 - b. The look of the immediate and broader settings;
 - c. Views to and from the Church; and
 - d. The historical and visual relationship between the Church and its surroundings.
- It is stated in the planning application that the requirement of the proposed development is to seek the facilities to ensure that the Church has future use AS A CHURCH, specifically: office facilities, toilets and a kitchen. This contradicts the planning request for an entirely new building which incorporates those facilities, in addition to other amenities NOT essential to religious/church requirements.
- The Client requirement also states that it is seeking this development to take the pressure the Church to undergo sometimes quite radical change. Yet ANOTHER contradiction within the planning application.

Planner's comment:

The Conservation Management Plan (CMP) notes that it is not intended to be an exhaustive history of the site. The proposal including the CMP was reviewed by the Tasmanian Heritage Council and the Northern Midlands Council's Heritage Adviser. The Tasmanian Heritage Council has issued a Notice of Heritage Decision approving the proposal. The advice of Council's Heritage Adviser is included in the Heritage Code and Heritage Precincts Specific Area plan sections of this report and finds that the proposal satisfied the requirements of the planning scheme with regard to Heritage.



STATE POLICIES

The proposal is consistent with all State Policies.

OBJECTIVES OF LAND USE PLANNING & APPROVALS ACT 1993

The proposal is consistent with the objectives of the *Land Use Planning & Approvals Act 1993*.

STRATEGIC PLAN/ANNUAL PLAN/COUNCIL POLICIES

Strategic Plan 2021-2027

Statutory Planning

5 FINANCIAL IMPLICATIONS TO COUNCIL

Not applicable to this application.

6 OPTIONS

Approve subject to conditions, or refuse and state reasons for refusal.

7 DISCUSSION

Discretion to refuse the application is limited to:

- Reliance on the performance criteria of the Road and Railway Assets Code.
- Reliance on the performance criteria of the Car Parking and Sustainable Transport Code.
- Reliance on performance criteria of the Local Historic Heritage Code.
- Reliance on performance criteria of the Heritage Precincts Specific Area Plan.

Conditions that relate to any aspect of the application can be placed on a permit.

It is recommended that the application be approved to be developed and used in accordance with the proposal.

8 ATTACHMENTS

1. NMC Development Application 71-73 High St Campbell Town 24.08.2021 [**14.2.1** - 127 pages]
2. PL N 21-0229 - Additional Information Request [**14.2.2** - 1 page]
3. 210922 21 E 29-9 HYD A DA Issue [**14.2.3** - 5 pages]
4. Notice of Heritage Decision W A 6677 [**14.2.4** - 2 pages]
5. Heritage referral PLN 21 0229 71 73 High Street Campbell Town [**14.2.5** - 22 pages]
6. Tas Water Submission to Planning Authority Notice [**14.2.6** - 2 pages]
7. DSG Response to Referral [**14.2.7** - 2 pages]
8. W I referral PLN 21 0229 71 73 High Street Campbell Town [**14.2.8** - 6 pages]
9. Tas Rail [**14.2.9** - 8 pages]
10. Representation [**14.2.10** - 2 pages]
11. Midland Anglican Church response to representation 03.11.2021 [**14.2.11** - 3 pages]

RECOMMENDATION

That land at 71-73 High Street, Campbell Town be approved to be developed and used for a new building (formal and informal meeting areas, food preparation and service facilities, multi-purpose room, church administration offices, amenities), alterations to existing church building, provision for vehicle access and parking (Community meeting & entertainment use class) (Heritage Listed, Heritage Precinct, Road & Railway Assets Code) in accordance with application PLN-21-0229, and subject to the following conditions:

- 1 Layout not altered

The use and development must be in accordance with the endorsed documents:



- P1-P12 1+2 Architecture Plans numbered A0.00; A0.01; A0.02; A1.01; A1.02; A1.03 Rev. C, 23.07.2021; A1.04; A1.05; A2.01 Rev. C, 23.07.2021; A2.02 Rev. A 23.07.2021; A3.01 Rev. C, 23.07.2021; A3.02 Rev. C, 23.07.2021;
- P13 LearyCox&Cripps Plan 12099, 20-04-21;
- P14-P17 Hydraulic Services Drawings H0.01 – H01.05, Rev. A.
- D1 Conservation Management Plan August 2021
- D2 Traffic Impact Assessment, Howarth Fisher and Associates, August 2021.
- D3 Landscape Master Plan

2 TasWater conditions

Sewer and water services shall be provided in accordance with TasWater's Planning Authority Notice (reference number TWDA 2021/01636-NMC) – attached as Appendix A.

3 Tasmanian Heritage Council Requirements

The proposed development must comply with the requirements of the Tasmanian Heritage Council Notice of Heritage Decision (Reference #6677, File No. 15-00-25THC, 2 November 2021) – attached as Appendix B.

4 Access and Parking

4.1 General

All car parking, access strips manoeuvring, and circulation spaces must be readily identifiable and constructed to ensure that they are useable in all weather conditions.

4.2 Accessible car parking spaces

Accessible car parking spaces for use by persons with disabilities must be designed and constructed in accordance with AS/NZ2890.6 – 2009 Parking facilities – Off-street parking for people with disabilities.

4.3 Bicycle Parking

Prior to the commencement of use, a minimum of one (1) bicycle space shall be provided.

The bicycle space must:

- a) Be in the form of a rail or hoop to lock a bicycle to that meets Australian Standard AS 2890.3 1993;
- b) Be accessible from a road or footpath;
- c) Be located within 50m of and visible or signposted from the building's entrance;
- d) Have minimum dimensions of:
 - i) 1.7m in length; and
 - ii) 1.2m in height; and
 - iii) 0.7m in width at the handlebars; and
- e) Have unobstructed access with a width of at least 2m and a gradient of no more 5% from a public area where cycling is allowed.

5 Access – Department of State Growth

Upgrade of the existing accesses shall be undertaken to meet current Department of State Growth specifications. Namely, sealing of the accesses between the road seal edge and the property boundary. The main northern site access shall be a minimum of 6 m wide at the property boundary to allow for two-way entry and exit by light vehicles. The existing southern 'op shop' access shall be realigned so it is perpendicular to High Street and is a minimum of 4 m in width at the property boundary. Basic engineering drawings showing the extent of the accesses and associated works must be provided to the Department of State Growth for review and acceptance as part of a works permit application per the details noted below.

NOTE: A valid works permit is required for all works undertaken in the State Road (Tasman Highway) reservation. Details of the permit process and application forms can be found at:

www.transport.tas.gov.au/roads_and_traffic_management/permits_and_bookings/new_or_altered_access_onto_a_road_driveways. Applications must be received by the Department of State Growth a minimum of twenty (20) business days prior to the expected commencement date for works in order to allow sufficient time for the application to be assessed. No works are to be undertaken until a written permit has been issued.





13 Smith Street / PO Box 156
Longford Tas 7301

PLANNING APPLICATION

Phone: 6397 7303
E-mail: planning@nmc.tas.gov.au

PLANNING APPLICATION

Proposal

Description of proposal: Please refer to the Project Description as indicated within the drawings set.

.....
.....
.....
.....

(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: 71-73 High Street, Campbell Town, Tasmania

.....

CT no: 125276/1

Estimated cost of project \$2,500,000.00 (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 an Assembly Building: Church.

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

Please refer to the attached Conservation Management Plan and heritage impact component therein.

.....
.....

(attach additional sheets if necessary)

Is any signage required? Please refer to Landscape Master Plan.
(if yes, provide details)
Detail sign design has not been undertaken.

Attachments:

- Site plan (A4 or A3) showing:**
 - new buildings, works and alterations
 - north point, relative site and floor levels
 - lot boundaries, contours, road frontages, rights of way, easements and any services over the land
 - location of any existing buildings or structures on the land or adjoining lots
 - existing natural features such as trees, watercourses etc
 - items to be demolished, areas to be cut and filled
 - vehicle access points to roads and provisions for car parking & manoeuvring
 - provision of open space, including gradients, dimensions, access and adjoining open spaces
 - provisions for drainage
 - a completed environmental supplement for commercial or industrial developments
- Adequate information to fully explain proposal, its intent, compatibility with environs & justification for any variation of Scheme provisions**
- Locality plan showing:**
 - nearby streets
 - nearby buildings & features
- Landscape plans & elevations (A4 or A3) showing:**
 - existing vegetation
 - proposed plantings
 - trees to be removed or land clearing and measures to prevent site soil erosion / pollution
- Proposal plans/drawings (A4 or A3) showing:**
 - floor plan (inc area in m²)
 - building elevations (inc heights of building)
 - external materials and proposed colour scheme
 - type and colour and construction materials on all external surfaces
 - details of external lighting including the location, direction and strengths of external lights and proposed baffle devices
 - details of signage required
- Consent of the property owner;**
- Copy of title plan & easements** (available from Service Tas)
- Other reports** (eg engineering)
- Fees**
Application fees are based on estimates provided by the applicant when the planning application is made – an adjustment may be levied when a project cost is provided at building application stage.

Applications may be emailed to Planning@nmc.tas.gov.au, and application fees may be paid over the phone to Council's receptionist.

PRIVACY STATEMENT

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

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

Disclosure of Personal Information: Council will take all necessary measures to prevent unauthorised access to or disclosure of your personal information. External organisations to whom this personal information will be disclosed as required under the *Building Act 2016*. This information will not be disclosed to any other external agencies unless required or authorised by law.

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

**THE TRUSTEES OF THE DIOCESE OF
TASMANIA**



Monday, 16 August 2021

Planning Division
Northern Midlands Council

To whom it may concern,

Development Application MAP centre, 71-73 High Street, Campbell Town

On behalf of the Trustees of the Diocese of Tasmania, I give consent to the following:

- 1) For 1 plus 2 Architecture to submit the planning application for DA for the construction of a Parish Centre at 71-73 High Street, Campbell Town TAS 7210, Title P125276, on behalf of the owners.

Yours Faithfully,



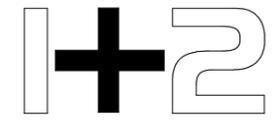
James Oakley

Secretary

A church for Tasmania, making disciples of Jesus.

1st Floor, Church House, 125 Macquarie Street, Hobart TAS 7000 | GPO Box 748, Hobart TAS 7001
+ 61 3 6220 2020 | www.anglicantas.org.au

MIDLANDS ANGLICAN PARISH CENTRE



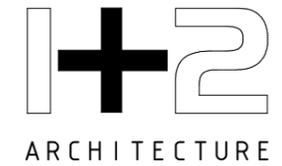
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T 03 6234 8122
E MAIL@1PLUS2ARCHITECTURE.COM



A0.00



PROJECT DESCRIPTION

PROPOSED NEW PARISH CENTRE DEVELOPMENT APPLICATION:

71-73 HIGH STREET, CAMPBELL TOWN, TASMANIA 7210

CONSULTATION

The project has been designed with consultive input from Mr. Paul Godier, planning officer at Northern Midlands Council.

INTRODUCTION

This Development Application is for a multi-use community facility for the Midlands Anglican Church. The proposal comprises a new purpose built 484m² Parish Centre and associated car parking, roadways and landscape works. The proposed building is to be located adjacent the existing heritage listed St Luke's Anglican church at 71-73 High Street Campbell Town. The Midlands Anglican Church is an inclusive and outreaching community organisation. Visitors and the broader Midlands community are welcome to attend services or engage in their community activities. It is envisaged that this sensitive and community focussed development will deepen these connections and that the new Parish Centre be reflective of the church's openness and welcoming nature.

HERITAGE IMPACT

The site of this proposal is a place of heritage significance listed on the Tasmanian Heritage Register. Please refer to the Heritage Impact Statement attached to this application.

THE SITE

The proposed new works are to be sited at the north western end of the existing 6.3Ha title bounded by High Street to the west, William Street to the south, vacant land to the east and a public recreational area to the north. The site is currently occupied by the historic St. Luke's Anglican church which has been continually conducting church services and serving the local community since its construction in 1839. The site also contains the St. Luke's School building constructed in 1845, which currently serves as the church's opportunity shop. A significant portion of the site, 7,200m² approx. is occupied by the church cemetery. The cemetery was established in 1827 and continues to be used to this day. The site contains several other significant features including established roadways, mature trees and landscape features, monuments and memorials which have informed and affected the proposal.

SITING OF NEW WORKS

New works have been sited with careful consideration given to the heritage values of this historic place, its landscape setting and its place within the historic streetscape of Campbell Town. Key considerations in siting the development include:

- Ensuring that the visual prominence of the historic church on the highest point of the site is maintained.
- That the new building is established at a lower floor level than the existing and that it is non-conjoined and visually separated and recessive from the existing church.
- That the new building is set-back further from the street frontage than the existing church, maintaining its prominence, and configured such that the space between the old and new forms a sheltered and functional entry courtyard.
- That the new building negotiates a number of existing site constraints including the cemetery, significant trees and established landscape elements, established roadways, monuments and memorials.
- That the proposal enhances the visual prominence of the site from High Street and in doing so maintains the ongoing presence and awareness of the church as an important contributor to the Midlands community.
- The proposed car park has been sited with consideration to several existing site constraints including co-ordination with the existing on-site vehicle and pedestrian movement patterns, the location of the cemetery, significant site features, and the avoidance of roof protection zones of established trees.
- The carpark has been sited on lower-level land, behind established tree rows to reduce its visual impact when viewed from High Street. It has been designed using permeable and green surface treatments to further reduce visual impact and in keeping with the broader site landscaping strategy.

FUNCTIONALITY AND ARCHITECTURAL APPROACH

The new Parish Centre has been designed to accommodate a number of desired functions including: community meeting spaces, non-commercial food preparation and service facilities, church administration offices and meeting room and accessible toilet facilities. Several informal gathering spaces, both internal and external have been incorporated to serve the church community and the broader community who will be encouraged to engage with the new facility. The new building has been designed with careful consideration given to the significant heritage values of the existing church building and the broader context. It has been designed to appear light-weight, lower and transparent in contrast to the solidity and prominence of the heritage architecture of the existing church building. Large areas of glazing will provide view lines into and through the parish centre to the landscape beyond. Areas functionally required to be enclosed, will be brick construction echoing the material of the heritage structures of the site. Refined contemporary brick detailing will take cues from the historic church but complement the contemporary architecture of the new building. In concert with the larger glazed elements, the over-all form and massing of the new building will be fragmented in order to reduce its apparent visual mass in proximity to the historic church building. The roof form of the new building has been designed as a simple, lower level, visually light-weight canopy intended to 'float' above the structure on slender columns. Glass will be used at high level to where solid walls intersect the ceiling plane to amplify this sense. The truss roof has been designed to taper down to fine edges, so as to diminish the visual bulk of the roof when viewed from eye level. The physical connection between the old and new buildings has been reduced to a single point located at the heritage Vestry out-building. Here, new linking walls are fully glazed, and the roof depth has been reduced to a minimum in order to reduce the visual and physical impact on heritage fabric. It is proposed that the existing opening to the vestry be widened to accommodate this point of connection. The finer architectural detailing of this connection would be undertaken with direct consultation and input from Heritage Tasmania.

VEHICLE MOVEMENT AND PARKING

Forty two car parking bays are proposed including 'overflow' spaces for events. A drop-off bay is provided for convenient and equitable access. Accessible parking is to be provided in accordance with code requirements. On-site vehicle movement is configured to maintain the existing historic driveway / roadway configuration. Refer to the Traffic Impact Assessment attached to this application.

LANDSCAPE

Please refer to the documentation enclosed from Playstreet Landscape Architects.

SIGNAGE

Subject to future application.

PLANNING SCHEME SUMMARY

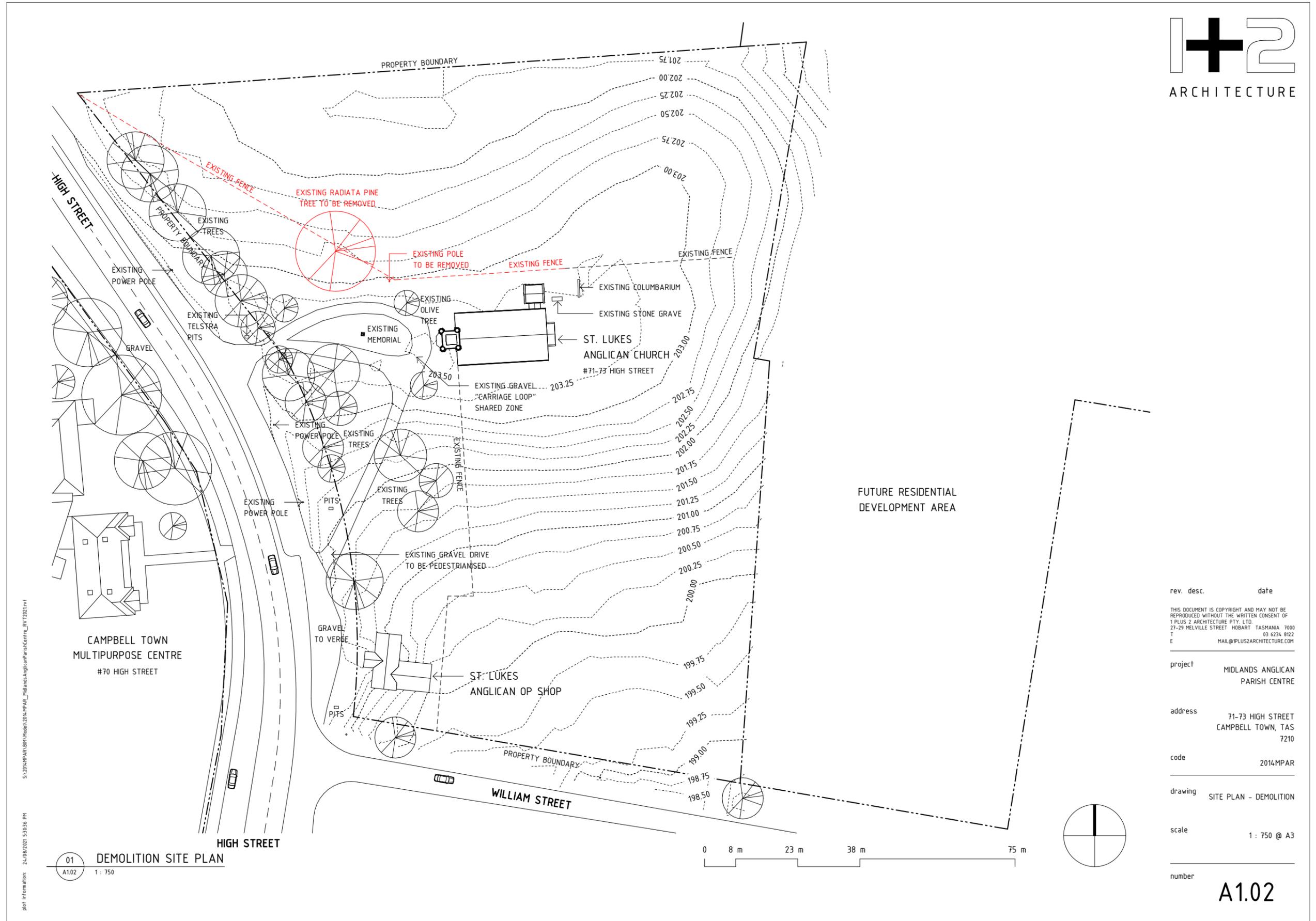
Scheme: Northern Midlands Interim Planning Scheme 2013
Zoning: Zone 17 - Community Purpose Zone

RESPONSES TO SPECIFIC PROVISIONS

Provision:	Response:
17.2 Use Table Community Meeting and Entertainment	<i>Permitted</i>
17.3 Use standard	
17.3.1 Zone Character	
A1 Storage of materials or equipment external to a building must not be visible from the road to which the lot has frontage.	<i>No external material storage is proposed.</i>
A2 Commercial vehicles for discretionary uses must be parked within the boundary of the property.	<i>All proposed parking shall be on site.</i>
17.3.2 Amenity	
A1 For development with 20m of a residential zone the operating hours of the use must be between 7:00am and 7:00pm Mon-Fri and 8:00am to 6:00pm Sat-Sun.	<i>All proposed development shall be greater than 20m from a residential one.</i>
17.4 Development Standards	
17.4.1 Building Design and Siting	
A1 Building height must not exceed 8m.	<i>Building height shall not exceed 8m.</i>
A2 Building must be set back from the frontage a minimum distance of 5m.	<i>Building set back from frontage shall exceed 5m.</i>
A3 Building must be set back from side and rear boundaries a minimum distance of 3m.	<i>Building set back from side and rear boundaries shall exceed 3m.</i>

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project	MIDLANDS ANGLICAN PARISH CENTRE
address	71-73 HIGH STREET CAMPBELL TOWN, TAS 7210
code	2014MPAR
drawing	PROJECT DESCRIPTION
scale	@ A3
number	A0.02

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address 71-73 HIGH STREET CAMPBELL TOWN, TAS 7210

code 2014MPAR

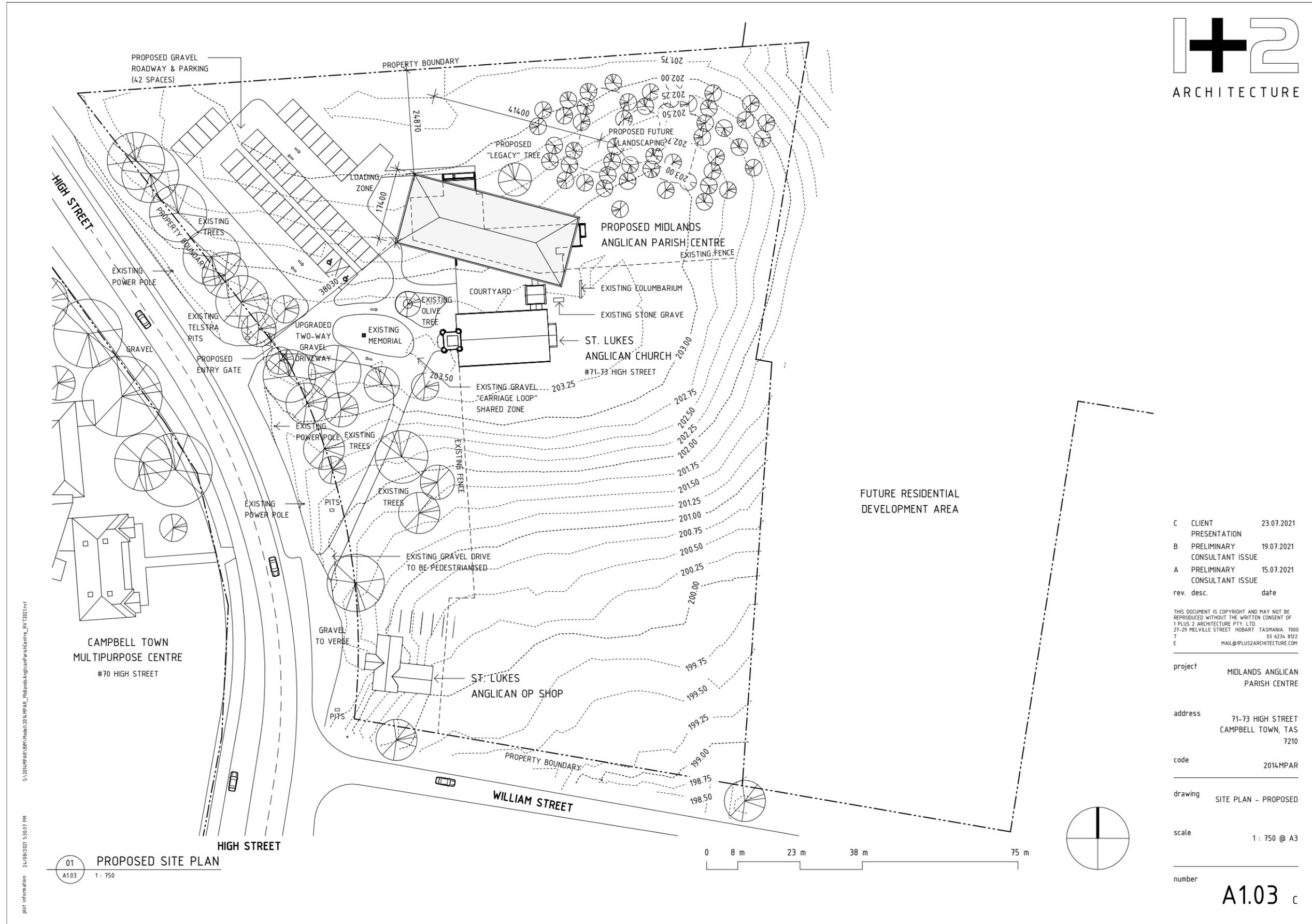
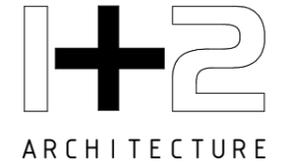
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scale 1 : 750 @ A3

number **A1.02**

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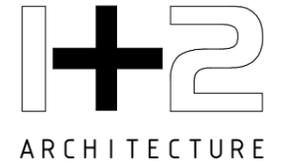
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01 PROPOSED SITE PLAN
A1.03 1 : 750



NOTES

- EXISTING WALLS
- NEW WALLS

LEGEND

- AC AC EXTERNAL PLANT
- BC BABY CHANGE TABLE
- BS BENCH SEAT
- C1 CONCRETE - NATURAL GREY
- CA1 CARPET TYPE 1 AS SPEC
- CM COMMS RACK
- COL COLUMN
- CS CLEANERS SINK
- CV COVED VINYL
- FR FRIDGE FREEZER
- HD HAND DRYER
- JN1 JOINERY
- JN2 STAINLESS STEEL BENCH
- MSB MAIN SWITCH BOARD
- MT ENTRY MAT
- T1 TILE TYPE 1 AS SPEC
- UR URINAL
- VB1 VANITY BASIN
- VB2 DDA VANITY BASIN
- WC1 TOILET SUITE
- WC2 DDA TOILET SUITE

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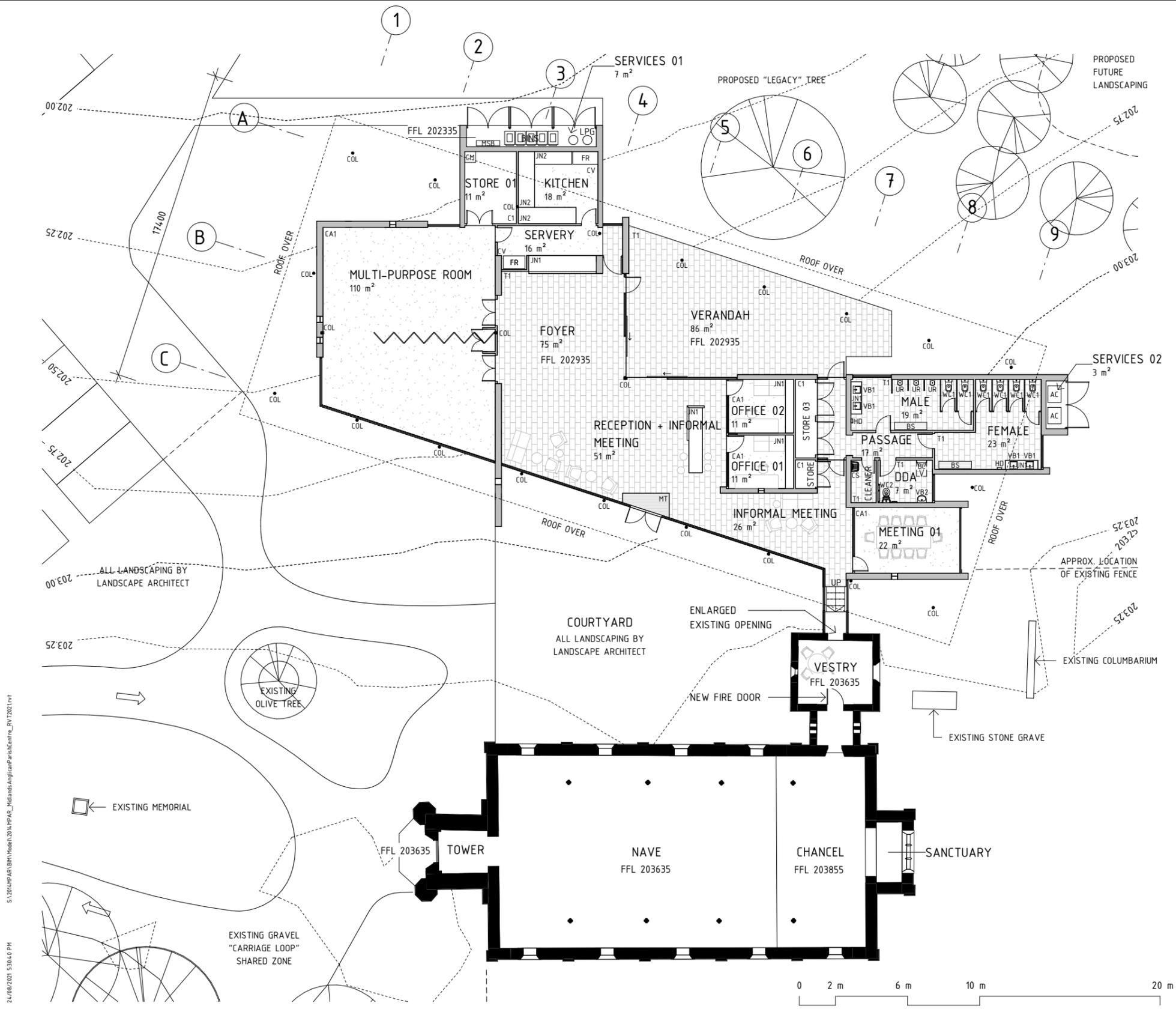
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LEGEND

- BG BOX GUTTER
- EG EAVES GUTTER - LIGHT GREY
- R1 ROOFING - LIGHT GREY
- R2 ROOFING TYPE 2 AS SPEC

A CLIENT PRESENTATION 23.07.2021
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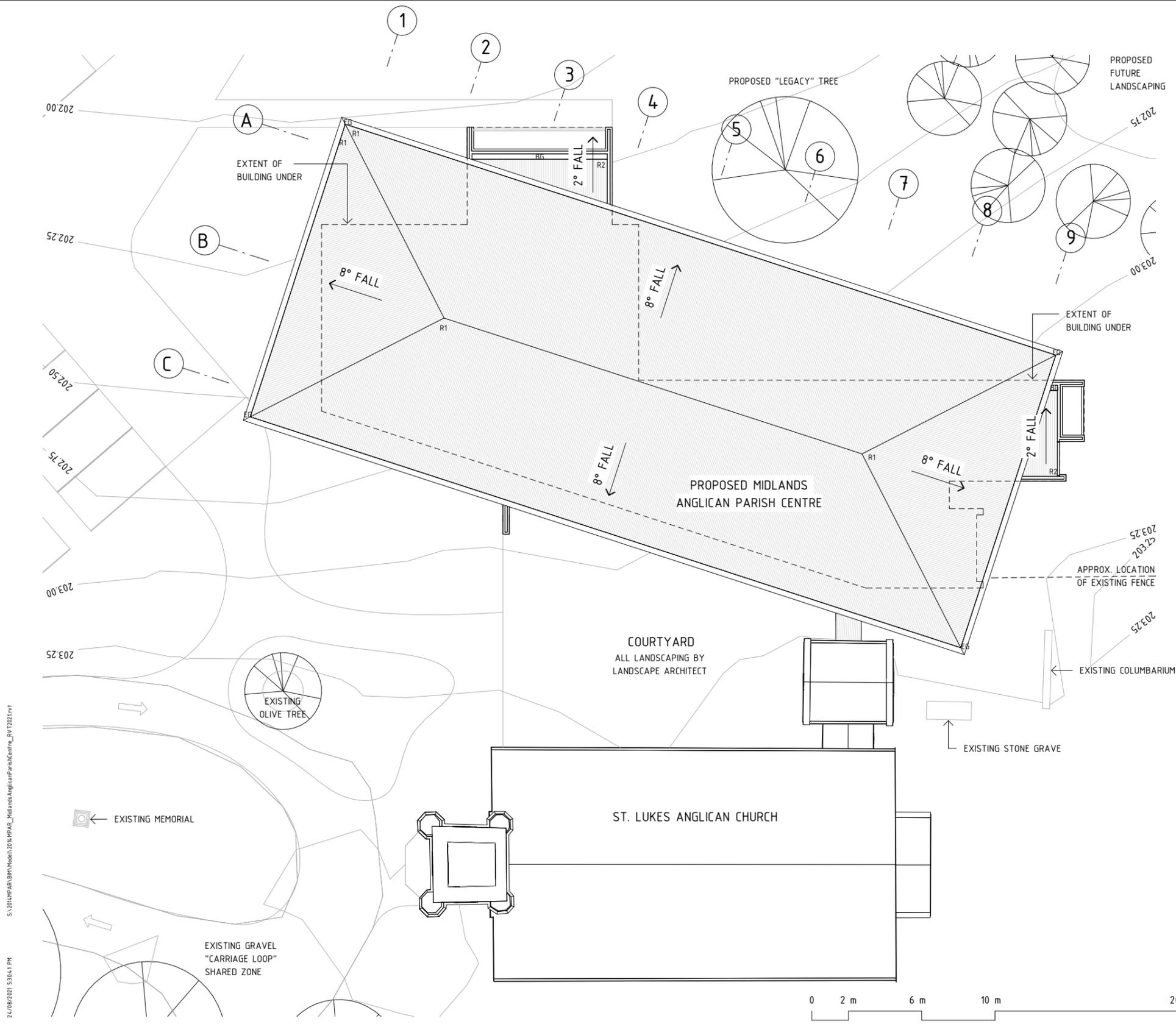
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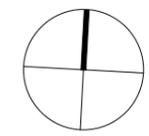
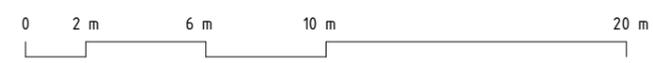
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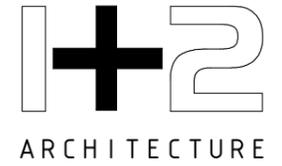
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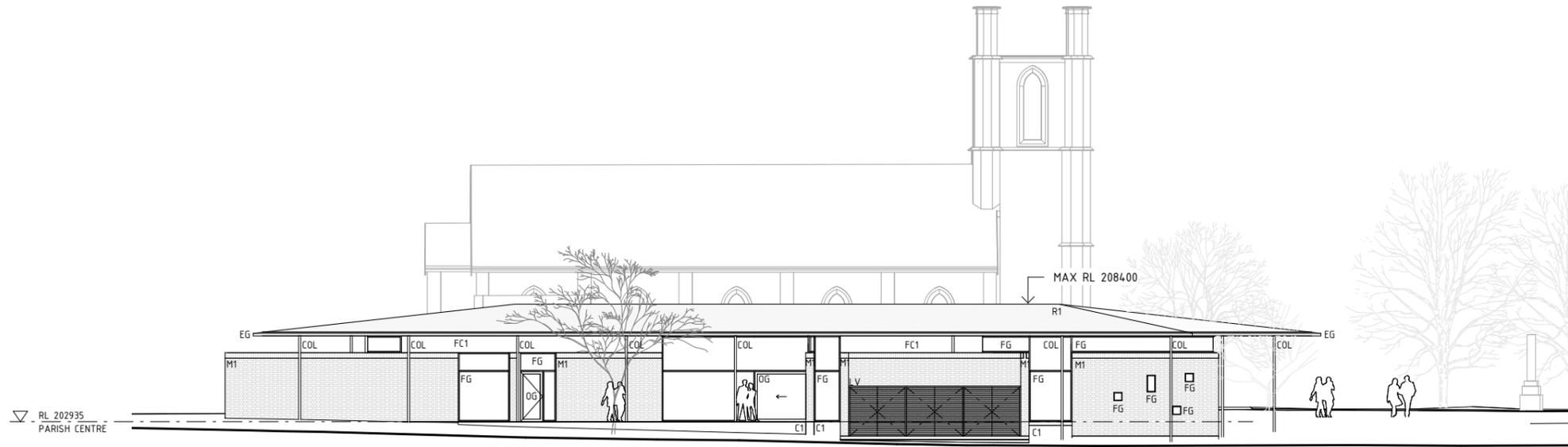
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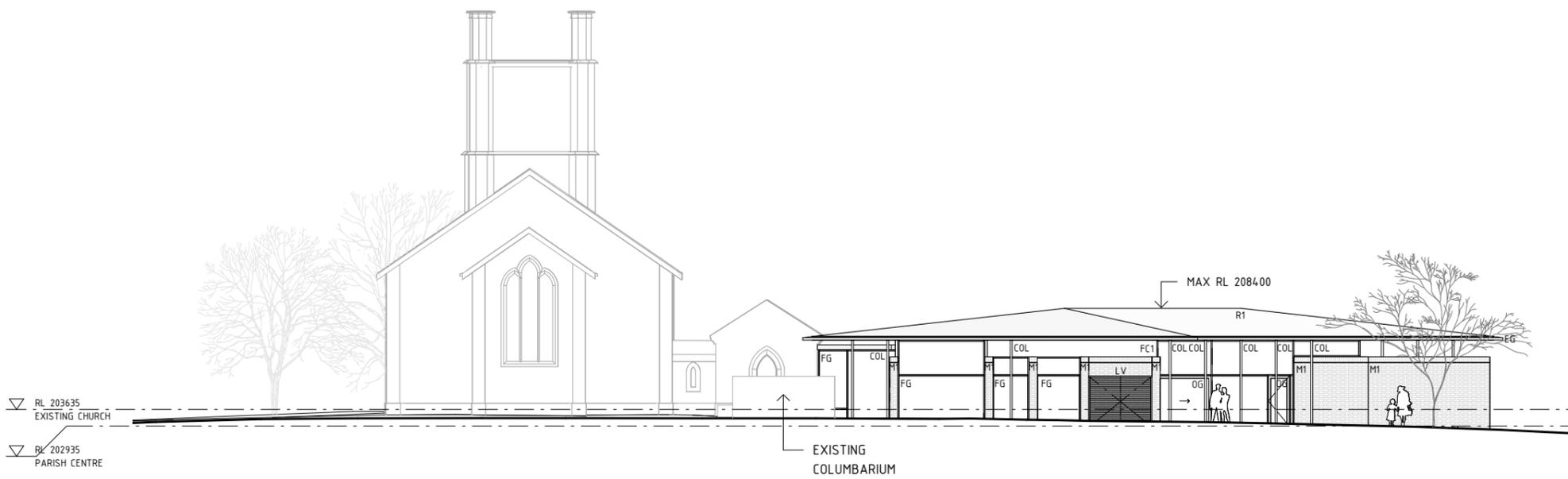


LEGEND

- C1 CONCRETE - NATURAL GREY
- COL COLUMN
- EG EAVES GUTTER - LIGHT GREY
- FC1 FIBRE CEMENT CLADDING - GREY PAINT
- FG FIXED GLAZING
- LV ALUMINIUM LOUVRE SCREEN
- M1 MASONRY - RED BRICK
- OG OPERABLE GLAZING
- R1 ROOFING - LIGHT GREY



01 PROPOSED NORTH ELEVATION
A3.01 1 : 200



02 PROPOSED EAST ELEVATION
A3.01 1 : 200

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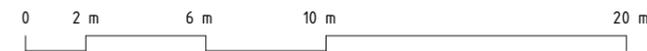
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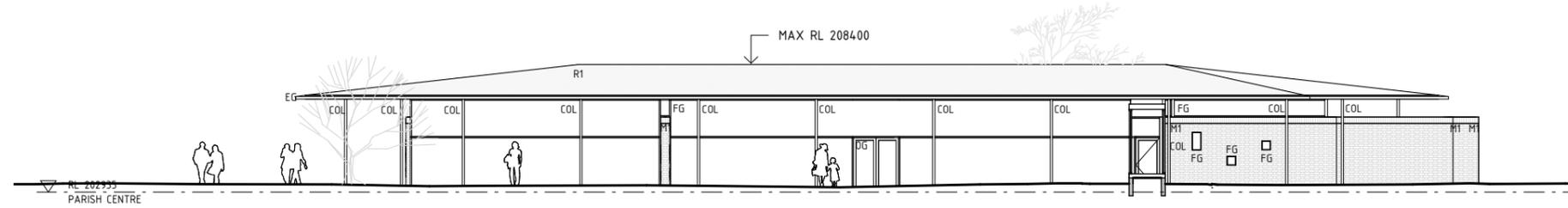
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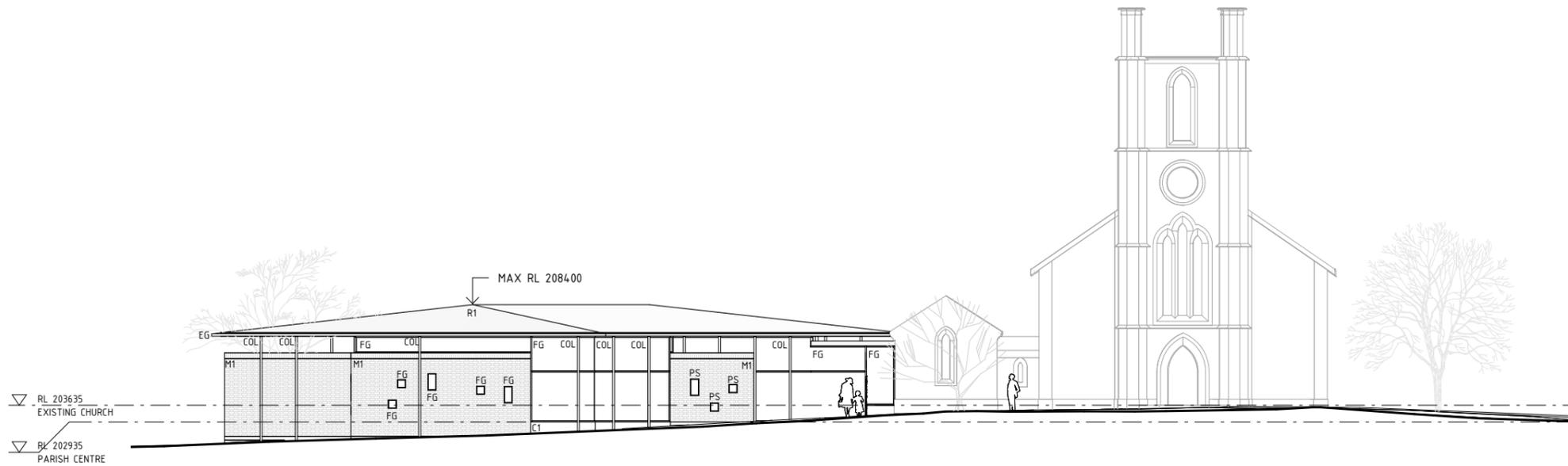


LEGEND

- C1 CONCRETE - NATURAL GREY
- COL COLUMN
- EG EAVES GUTTER - LIGHT GREY
- FG FIXED GLAZING
- M1 MASONRY - RED BRICK
- OG OPERABLE GLAZING
- PS PAINTED STEEL OPENING
- R1 ROOFING - LIGHT GREY



01 PROPOSED SOUTH ELEVATION
A3.02 1:200



02 PROPOSED WEST ELEVATION
A3.02 1:200

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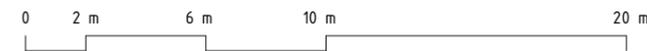
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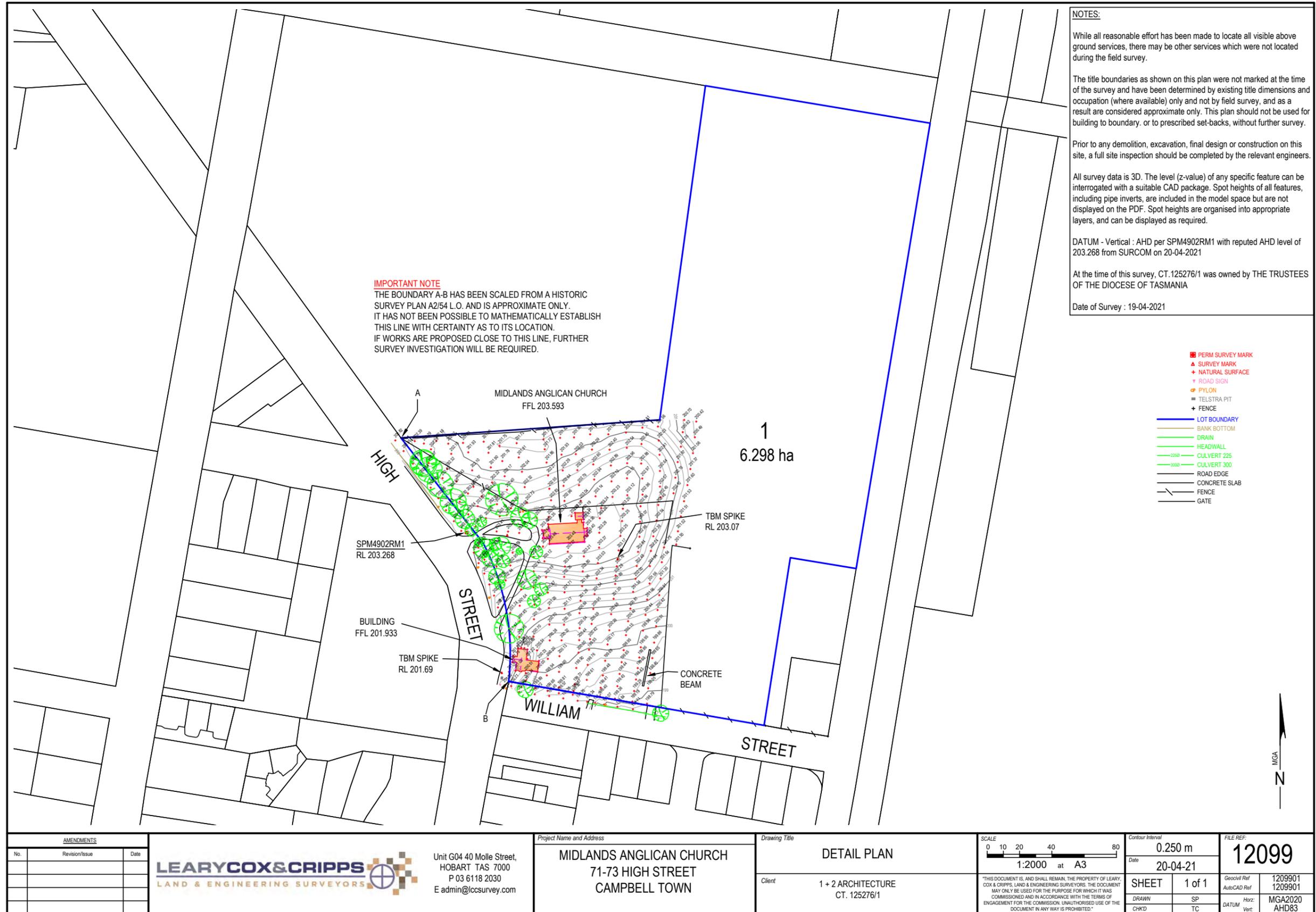
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AMENDMENTS		
No.	Revision/Issue	Date

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Project Name and Address
MIDLANDS ANGLICAN CHURCH
 71-73 HIGH STREET
 CAMPBELL TOWN

Drawing Title
DETAIL PLAN

Client
 1 + 2 ARCHITECTURE
 CT. 125276/1

SCALE
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 1:2000 at A3

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Date
 20-04-21

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Date 20-04-21		AutoCAD Ref 1209901
SHEET	1 of 1	Horz MGA2020
DRAWN SP	CHKD TC	Vert AHD83

St Luke's Anglican Church,
Campbell Town
Conservation Management Plan

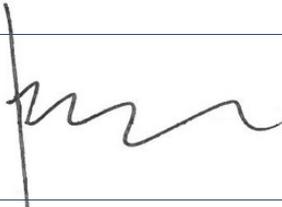
August 2021



for the Parish of Midlands Anglican
by Paul Davies Pty Ltd
Architects Heritage Consultants



Revision	Date	Issued By
A	22 August 2021	PD
B	24 August 2021	PD

Report reviewed by:	
	Paul Davies Director B Arch MB Env ARIA Reg. No. 6653

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Nominated Architect Paul Davies Reg No, 6653

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Executive Summary

St Lukes in Campbell Town is one of a group of early churches built across Tasmania that are a key visual, historical and social part of the cultural story of Tasmania. Completed after much effort in 1839, it was one of 14 churches designed by John Lee Archer, 9 of which remain. It forms part of a group of similar buildings with St John's Newtown (1833), St Luke's Bothwell (1829), At Luke's Richmond (1836) and St Peter's Hamilton (1834).

Planned but not built until the 1837 Church Act, designed to provide for supporting clergy and building churches across the settled areas. The Australian colonies became a separate bishopric in 1837 under William Broughton. In 1842 the Diocese of Tasmania was formed under Bishop Nixon and by 1845 there were 27 parishes with church buildings.

This places St Luke's in the centre of the early development of churches across the State.

St Luke's reached its zenith in the late nineteenth and early twentieth century with large attendances and a central place in the life of the town. Like many churches the post war period in Campbell Town saw a slow decline in attendances and a marginalisation of the role of the parish in local life. Unlike most rural churches St Luke's remains active and is looking to consolidate its role and position in the region.

Many churches reflect their life in the range of buildings that are built. Halls, residences and a range of facilities are added over time to address the growth and needs of the area. Smaller rural locations in the state often did not add buildings as is seen in suburban and city areas. St Luke's saw the addition of a Sunday school building early in its life but has had no other site development. This places pressure on the functioning of the parish as the only usable space is the church building.

This CMP and assessment is prepared to guide a development proposal for the site that seeks to add a new church building to allow the parish to function into the future. The proposal is consistent with the long tradition and history of parishes adding to their buildings and facilities and is a positive step towards securing the future of the church in the town.

The plan has been written by Paul Davies, an experienced heritage architect who has worked on more than 60 churches including some of the most significant churches in Australia. The CMP is focussed on the development of the site, its spatial qualities and how to consider future work. The study does not consider the detail of the church but observes that an outcome of undertaking work on the site will be undertaking long-term conservation works to the buildings and site.

The proposal being developed is to add a small parish centre in the vicinity of the church to allow for an integrated and active parish life beyond holding workshop services within the building. This is a consistent action seen in most parishes and is conceptually sound.

The first part of the study looks at the history and analysis of the site and the later part of the study considers the proposal in relation to the heritage values of the site.

1.0 Introduction

1.1 Background

Location

St Luke’s Anglican Church, Campbell Town, is located on eastern side of the main thoroughfare through Campbell Town, High Street (also referred to as Midlands Highway). The site is within the North Midlands Council local government area.

The St Luke’s Campbell Town site occupies approximately 6.4 hectares of land and is bounded by High Street (Midlands Highway) to the west, William Street to the south, with East and Pedder Streets to the east and north respectively.

The site today includes comprises the Church building and associated cemetery and the former School House building, and their setting.

Street address	Real property description
71-73 High Street, Campbell Town TAS 7210	125276/1



Figure 1: Location of St Lukes Anglican Church (shown shaded orange).

Source: LISTMap - Land Information Services Tasmania



Figure 2: Close up view of immediate setting of St Luke's Anglican Church, the Cemetery and the Former School House.

Source: LISTMap - Land Information Services Tasmania

Administration

The site is owned by the Anglican Diocese of Tasmania and managed by the Parish of Midlands Anglican.

The Brief

This Conservation Management Plan (CMP) for the site has been prepared for the parish and has been commissioned to develop strategies, guidelines and actions for the conservation of the heritage significance of the site as a proposal to add a new building to the site has been developed.

The CMP is a guiding document for the management and future use of the site. It determines the site's cultural significance and provides policies that direct the future management, adaptive re-use, new works and interpretation of the site.

This Plan has been prepared in accordance with published Heritage Council guidelines. It initially provides a documentary and physical analysis of the history of the place and makes an assessment of the significance of individual elements, site and the geographic context. The Plan identifies constraints and sets policies for the future management of the place.

The Plan has been prepared with the purpose of submittal to the Tasmanian Heritage Council or its delegate for their endorsement. The Plan therefore follows the guidelines of the *Assessing Historic Heritage Significance for application with the Historic Cultural Heritage Act 1995, Version 5 October 2011*, and addresses significance under the Tasmanian heritage assessment criteria. The Plan follows the principles and methodology of the Australia ICOMOS Burra Charter, 2013 and The Conservation Plan-Fifth Edition by James S. Kerr.

This CMP and assessment is prepared to guide a development proposal for the site that seeks to add a new church building to allow the parish to function into the future. The proposal is consistent with the long tradition and history of parishes adding to their buildings and facilities and is a positive step towards securing the future of the church in the town.

The proposal being developed is to add a small parish centre in the vicinity of the church to allow for an integrated and active parish life beyond holding workshop services within the building. This is a consistent action seen in most parishes and is conceptually sound.

The first part of the study looks at the history and analysis of the site and the later part of the study considers the proposal in relation to the heritage values of the site.

1.2 Heritage Listings

Statutory Listings

Tasmanian Heritage Register (THR)

The St Luke’s Anglican Church, Campbell Town, site is listed on the Tasmanian Heritage Register. The site contains the heritage listings outlined in table 1 below.

Table 1: Details of Heritage Listings in Tasmanian Heritage Register

Place ID	Item Name	Address	Suburb	Postcode	Municipality	Heritage Place Status
4947	St Luke’s Anglican Church and Cemetery	71-73 High Street	Campbell Town	7210	North Midlands Council	P. Reg.
4948	Former Anglican School House	71-73 High Street	Campbell Town	7210	North Midlands Council	P. Reg.



Figure 3: Extract from Listmap showing the two items, St Luke's Anglican Church and Cemetery and the Former Anglican School House, listed on the Tasmanian Heritage Register.

Commonwealth Heritage List & National Heritage List

The site is not listed on either the Commonwealth Heritage List (which can only apply to sites in Commonwealth government ownership) or the National Heritage List (which applies to sites of National heritage significance). It was however included on the now defunct National Heritage Register.

North Midlands Interim Planning Scheme 2013

The North Midlands Interim Planning Scheme 2013 includes the heritage listings associated with the site outlined in table 2 below.

The following abbreviations indicate the source of the Place's recognition status at the time of compiling the consolidated list [2007]:

- NMC Northern Midlands Council Planning Scheme 1995 Schedule
- RNE Register of the National Estate
- NT National Trust of Australia Register
- THR Tasmanian Heritage Register

Table 2: Details of Heritage Listings in North Midlands Interim Planning Scheme 2013 - Table F2.1: Heritage Places Inside Heritage Precincts

ID	Property Name	Ref	Location			
87	St Luke's Anglican Church and Cemetery	NMC, NT, RNE, THR	67	High	Street	Campbell Town
88	Anglican Schoolhouse (Former)	NMC, NT, RNE, THR	67	High	Street	Campbell Town

The site is also located within the Campbell Town Heritage Precinct.

Non-Statutory Listings

The North Midlands Interim Planning Scheme 2013 identifies that the Church and Cemetery, as well as the Former Schoolhouse, are listed within both the Register of the National Estate and the National Trust (Tasmania) Register. Neither of these listings have statutory affect.

1.3 Previous Studies

This plan is based on the following documents, which contain more detailed historical, architectural and archaeological data than is included herein; they should be read in conjunction with this report.

- History of the church provided by the Parish

1.4 Terms

Local	Refers to the North Midlands Council area.
State	Refers to Tasmania

The following terms used in this report are defined in the Australian ICOMOS Burra Charter 2013.

Place	means a geographically defined area. It may include elements, objects, spaces and views. Place may have tangible and intangible dimensions.
Cultural significance	means aesthetic, historic, scientific, social or spiritual value for past, present or future generations. Cultural significance is embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects. Places may have a range of values for different individuals or groups
Fabric	means all the physical material of the place including elements, fixtures, contents and objects.
Conservation	means all the processes of looking after a place so as to retain its cultural significance.
Maintenance	means the continuous protective care of a place, and its setting. Maintenance is to be distinguished from repair which involves restoration or reconstruction.
Preservation	means maintaining a place in its existing state and retarding deterioration.
Restoration	means returning a place to a known earlier state by removing accretions or by reassembling existing elements without the introduction of new material.
Reconstruction	means returning a place to a known earlier state and is distinguished from restoration by the introduction of new material.
Adaptation	means changing a place to suit the existing use or a proposed use
Use	means the functions of a place, including the activities and traditional and customary practices that may occur at the place or are dependent on the place.
Compatible use	means a use which respects the cultural significance of a place. Such a use involves no, or minimal, impact on cultural significance.
Setting	means the immediate and extended environment of a place that is part of or contributes to its cultural significance and distinctive character.

Related place	means a place that contributes to the cultural significance of another place.
Related object	means an object that contributes to the cultural significance of a place but is not at the place.
Associations	mean the connections that exist between people and a place.
Meanings	denote what a place signifies, indicates, evokes or expresses to people.
Interpretation	means all the ways of presenting the cultural significance of a place.

1.5 Abbreviations

AHC	Australian Heritage Council
ANHC	Australian Natural Heritage Charter
AHIMS	Aboriginal Heritage Management System
BCA	Building Code of Australia, part of the National Construction Code
CMP	Conservation Management Plan
DPIPWE	Department of Primary Industries, Parks, Water and Environment
DPW	Tasmanian Department of Public Works
EPBC	Commonwealth Environment Protection and Biodiversity Conservation Act 1999
THC	Tasmanian Heritage Council
THR	Tasmanian Heritage Register
ICOMOS	International Committee on Monuments and Sites
NAA	National Archives of Australia
NCC	National Construction Code of Australia (may also be referred to as The Building Code of Australia or BCA)
NHL	National Heritage List
PWS	Tasmania Parks & Wildlife Service
PoM	Plan of Management
RAHS	Royal Australian Historical Society
UNESCO	United Nations Educational Scientific and Cultural Organisation

1.6 Scope and Methodology

The methodology used is in accordance with the principles and definitions as set out in the guidelines to the Australia ICOMOS Burra Charter 2013 and its Practice Notes, the guidelines of the Department of Primary Industries, Parks, Water and Environment *Assessing Historic Heritage Significance for application with the Historic Cultural Heritage Act 1995 (Version 5 October 2011)* and J.S. Kerr's The Conservation Plan.

This methodology incorporates the following sections: Historical Background, Physical Analysis, Significance Assessment, Conservation and Management Principles and Management Policies.

Site inspections were conducted to assess the building and landscape elements of the site and the potential for archaeological materials to occur. The inspections were not full landscape archaeological surveys.

This plan evaluates the cultural heritage significance of the built and landscape features within the context of the site. The CMP also considers and determines appropriate conservation management policies and guidelines for the future use of the place, which are consistent with the assessed cultural significance.

The methodology of the preparation of this plan follows that set out in JS Kerr "The Conservation Plan". The key elements of the study are:

- Understanding the Place through description and historical research site investigation and analysis looking at how the site is used
- Setting out the significance of the Place through a statement of significance looking at the significance of the various parts of the Place
- Looking to the future by providing policies and strategies on the place as a whole as well as the various elements that make the Place.

1.7 Limits of the Plan

In the preparation of this plan a number of existing sources of information and research have been used, particularly the previous studies undertaken. Other research has been undertaken at local and state repositories. The research was limited due to time and budgetary constraints. Funding did not allow for extensive historical research into phases of development of the site. The historical outline within this report provides sufficient background to provide an assessment of the site and relevant policy recommendations. However, it is not intended to be an exhaustive history of the site.

The uses and associations related to the site and much of the research material is based on secondary, rather than primary material. Site investigation has also been undertaken for built and landscape heritage elements. However, no intervention has been carried out in reaching the opinions and recommendations in the report.

1.8 Authors

The plan has been written by Paul Davies, an experienced heritage architect who has worked on more than 60 churches including some of the most significant churches in Australia. The CMP is focussed on the development of the site, its spatial qualities and how to consider future work. The study does not consider the detail of the church but observes that an outcome of undertaking work on the site will be undertaking long-term conservation works to the buildings and site.

1.9 Acknowledgements

The following people and groups have assisted in the preparation of this Plan:

Fiona Oates, Parish Administrator - Midlands Anglican Parish

Mike Verdouw - 1+2 Architecture

2.0 Historical Background

2.1 History of the Church and Parish

Preamble and Context

A full history of the parish is beyond the scope of this study. The church, that is the establishment of ministry in the area, dates to the 1830s and has continued for 190 years. While the church buildings and site, including the graveyard, have a range of heritage values, at their most fundamental level they demonstrate the pivotal role of religion in the establishment of communities in the Midlands. It is unthinkable in relation to the development of Campbell Town to not have the church in the town. The sale of the nearby Presbyterian church is a salutary reminder of the transience of significance once the purpose of the buildings has ceased. While the fabric of that place remains and hopefully remains into the future, that site has been excised from community use and is at risk of becoming another theme park to heritage.

It is difficult now to imagine that for much of its life the church building was full on Sundays (and other times). A 1910 recollection was that that the three services on a Sunday were full and there were 120 children in Sunday school. Whilst a small building, this indicates the central role of the church in the community for much of its life.

Times have changed and while the need for the church and its role in the community has not changed, the community around it has and the once extensive parish has reduced with the closure of branch or ancillary churches and at times the risk of closure of St Luke's.

This short CMP is prepared in the context of a rapidly shifting society that no longer attends church as a social activity and the desire to maintain the church as a core part of the life of the town.

It has to be stated that remaining static and not engaging with societal change will inevitably see the church close. Consequently, the parish is seeking to make quite significant changes to engage with the local community, retain the heritage elements of the site and secure a future for the church and parish. This is the framework for this study.

The Beginnings¹

During Governor Macquarie's time in Tasmania in 1821, just before his retirement, he named Campbell Town, a small settlement on the Elizabeth River named after his wife. Her family name was Campbell and her first name was Elizabeth. At this stage Tasmania, or Van Dieman's land as it was then known was considered a dependency of NSW and the names Elizabeth and Campbell appeared in numerous locations.

The parish has existed since this time.

In March 1828 James Simpson, the Police Magistrate, initiated a move to make Campbell Town a parish by requesting assistance, on behalf of the inhabitants, from the colonial secretary in the

¹ Much of the early history is based on a manuscript provided by the parish that sets out the history of the parish.

building of a church and the obtaining of the services of a clergyman for the district. Governor Arthur, although dubious of the town succeeding in raising funds, promised to match local subscriptions.

It is interesting that the move for a church arose from the magistrate and not the settlers. It can be reasonably assumed that he saw the church as a civilising influence in the area that may make his role easier, he may also have been a church member who was committed to the value of the church in civic affairs.

As nothing more was heard from the colonial secretary about the request, Richard Willis wrote again in 1830 requesting that the building be immediately commenced. He was willing to provide his house and 60 acres of land for a clergyman if one was available.

By this time, in 1830, the crown had granted land; some 30 acres, 2 roods and 10 perches more or less, bounded by William, East, Pedder, and High streets, to be held by trustees; Thomas Reibey, William Stanley Sharland and Robert Quayle Kermode, on behalf of the Church of England.

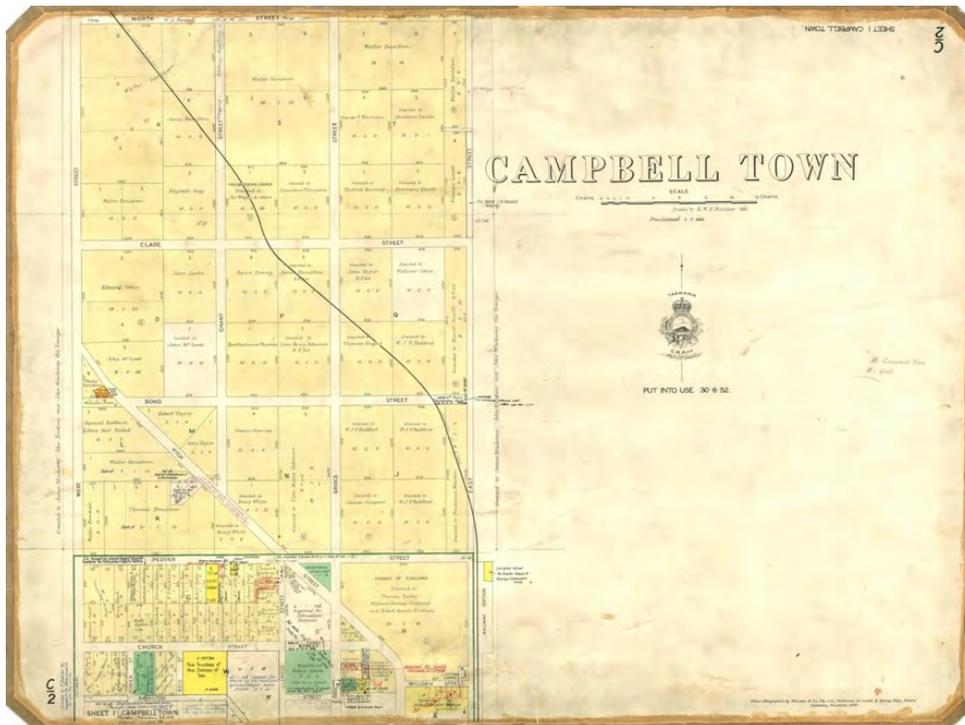


Figure 4: Town map showing extent of church grant (note the excision of a small block in the south-east corner).

Source:

The first rector, Revd. William Bedford (junior), was appointed to Campbell Town. He arrived in the colony from England in 1833. His stipend was 250 pounds, a large sum of money, and 'forage for his horses'. His father, William Bedford (senior), was already the rector of St David' church which later became the cathedral in Hobartown.

The first services were conducted in the old police office which then became the council chambers which were located in Bridge Street. On 11th Dec 1833 the first baptism took place - Charles George Henry Care Clarke. The first recorded funeral was on 14 June 1834 of John Paine. Farmer, Bendemere, aged 33, is the earliest burial stone in the Church Street cemetery dating to 1827.

The first marriage recorded in Campbell Town district was in 1822.

The Construction of St Luke's

A building committee was set up in 1833 consisting of Henry Jellicoe, Samuel Hill, Revd Bedford Jnr (Sec), H Harrison and John Leake. The practise of the Colonial Architect to furnish plans and specifications of Churches to the District Committees had been set aside and instead it was the job of the Rural dean to request that such committees provide their own plans and specifications for Archer's approval. Consequently, the parishioners presented their own design however it was considered too elaborate and costly.

Governor Arthur intervened and requested a design similar to the church originally destined for Ross. In response, the committee requested that the Colonial Architect, John Lee Archer, draw plans on a larger scale (60ft x40ft) with the communion table behind the pulpit. The cost of the church was around £600, half of which was borne by subscription by the parishioners and half by the government of the day. The bricks were convict made, the broad arrow stamp being distinguishable on the inner side.

Originally it was suggested that Mr Ford, involved in the building of the bridges at Ross and Campbell Town should built the church once the bridges were complete. However, in August 1835 John Lee Archer recommended that C. Atkinson should build the church in Campbell Town. The foundation stone was laid by Governor Arthur on 20th October 1835, the governor having performed a similar ceremony for St. John's Church Ross earlier that day. By this time the subscription list had increased to such an extent, mainly through the assistance of Rev Bedford's father in Hobart, that a tower was added to the design at a cost of £200.

The surviving Archer drawings show the building without the tower

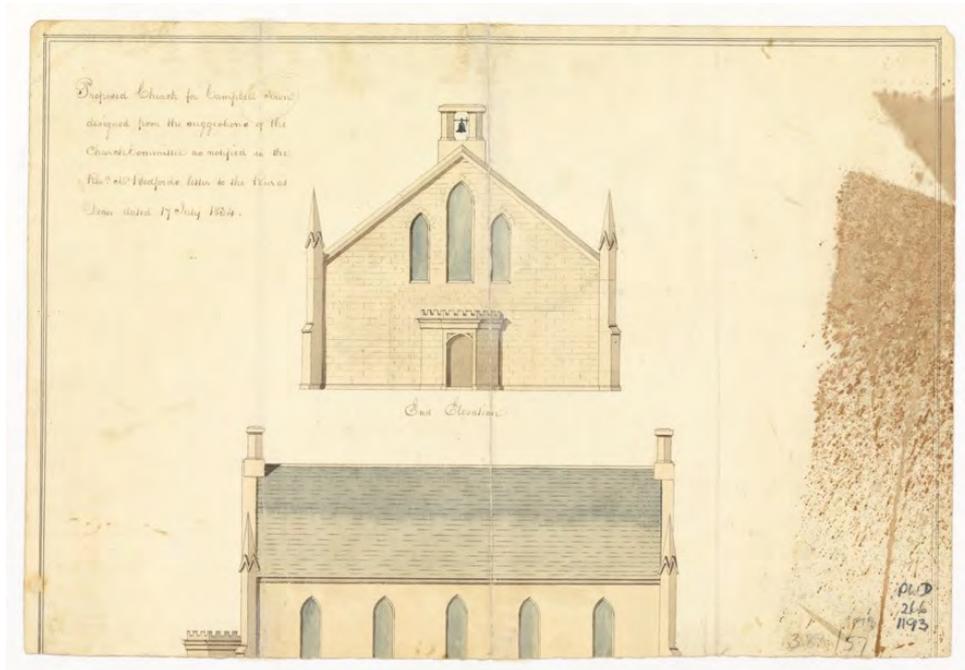


Figure 5: Archer drawings of the church without the tower.
Source: Archives Office of Tasmania

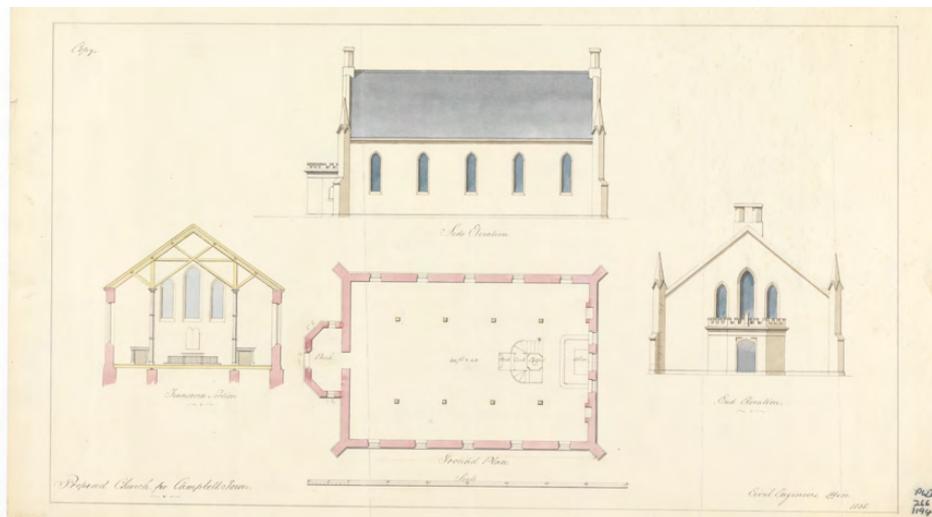


Figure 6: Archer drawings of the church without the tower.
Source: Archives Office of Tasmania

After commencement, concern was expressed by various parties about the state of or rather the lack of foundations. Governor Arthur told John Lee Archer, 'that it was a matter of extreme

importance that he inspects the building of the churches at Ross, Campbell Town and Hamilton' presumably as he was concerned about the constructions. It appears that foundations were a common problem for other churches of the day.

After the foundations were rectified, the contractor ran into financial trouble and another contractor, Foster, was engaged to complete the work in a 'substantial and workmanlike manner to my satisfaction' to quote Archer.

Other defects in the building arose when the windows were installed with gaps between them and the walls. The roof then became bowed due to the 'green timbers' used and six weeks of 'severe and heavy winds'. The roof was subsequently rectified by inserting additional battens under the timber shingles. It was decided that as the resulting curve in the roof was no more than 2 inches that no water could possibly lodge and work continued. Despite this, the building inspector's report at one stage states, 'that, apart from the roof it was by no means a despicable job'.

The church was eventually completed and opened on January 1839 by Archdeacon William Hutchins under licence issued by Bishop William Grant Broughton, Bishop of Australia.

Tasmania became its own Diocese, by Letters patent, on 21 August 1842. The Right Revd. Frances Russell Nixon was the first Bishop of Tasmania and he consecrated St Luke's on 11 June, 1850. Ten clergy were present, quite a feat considering the difficulties of travel at that time.

An interesting aside is that in a notice in the Cornwall Chronicle of 1843, four years after opening but well before consecration, the church wardens called on the seat holders for rents to be paid in order that the Church might be repaired and cleaned. Seemingly not all the construction issues had been solved.

While the building has undergone a range of changes over its life, it remains overall close to its early form today. Little else is known about the early construction or changes to the church building. There are relatively few illustrations of the buildings and site or records of change. The following illustrations of the building at various times show a consistent external form and setting but a number of internal changes that are discussed below. While the only addition to the church was the small vestry, the interior decoration changed a number of times as taste and theological views changed.

Historical Background



Figure 7: Photo of church, date unknown, showing mature plantings and a grassed setting. The photo shows both native trees and introduced plantings and a relatively unkempt setting. Source: Parish Archives



Figure 8: Photo of church (coloured), date unknown, showing mature plantings along the front of the burial ground, the picket fence and boundary plantings that are immature. Source: Parish Archives



Figure 9: Photo of church, 1933, with detail of the entry gates and fencing, the fence at this point is painted white and has shaped tops to pickets where other fences have plain tops. The landscape is quite mature at this point. Source: Parish Archives



Figure 10: Photo of church, date unknown but after 1922 as the vestry can be seen, showing mature plantings and a grassed setting with barbed wire paddock fencing. Source: Parish Archives



Figure 11: A photo that appears to date to be prior to 1877. What appears to be the first interior decorative scheme with painted panels but otherwise relatively plain interior, note the gaslights. The pulpit is the current pulpit. The layout varies from the Archer plans where the pulpit was centred. Source: Parish Archives



Figure 12: The interior prior to the interior decoration of 1877 and the relocation of the organ in 1876. Source: Parish Archives



Figure 13: The interior after the interior decoration of 1877 that replaced the earlier decorative scheme seen in the illustrations above above. Electric lights have been added and the organ is in its relocated position.

Source: Parish Archives



Figure 14: Photo of church from burial ground. Source: Paul Davies Pty Ltd 2021



Figure 15: Photo of church from burial ground. Source: Paul Davies Pty Ltd 2021



Figure 16: Photo of church and Sunday School Hall from burial ground 2021 with later row burials in foreground.
Source: Paul Davies Pty Ltd 2021

St Luke's Sunday School

Parishes rarely stand still and as the church grew there was a need for additional buildings.

In 1845 the Sunday School building, designed by James Blackburn, was completed. It functioned as a day school during the week and a Sunday school on a Sunday. The building originally did not have an external door instead there were two internal doors to the two school rooms.

The schoolteacher lived above the classrooms in the attic space, windows were located in the gable ends. The day school ran until 1878 when the public school in Bridge Street was opened. Dr. Valentine (the local doctor) with his wife and daughter were the first Sunday school teachers. The now elevated rear door suggests that there were some form of additions (probably timber) added to the rear of the building to accommodate a kitchen etc. and this photo and the following photo show rear sheds that are now removed.

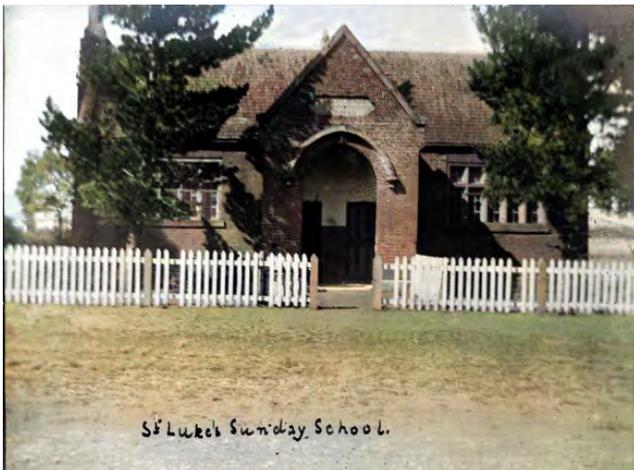


Figure 17: Photo of Sunday School Hall prob 1950 period with fence in deteriorated and now painted form and substantial pines in front of the building but not behind the building. The open front porch can be seen.

Source: Parish Archives

Historical Background



Figure 18: Photo of Sunday School Hall probably 1950s. The picket fence is unpainted and plain, the tiled roof has been installed. The building is built quite close to the boundary. Doors have now been added to the porch.
Source: Parish Archives



Figure 19: Photo of Sunday School Hall prob 1960-70 period with fence removed but shed in background and substantial pines behind the building.
Source: Parish Archives



Figure 20: The hall with all the pines and fences removed and showing the rear c 1950s addition. Source: Paul Davies Pty Ltd 2021



Figure 21: The hall showing the rear c 1950s addition.

Source: Paul Davies Pty Ltd 2021



Figure 22: The hall showing the elevated rear door and the location of former additions.

Source: Paul Davies Pty Ltd 2021

Later works and Changes

The following is a list of known works and changes to the site.

- The pipe organ was installed in 1862, made by J.W. Walker of London. It was originally installed in the western end of the church but moved to its present position (with the choir) in 1876.
- 1876 - new altar rails, lamps and a communion set were installed. It is recorded that the Revd. C Vaghan executed the original version of the decorative work round the walls at this time. The few internal photos show two decorative scheme in the building, it is not known when the second was installed however it is Victorian in style.
- A 500 hundred weight bell was purchased and remained on a temporary iron tripod until the tower was strengthened in order to hold it in 1889.
- In 1920 the church was renovated and the vestry was added. Rev. E Gordon raised \$1,000 to reroof the church replacing the original timber shingles with Australian made tiles. The roof to the Sunday School was similarly replaced.
- Electricity at some stage replaced the lamps (date unknown) in 1993, it is recorded that the sanctuary lights were renewed.

- 1935 saw the centenary celebrations take place and in 1985 a thanksgiving service was held to commemorate the 150th anniversary of the commencement of the construction of the church.
- In October 1951 a portion of the church land was conveyed to the Commission of Australia and in 1952 to Campbell Town Council and the Memorial Oval was established.
- A small portion of land was given to Revd. Dando in 1952, 'as he had nowhere to live in his retirement'.
- A new altar was installed in 1953,
- Extensive work was carried out to strengthen the foundations in 1954.
- In 1957 the interior was renovated, redecorated, and the carpet laid.
- c1950s the brick addition to the hall was built
- In 1975 the chancel was extended into the sanctuary and the pulpit relocated. This was pronounced to be 'a great improvement'.
- The eastern part of the site, beyond the graveyard, was approved for sub-division for housing in 2019.

Rectory

Rev. William Bedford (Jnr) lived in the rectory provided by Jellicoe until the completion of his own home, Howley Lodge. The parish bought the original rectory in 1888 for £850. It continued to be used until the late 1990s when it was sold. A new rectory was purchased in 2009 in West Street, Campbell Town.

The rectory does not form part of the area being considered in this report.

Burial Ground

The burial ground has been active since the land came into church ownership, the first burial recorded as 1827. The burial ground occupies a large part of the land behind and beside the church and behind the Sunday School Hall. This short analysis does not set out a history or assessment of the burials or the funerary monuments. The burial area is significant in relation to the history of Campbell Town and the surrounding district as well as to the church and its setting providing a substantial open space to the east and south of the church and Sunday School building that is one of the defining elements of the site. The burial ground also important to the community of the area with many significant burials.

3.0 Physical Analysis

3.1 Introduction

St Luke's in Campbell Town is one of a group of early churches built across Tasmania that are a key visual, historical and social part of the cultural story of Tasmania. Completed after much effort in 1839, it was one of 14 churches designed by John Lee Archer, 9 of which remain. It forms part of a group of similar buildings with St John's Newtown (1833), St Luke's Bothwell (1829), At Luke's Richmond (1836) and St Peter's Hamilton (1834).

The church was planned but not built until the 1837 Church Act was gazetted (the Act was designed to provide for supporting clergy and building churches across the settled areas). The Australian colonies became a separate bishopric in 1837 under William Broughton. In 1842 the Diocese of Tasmania was formed under Bishop Nixon and by 1845 there were 27 parishes with church buildings.

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St Luke's reached its zenith in the late nineteenth and early twentieth century with large attendances and a central place in the life of the town. Like many churches the post war period in Campbell Town saw a slow decline in attendances and a marginalisation of the role of the parish in local life. Unlike many rural churches St Luke's remains active and is looking to consolidate its role and position in the region.

Many churches reflect their life in the range of buildings that are built. Halls, residences and a range of facilities are added over time to address the growth and needs of the area. Smaller rural locations in the state often did not add buildings as is seen in suburban and city areas. St Luke's saw the addition of a Sunday School building early in its life but has had no other site development. This places pressure on the functioning of the parish as the only usable space is the church building.

This CMP and assessment is prepared to guide a development proposal for the site that seeks to add a new church building to allow the parish to function into the future. The proposal is consistent with the long tradition and history of parishes adding to their buildings and facilities and is a positive step towards securing the future of the church in the town.

Paul Davies Pty Ltd carried out a physical assessment of the site in July 2021 sufficient to prepare this report. The assessment is not a detailed fabric assessment, that can be undertaken as part of a maintenance and conservation program for the site, but addresses principally site issues. The analysis looks at the built form with the town and its landscape setting. It is not a detailed consideration of all fabric, but an overview that seeks to understand the elements of the place to assist in determining significance. Section 4.5 provides a detailed description of the Graded Areas of Significance on the site.

3.2 Site Features

The site was a large holding that appears, for most of its church ownership, to have had a very defined area of church use and later sub-division for initially the oval and playing fields, then a residence and recently for a housing development on the eastern side of the land. The church and Sunday school buildings have occupied the main road frontage adjacent to the town in a somewhat irregular arrangement with the burial ground forming a clearly defined area behind. This arrangement has been in place, with minor change only, since the 1850s.

Apart from the reduction in size of the original land holding it is of value to understand the site and how it has fitted within the town and how changes have taken place.

The various photographs are reasonably consistent in showing the church in a managed but largely unformed landscape. The site is grassed with trees changing over time and presumably early in the life of the site a picket fence was erected along the frontage. This is clearly shown in several photos. It is not known when the fence was removed but as the now mature tree plantings in places are on the boundary, presumably the fence was removed before the current trees were planted or the trees were planted very close to the fence.

The plantings are also interesting, they are largely introduced plantings and all appear intentional. There is an avenue of plantings along the western boundary and a grouping trees to the right of the entry drive that creates a small park-like area. This appears intentional. There is also a single oak planted near the Sunday School Hall that is clearly a specimen tree that sits in the line of long views to the church from the south (see cover photo).

The elliptical driveway is irregular in form and appears to have always had this alignment with the entry point located on the high point of the contour with the church built along the contour as well which places it slightly off east-west orientation. Even though the site falls gently to north and south and to a lesser extent to the east of the church, the building was carefully sited on the highest ground.

The Sunday School Building is located near the corner of William Street but is not set square to William Street or the church building. Its front alignment relates to the town hall building immediately to the south of William Street and forms part of the civic grouping of churches, hospital and town hall that define the northern end of the town centre. Interestingly, despite the large land holding and the burial ground not extending behind the hall when the hall was built, it is located close to the street frontage, well in front of the alignment of the church and at a considerable distance from the church suggesting that the two were not used in common and that the Sunday school use (in contrast to school use) was a separate activity to church services.

The following sketches outline the changes to the site that are known.



Figure 23: The site in 1839 showing the church and the burial ground.
Source: Paul Davies Pty Ltd 2021

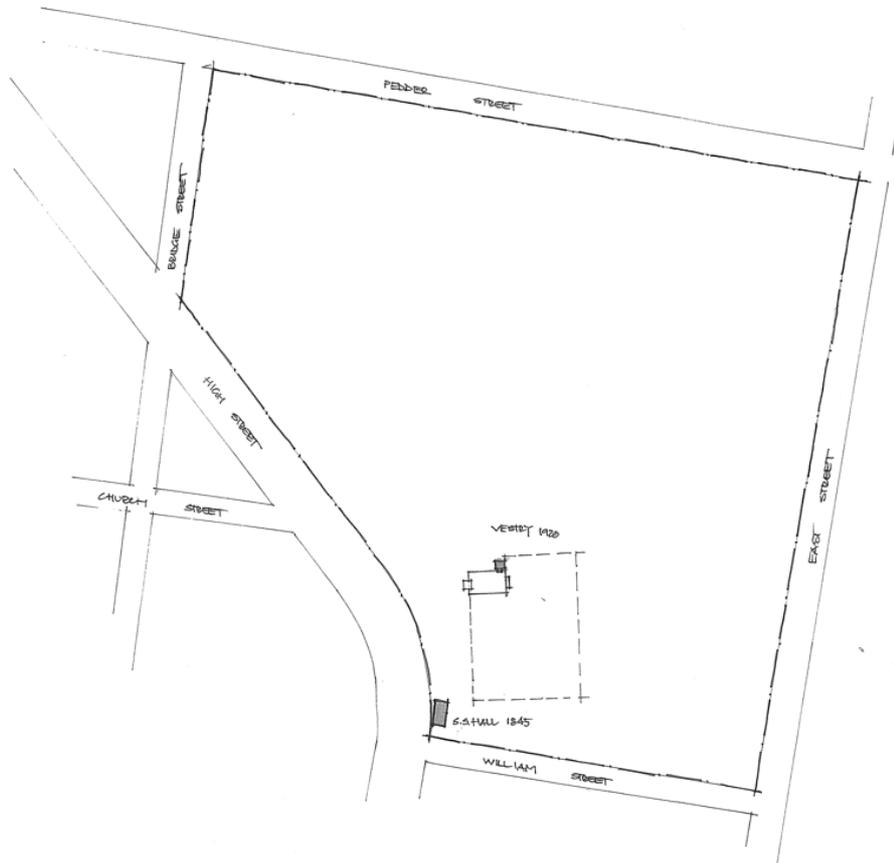


Figure 24: The site in 1920 showing the Sunday School Hall and the vestry addition.

Source: Paul Davies Pty Ltd 2021

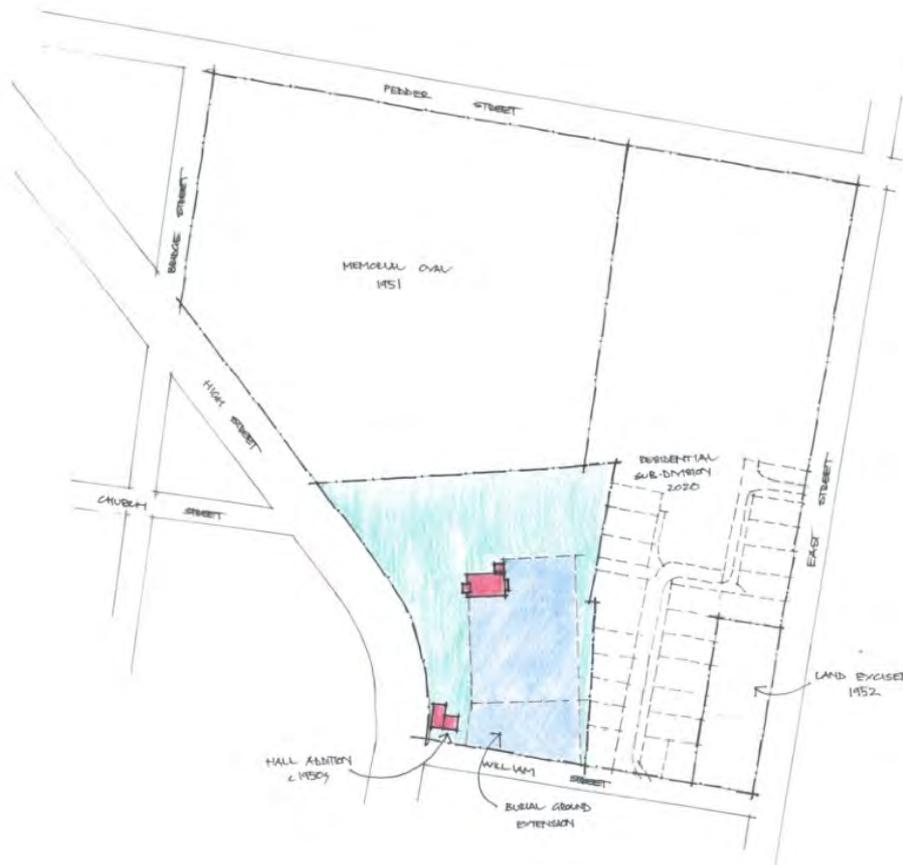


Figure 25: The site in 2021 showing the excised Memorial Oval, the block of land to the east and the approved subdivision plans. Also the enlarged burial ground to the south can be seen. The burials in the later part of the twentieth century changed in character as seen in the extended area. The church land is reduced to the lot containing the church buildings and burial ground.

Source: Paul Davies Pty Ltd 2021



Figure 26: Site plan showing existing trees and paths.
Source: Paul Davies Pty Ltd 2021

3.3 Views

The church building is set quite intentionally within the view from the main road as it moves through the town towards the north, allowing the tower to be a focal point of the longer and intermediate views, but not on the centre line of the road.

Similarly, when built, the tower is slightly offset from the view from the north along the highway although that view is now obscured through dense vegetation. The southern view is the major view that forms part of the townscape of the centre of the town.

Due to the relatively flat topography of the town, the tower can be seen from a range of nearby locations across open land.

The following significant views have been identified (see figure below):

- A – View looking north from High Street;

- B – Looking south from High Street;
- C – View across burial ground from William Street;
- D – View from near the front of the Church Building.



Figure 27: Views to the site: A – view looking north from High Street; B – view looking south from High Street; C – view across burial ground from William Street; D View from near the front of the church building. The major view is A as seen in the cover photo of the study.

Source: Paul Davies Pty Ltd 2021



Figure 28: View from the frontage of the church looking south down the main street of Campbell Town.
Source: Paul Davies Pty Ltd 2021



Figure 29: View from the front of the hall looking toward the church along the curving main road. The tower is a dominant element in the northern views from the town.
Source: Paul Davies Pty Ltd 2021



Figure 30: A broader view looking north.
Source: Paul Davies Pty Ltd 2021



Figure 31: The view north from the church entry showing the alignment of trees, the hawthorn hedge beyond and the gentle grassed edge to the main road that is a remnant early condition.

Source: Paul Davies Pty Ltd 2021



Figure 32: View looking north from the corner of the site with the tree line to the right and the church to the left. The view of the church is filtered from the street.

Source: Paul Davies Pty Ltd 2021



Figure 33: A view further back on the boundary alignment looking south. Source: Paul Davies Pty Ltd 2021



Figure 34: A closer view showing the road, trees and church.

Source: Paul Davies Pty Ltd 2021



Figure 35: View from the north across Memorial Oval, the church is visible with various elements in the foreground. This is a minor view to the church but also demonstrates the visual dominance of the tower in the locality.

Source: Paul Davies Pty Ltd 2021



Figure 36: View of the church from the railway alignment to the east.

Source: Paul Davies Pty Ltd 2021

The site is quite exposed to views from a range of directions at present, however this will change as the sub-division to the rear is taken up and the eastern views will be seen across new development.

4.0 Significance Assessment

Cultural significance is defined in The Burra Charter (2013), published by Australia ICOMOS, as:

Cultural significance means aesthetic, historic, scientific, social or spiritual value for past, present or future generations.

Cultural significance is embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects

Setting out the cultural significance of a place assists in identifying what aspects of the place contribute to that significance and the relative contribution of the various elements of the place to that significance. This understanding is essential to allow management of the place that can guide future work in a way that retains its significance. The following section sets out the nature of the significance of the site by looking at:

- what has been assessed in previous studies,
- the criteria established under the Historic Cultural Heritage Act 1995 and setting out the significance of the place to address those criteria
- the various attributes of the place and how they contribute to significance.

4.1 Recognised Heritage Status

The site is included on the State Heritage Register and the local council heritage schedule.

4.2 Assessment of Significance

Criteria for Assessing Cultural Heritage Significance

Assessing Historic Heritage Significance (Version 5 October 2011) for application with the Historic Cultural Heritage Act 1995, was developed by the Heritage Office and Department of Primary Industries, Parks, Water and Environment to provide the basis for assessment of the heritage significance of an item by evaluating its significance by reference to the following criteria.

Table 3: Criteria for Assessing Cultural Heritage Significance.

Criterion (a)	the place is important to the course or pattern of Tasmania's history;
Criterion (b)	the place possesses uncommon or rare aspects of Tasmania's history;
Criterion (c)	the place has the potential to yield information that will contribute to an understanding of Tasmania's history;
Criterion (d)	the place is important in demonstrating the principal characteristics of a class of place in Tasmania's history;

Criterion (e)	the place is important in demonstrating a high degree of creative or technical achievement;
Criterion (f)	the place has a strong or special association with a particular community or cultural group for social or spiritual reasons;
Criterion (g)	the place has a special association with the life or works of a person, or group of persons, of importance in Tasmania's history;
Criterion (h)	the place is important in exhibiting particular aesthetic characteristics.

The above criteria for cultural and relative values provide three thresholds (National, State or Local, i.e. in Australia, Tasmania or the local region) for determining the level of significance.

Levels of Significance

Table 4: Levels of Significance.

National Heritage Listing	National heritage comprises items significant in a nation-wide historical or geographical context or attributed to an important and identifiable contemporary national community. For research potential, historical, aesthetic and/or technical/research significance an item must be a fine representative example or be rare in the national context. Social significance at a national level would require recognition of an item's importance to the people of Australia or to an important and identifiable nation-wide community.
State Heritage Listing	State heritage comprises items in a state-wide historical or geographical context or attributed to an important and identifiable contemporary state-wide community. For research potential, historical, aesthetic and/or technical/research significance an item must be a fine representative example or be rare in the state-wide context. Social significance at a state level would require recognition of an item's importance to the people of Tasmania or to an important and identifiable state-wide community. Most Aboriginal, multicultural and religious communities operate throughout the State; however, the item would have to be important to the entire group, not just a local branch.
Local Heritage Listing	Local heritage comprises items significant in a local historical or geographic context or to an identifiable contemporary local community. The local context is defined in the analysis and statement of significance of the item. In a council heritage study the local context will approximate the local government area. When considering social significance, it is important to identify the local community, which values the item. This needs to be established through consultation with community groups such as local historical societies. Indications of local social significance are often found in media coverage and local community group publications.

4.3 Detailed Statement of Significance

Course or Pattern

Criterion (a) The place is important to the course or pattern of Tasmania's history.

The site and two buildings are of high significance in the course of Tasmania's history. Early church buildings are key indicators of the development of early settlements across the colony and St Luke's is one of a very fine and largely intact collection of churches (of a range of denominations) that are key elements of historic town centres. Campbell Town is one of the more major country towns and the church occupies a pivotal position within the town visually, historically and socially.

Aspects of Tasmania's History

Criterion (b) The place possesses uncommon or rare aspects of Tasmania's history.

The church, hall and graveyard, while not rare as examples of those elements are rare in that they combine to form a very early and intact grouping of buildings and site features. The ongoing use as a church centre is now increasingly rare as country churches of all types cease operating and change use.

Information

Criterion (c) The place has the potential to yield information that will contribute to an understanding of Tasmania's history.

The buildings and graveyard have potential to provide information related to early construction, the social history of the area, funerary practices and art and the early layout of towns.

Social significance

Criterion (d) The place is important in demonstrating the principal characteristics of a class of place in Tasmania's history.

The church and hall are the work of prominent early architects that demonstrate their work to a high level. The buildings also demonstrate the design of early church and school facilities and the range of design idioms used in different places. While St Luke's in many respects is a standard type of church design for the period, it is a bespoke building with unusual form and detailing that demonstrates the range of design and materiality approaches to providing early buildings in newly established towns and centres.

Achievement

Criterion (e) The place is important in demonstrating a high degree of creative or technical achievement.

The church in particular but also the school building and graveyard demonstrate high levels of both creative and technical achievement in providing a substantial set of facilities in a small town. The building design exemplifies the creativity of early citizens, architects and the government in funding such works.

Association

Criterion (f) The place has a strong or special association with a particular community or cultural group for social or spiritual reasons.

The site and buildings are strongly associated with the local community through use, memorials and gravesites. The place has been the focus of community life for around 170 years and while church attendance has lessened over recent years, the place continues in use and provides for significant events in births deaths and marriages as well as a place of Christian faith within the community.

Association - People

Criterion (g) The place has a special association with the life or works of a person, or group of persons, of importance in Tasmania's history.

The place is associated with many local pioneers, politicians, land owners and significant community members who are memorialized in the church or graveyard. It contains war memorials and other collective expressions of community grief and outpouring.

The church is associated with John Lee Archer and James Blackburn, significant colonial architects, with Governor Macquarie and a wide range of locally significant people.

Aesthetic Characteristics

Criterion (h) The place is important in exhibiting particular aesthetic characteristics.

The church building, school hall, graveyard and site display exceptional aesthetic qualities individually and collectively as a place defining the northern end of the township.

4.4 Summary Statement of Significance

The following Character Statement as been taken from the North Midlands Interim Planning Scheme 2013

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.

4.5 Graded Areas of Significance

The following assessment of elemental significance is set out on the basis of the statement of significance for the place and the relative values of the various component parts of the place. The elements of highest significance are those that are essential to conserve and understand the significance of the place.

The concept of graded significance provides for management of the various elements of the place with a level of finesse that acknowledges the potential for an ongoing active use of the site and the need to implement changes and new uses while retaining those parts of the place that are unique and provide evidence of the development of the site.

Table 5: The graded levels of significance.

Grading	Justification	Status
Exceptional	Rare or outstanding element directly contributing to an item's local and State significance.	Fulfils criteria for local or State listing.
High	High degree of original fabric. Demonstrates a key element of the item's significance. Alterations do not detract from significance.	Fulfils criteria for local or State listing.
Moderate	Altered or modified elements. Elements with little heritage value, but which contribute to the overall significance of the item.	Fulfils criteria for local or State listing.
Little	Alterations detract from significance. Difficult to interpret.	Does not fulfil criteria for local or State listing.
Intrusive	Damaging to the item's heritage significance.	Does not fulfil criteria for local or State listing.

Table 6: The graded levels of significance.

Element (refer to Figures 4. To 4.)	Significance Assessment
GENERALLY	Exceptional
Church Building	Exceptional
Church Vestry	Moderate
Tiled roof cladding	Moderate
Church Interior	High
Stained glass windows	Exceptional to high
Pews	High
Pulpit	High
Font	High
Memorials	High
Organ	High
Moveable Heritage	Exceptional to high
Sunday School Building – early section	Exceptional
Rear Brick wing	Moderate
Remaining early fitout	High
Front doors	Neutral
Graveyard – early section	Exceptional
Graveyard – later section	Moderate
Specific graves	Exceptional to moderate
Curved entry driveway	High
Other driveway and causal parking	Neutral to intrusive
Trees	High to Neutral
Open space between buildings	High
Fences	Neutral

4.6 Setting (Curtilage)

The setting can be either the lot(s) on which a building or series of built elements are found or it may be the space around a heritage item or place that is required to preserve the significance of that place that may be a larger or smaller area than the actual site itself.

The concept of setting recognises that significance can be affected by what takes place in the immediate and broader setting even if no fabric is altered within the place.

The overall setting of the site is in two parts, firstly the land that forms the site from the main road to the new sub-division to the east and between the site boundaries north and south and secondly the town of Campbell Town and the adjacent semi-rural areas from the site can be seen.

Setting is defined as:

- The important elements of the place, and the relationship between these components.
- The setting of the place in terms of its immediate and broader setting

Other factors to be considered are:

- Views to and from the heritage item
- The possible need for a buffer area between the immediate setting and adjoining properties
- The visual and historical relationship between the item and its environs.

To establish a setting it is necessary to consider how views to the place could be retained or recovered in the future. The recommendation for a setting then would require that any future development should not obscure distant views to the building by developing within the viewscape.

4.7 Conclusion

The setting for St Luke's Anglican Church is the balance of the site that remains after the residential sub-division as an immediate setting and its setting at the north end of and within the townscape of Campbell Town.

5.0 Conservation and Management Principles

This section considers the constraints and opportunities on the site that arise from significance, use, client requirements and statutory constraints.

5.1 Client Requirements

This plan has been commissioned by the parish to assist planning for a small church development on the site and the associated site works including vehicle access and parking and landscaping that may then take place. As noted earlier it is critical for the survival and growth of small church communities to have reasonable facilities and spaces that can be used that support the ongoing use of the significant buildings and take pressure off them to undergo sometimes quite radical change.

The parish currently operates from the church building with a recent portable toilet set unceremoniously within the graveyard. The hall operates a much needed local op shop that generates some income to support the church. There are no meeting, office or other facilities and no toilets, kitchen or amenities that encourage the use of the building.

The parish seek to provide these facilities to ensure that the church has a future use as a church in the community. To inform that process, this study assists in understanding the values of the place.

5.2 Principles

Conservation

The conservation options most appropriate to St Luke's Anglican Church are:

- i retain the church as a church without major interventions
- ii retain the hall as a shop that serves the local community and assists the church
- iii retain the burial ground as a functioning cemetery
- iv provide new facilities separate to but close to the church to avoid marginalisation of the church building in the future
- v provide for parking and vehicle access in a designed and managed way
- vi allow for the long-term conservation that the site and buildings will require.

Principles

- To protect the significant built cultural features and historic associations of the place
- To allow for public access and interpretation
- To inform and educate the community about the history of the place and its setting
- To provide an appropriate landscape setting for the place in the context of the place

5.3 Opportunities, Constraints and Issues Arising from Significance

St Luke's Anglican Church is a place of very high cultural significance, which imposes certain constraints on the use of the building and surrounding site.

It is not unusual or unreasonable to consider new forms and elements on an historic site, particularly a relatively large site such as St Luke's. There have been changes in the past largely through the excision of land but it is possible to look at adding further church related elements to the site. The key issues in determining how this can take place is to base decision on an understanding of the site as briefly set out in the first section of this report.

It is clear from the history and view analysis that development along the main road frontage is neither desirable or achievable. The area in front of the church and Sunday School hall and the space between those two buildings forms the core setting of the site.

This extends through to the burial ground which while of high historic value also is the major open space on the site that creates an open setting behind the buildings against which they are seen. The burial ground protects the sky views when looking towards the buildings from the road to the west with its low level funerary structures and gives a strong visual context that links the buildings and terminates the town form.

Similarly, the open parkland that steps around the site frontage is a key long-term element of the sites character.

The area to the north of the church, in contrast, provides potential for further church development and is suited for a number of reasons:

- the church building is on the rise and effectively screen views from the south to the area, development in this general location is unlikely to be visible from the town
- the land north of the church falls gently placing any potential element at a slightly lower floor level than the church building
- there has previously been a small addition (vestry) in this area recognising that this part of the site is the least visibly sensitive to undertake work
- the tree screening along the northern frontage of the main road screens the north part of the site as does the hawthorn hedging along the boundary that extends into the site
- the land has had no development, has been a paddock and provides adequate space to separate a new form from the church but set it close enough to satisfy functional needs
- there is good potential to establish further landscaping to set a new element within
- there is potential to add car parking away from the church frontage but easily accessible to it without disturbing the spatial arrangement of the site.
- there is no impact on existing significant landscape elements.
- there is no potential impact on the burial ground

All of these points are dependent on a suitable and contextually appropriate design being developed that is subservient to the church building in form and siting. This does not mean that a new building should not be seen from the street but, in a similar way to the Sunday School Building, there needs to be a clear spatial and hierarchical arrangement of built elements on the site that ensures the church retains its setting and prominence.

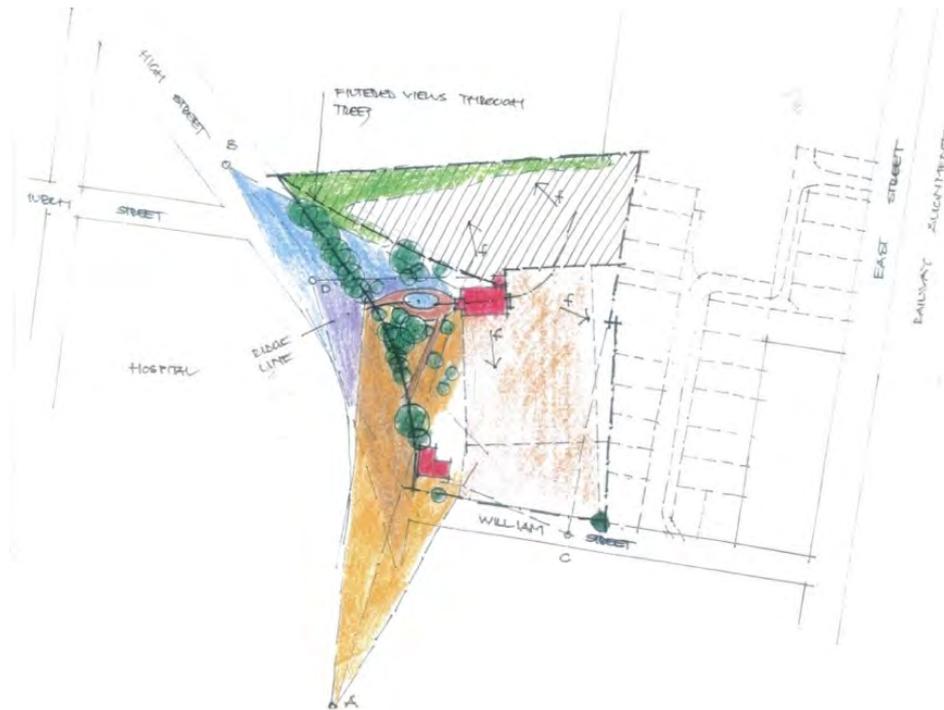


Figure 37: Consideration of areas of site for potential development, the cross hatched area is the part of the broader site that would be a preferred location for new elements.

5.4 Statutory and Other Controls

St Luke's Anglican Church is affected by the following statutory controls and is included on the following community organisation's registers.

Table 7: Impact of Statutory and other controls on subject site.

Control	Impact on St Luke's Anglican Church
Local Planning Scheme	Heritage controls outlined in Part E Codes – E13 Heritage Code and Part F Specific Area Plans – F2 Heritage Precincts Specific Area of the Northern Midlands Interim Planning Scheme 2013 affect to the site. Refer to Table 8 below for detailed assessment of the heritage provisions that impact development of the site.
Tasmanian Cultural Heritage Act	The site is included on this register and approvals from Heritage Tasmania are required for works.

Northern Midlands Interim Planning Scheme 2013

The following table outlines the planning controls within the Northern Midlands Interim Planning Scheme 2013 that affect the heritage character of the site. For simplicity and based on the proposal that has been developed to add a small building to the site, the controls are commented on in relation to that proposal.

Table 8: Northern Midlands Interim Planning Scheme 2013 controls and objectives.

Control	Objective	Comment
PART E CODES		
E13 Heritage Code		
E13.5.1 Use Standards		
E13.5.1 Alternative Use of heritage buildings	To ensure that the use of heritage buildings provides for their conservation.	The addition of a building and associated works ensures that the building remains in use for its primary function.
E13.6 Development Standards		
E13.6.1 Demolition	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.	Demolition is limited to changing one window in the vestry, a moderate significance element, to a door for access to the proposal. Significant fabric is properly protected.
E13.6.2 Subdivision and development density	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.	NA
E13.6.3 Site Cover	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.	NA
E13.6.4 Height and Bulk of Buildings	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.	The design proposed has a very low height and bulk so that intentionally the church building remains prominent.
E13.6.5 Fences	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	Fences are appropriately designed for the character of the site.

Control	Objective	Comment
	management objectives within identified heritage precincts.	
E13.6.6 Roof Form and Materials	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.	This is achieved through the design. While the roof pitch is low and materiality is contemporary this is a highly preferred outcome that draws attention to the heritage elements and minimises new elements visually.
E13.6.7 Wall materials	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.	This is achieved.
E13.6.8 Siting of Buildings and Structures	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.	<p>This is perhaps the most critical aspect of undertaking works on this site. The siting achieves sub-service of the new form but also achieves a high level of functionality that assists in ensuring the success of the project as a whole.</p> <p>Setting the building north is the correct location for new built form, stepping it away from the church is a subtle response, siting the building lower than the church is visually sound.</p>
E13.6.9 Outbuildings and Structures	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.	The inappropriate toilet that exists at present is removed.
E13.6.10 Access Strips and Parking	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.	Parking has been carefully resolved to minimise any visual impact, locate it sensitively, retain trees and work with the existing entry and landform. At present parking is random and unsightly, the proposal achieves a fine outcome.
E13.6.11 Places of Archaeological Significance	To ensure that places identified in Table E13.3 as having archaeological significance are appropriately managed.	The site of the new building is very unlikely to have archaeological potential as the site has not had any previous development in that area. However, the project is aware of archaeological sensitivity.

Control	Objective	Comment
E13.6.12 Tree and Vegetation Removal	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.	Minimal vegetation is proposed to be removed. Considerable new planting to screen rear development etc is proposed.
E13.6.13 Signage	To ensure that signage is appropriate to conserve the historic heritage significance of local heritage places and precincts.	NA
E13.6.14 Maintenance and Repair	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.	Ongoing use of the place will assist undertaking maintenance repair.
PART F SPECIFIC AREA PLANS		
F2 - Heritage Precincts Specific Area Plan		
F2.5 Standards for Development		The design of the new building achieves all of the objectives set out by using a contemporary well designed form with refined detailing. Many of the controls are aimed at tight infill situations where this site is broad and the core issues are form siting, scale and overall materiality.
F2.5.1 Setbacks and siting	To ensure that: (a) the predominant front setback of the existing buildings in the streetscape is maintained; (b) the impact of garages and carports on the streetscape is minimised; and (c) the visual prominence of the Baptist Church building in Longford is maintained.	Achieved where relevant
F2.5.2 Orientation	To ensure that new buildings, extensions, alterations and additions respect the established predominant orientation within the streetscape.	Achieved.
F2.5.3 Scale	To ensure that all new buildings respect the established scale of buildings in the streetscape, adhere to a similar scale, are proportional to their lot size and allow an	Achieved

Control	Objective	Comment
	existing original main building form to dominate when viewed from public spaces.	
F2.5.4 Roof Forms	To ensure that the roof form and elements respect those of the existing main building and the streetscape.	Achieved
F2.5.5 Plan Form	To ensure that new buildings, alterations, additions and extensions respect the setting, original plan form ⁷ , shape and scale of the existing main building on the site or of adjoining heritage-listed buildings.	Achieved
F2.5.6 External Walls	To ensure that wall materials used are compatible with the streetscape.	Achieved
F2.5.7 Entrances and Doors	To ensure that the form and detail of the front entry is consistent with the streetscape.	Achieved
F2.5.8 Windows	To ensure that window form and details ⁹ are consistent with the streetscape.	Achieved
F2.5.9 Roof Covering	To ensure that roof materials are compatible with the streetscape.	Achieved
F2.5.10 Roof Plumbing	To ensure that roof plumbing and fittings are compatible with the streetscape.	Achieved
F2.5.11 Verandahs	To ensure that traditional forms of sun and weather protection are used, consistent with the streetscape ¹⁰ .	NA
F2.5.12 Architectural Details	To ensure that the architectural details are consistent with the historic period and style of the main building on the site, and the streetscape.	Not relevant. The design is for a contemporary building and does not attempt a pastiche heritage approach.
F2.5.13 Outbuildings	To ensure that outbuildings do not reduce the dominance of the original building or distract from its period character.	NA
F2.5.14 Conservatories	To ensure new conservatories respect traditional location, form and construction ¹² .	NA
F2.5.15 Fences and Gates	To ensure that original fences ¹³ are retained and restored where possible and that the design and materials of any replacement	Achieved

Control	Objective	Comment
	complement the setting and the architectural style of the main building on the site.	
F2.5.16 Paint Colours	To ensure that new colour schemes maintain a sense of harmony with the street or area in which they are located.	Achieved
F2.5.17 Lighting	To ensure that modern domestic equipment and wiring do not intrude on the character of the streetscape	Achieved
F2.5.18 Maintenance and Repair	To ensure that maintenance and repair of buildings is undertaken to be sympathetic to, and not detract from the historic cultural heritage significance of heritage precincts.	Achieved
F2.6 Use Standards		
F2.6.1 Alternative Use of heritage buildings	To ensure that the use of heritage buildings provides for their conservation.	NA

Tasmanian Historic Cultural Heritage Act 1995

The Historic Cultural Heritage Act 1995 requires consent and consideration of the impact of the proposal on its established heritage values. As an overall assessment the proposal has been developed and designed with careful regard to these values as reflected in the siting, scale, form, detail, materiality of setting of the new building and its relationship to the church.

This is a fine response to an important site that adds to the value of the site.

Disability Discrimination and Other Human Rights Legislation Amendment Bill 2009

The Disability Discrimination and Other Human Rights Legislation Amendment Bill 2009 is Commonwealth legislation that requires people with a disability to be given equal opportunity to participate in and contribute to social, recreation and cultural activities. The new building addresses discrimination by providing facilities that comply (for the first time) and allowing the site to have a complying future.

6.0 Policy

6.1 Preamble

This section of the conservation management plan looks at the various elements, uses and associations of the buildings and site and sets out a range of policies for their future management. The conservation policy as a whole is based on recognition of issues raised in the analysis,

assessment and procedure sections of the report, particularly the significance of the place and its component parts.

The aim of developing policies is to provide a solid foundation for all future conservation recommendations including remedial work, prioritization of identified works and actions as well as protection of items and functional uses. Conservation policies are aimed at balancing the owner's requirements with the need for the retention and conservation of significant functional relationships and fabric and to facilitate appropriate interpretation and possibly adaptive re-use of the site, which ultimately ensures its viability and community value.

The conservation policy for the property has been prepared to provide advice on how to manage the site and conserve the identified cultural heritage values.

Policy - General

The future of St Luke's Anglican Church is linked to developing ongoing viable use of the building and site that allow it to:

- Retain a viable ongoing church use
- Be identified within the local area as a place of high heritage value
- Be publicly accessible
- Be seen as a place within an historic setting
- Retain and conserve the remaining significant fabric and elements of the place

Policy – General:

- 6.2.1 Ensuring future use as a church is the most important element of retaining sound ongoing significance.
- 6.2.2 Appropriate funding to implement the vision and the supporting policies should be set aside to ensure that the place is conserved but more importantly is actively used.
- 6.2.3 Works that support the future church use of the site and which have no or minimal impacts on the setting and fabric are preferred.

Policy - Fabric

An important aspect of managing heritage values is to conserve the significant fabric, that us the built and landscape elements that give the place significance.

Policy – Fabric:

- 6.2.4 Extant building fabric, both internally and externally, which survives from all significant periods of construction and which contributes to the overall significance of St Luke's Anglican Church and hall should be retained and conserved within future programs of conservation, interpretation, reinstatement, re-use, alterations or additions. Conservation priorities shall generally respond to the relative levels of graded significance identified in of this Conservation Management Plan.

- 6.2.5 Preservation and ongoing maintenance of original and significant fabric should be carried out using appropriate conservation methods and treatments with recording of any new work.
- 6.2.6 Removal of intrusive elements or fabric of little significance is permitted
- 6.2.7 Where new fittings, fixtures or architectural elements are to be introduced they should be designed/selected to be sympathetic with the visual qualities of the existing building fabric and to minimise the loss of existing significant fabric in the building.
- 6.2.8 Where works are required they should be designed to have minimal impacts on significance.

Policy - Maintenance

St Luke's Anglican Church requires regular maintenance to ensure long-term conservation. This should follow an established program of works with clear responsibility for implementation and monitoring. Maintenance should not be confused with conservation and stabilisation works; maintenance specifically looks at the long-term regular work required to keep the buildings and grounds in good useable condition.

There is an ongoing need to implement a regular maintenance program on the building that attends to short, medium and longer term needs.

Policy - Maintenance:

- 6.2.9 Undertake ongoing maintenance of significant building fabric and grounds on a cyclical basis. A maintenance programme should provide for a regular inspection of the buildings and grounds with remedial action to be taken where required. No maintenance work or repairs should negatively impact on significant fabric.
- 6.2.10 The owner should ensure adequate, consistent and long term funding is made available for the implementation of ongoing program of maintenance for the building and grounds.

Policy - Interpretation

Interpretation of significant places reveals long-term connections within our cultural identity. Interpretation of historic buildings and cultural landscapes reveals the storylines of a community, which will increase the public's understanding and appreciation of the significance of the place.

Interpretation could focus on a number of themes or aspects of the place that can be established.

Policy - Interpretation:

- 6.2.11 Interpretation should be prepared to accompany future works to add to the interpretation that already exists in the town.

Policy - Adaptation

Churches undergo adaptation over their lives to facilitate changing tastes and views. This should be guided by significance.

Policy - Adaptation:

- 6.2.12 Adaptation of the buildings may take place provided that significant fabric and spatial arrangements in and around the buildings, as identified in this CMP, are not adversely impacted.
- 6.2.13 Adaptation should take place to areas of none or low significance.
- 6.2.14 Advice on how to integrate new uses and services must be taken from an experienced heritage practitioner if works are proposed that may affect elements of high significance.
- 6.2.15 Changes to the site or grounds that involve excavation, changes to levels or other works beyond gardening will require consent.

Guidelines

Future adaptation of existing buildings should:

- Retain significant forms and features
- Seek to remove intrusive features where feasible
- Ensure that changes are sympathetic to the character of the significant elements
- Provide facilities that are contemporary, well designed and fitted out and which support the life of the parish and the community who use the place

Policy - Vistas, Views and Setting

Works should not change or adversely affect the established views and significant setting of the place. While works and change may take place it should be planned in response to the heritage analysis of the site.

Any future works or changes should seek to:

- Retain and enhance significant views to and from the site.
- Retain and manage significant views and vistas, utilising the skills and knowledge of specialists in landscaping and arboricultural practices.
- Consider impacts on views and vistas when redeveloping parts of the site, or adjacent sites or if considering new buildings.
- Incorporate plantings on the site in ways that enhance the visual (and historical) aspects of the site.

Policy - Vistas, Views and Setting:

- 6.2.16 Views to the site are to be protected in future development. In particular, views of the building from the town and the main road should be retained

Policy - New Works

Policy - New Works:

6.2.17 Proposals for new work on the site should be informed by the analysis of heritage values, views and setting in this study.

Guidelines

- The church should remain in its significant form.
- The significant interior of St Luke's Anglican Church should be retained and conserved and where significant elements that are lost should be recovered.
- New built form should be located principally to the north of the church.
- New structures are to be single storey to minimise visual bulk and scale.

There is no formula to set out how large or small any new structure may be, any proposal will need to respond to the various parameters and be designed to fit within the overall context of the place.

Policy - Procedural Requirements

As the place is of heritage significance, there is a responsibility on the owner to ensure that works that take place are in accordance with the recommendations of this CMP and ongoing heritage advice.

Procedurally any works require consent. However as noted minor works and maintenance can be undertaken under exemptions from the local council. It is recommended that this be discussed with council in detail to set out the works that are exempt and those where a consent will be required. Council can also offer advice on issues through their heritage advisory service.

While consent for works is addressed under the Planning scheme requirements of Council generally, as the place is a heritage item there is an onus on obtaining consent for ANY works.

Policy - Procedural Requirements:

6.2.18 Do not undertake works on site without appropriate Council and Heritage Council consents.

Policy - Archival Records

Management of records associated with the conservation of the place forms an important component of an effective management strategy. These records record for posterity the scope of changes undertaken and the reasoning behind the change. The safe storage of these records in a publicly accessible archive is important.

Records relating to the history of St Luke's Anglican Church are held by the parish and by public archives and repositories. It is essential that all records held, particularly on site are consolidated, indexed and managed.

Policy - Archival Records:

- 6.2.19 Archival records that relate to the St Luke's Anglican Church should be maintained preferably as a single collection or where this is not possible all related records should be referenced with the church archive.
- 6.2.20 Copy any original records and ensure that original material is stored securely and in appropriate environmental conditions.
- 6.2.21 A permanent archive should be established to house all research material, maintenance records, original building elements found. The archive should also store all future materials found or records produced, and generally be available for specialist consultants and interested groups to inspect.
- 6.2.22 Retain and manage an accurate archival record of works, maintenance, changes in use and interpretation in a central repository.
- 6.2.23 Records of any changes and the reasons for decisions are to be retained for future works.

Policy - Conservation Management

The Burra Charter recommends that a conservation policy should be open to future review. The management body should regularly review these policies, in particular, if some unforeseen change of use is required, or if new information comes to light.

The engagement of suitably qualified consultants and trades people with knowledge of cultural landscapes and traditional building technology should be a prerequisite in future works at the place.

Policy - Conservation Management:

- 6.2.24 Care of the building fabric and ongoing maintenance should be the responsibility of the owner and/or trustees.
- 6.2.25 All works to significant fabric are to be carried out by contractors and consultants trained in the conservation of historic buildings with suitable qualifications in their profession, trade or craft.
- 6.2.26 All works are to be carried out using traditional materials and techniques unless modern equivalents provide substantial conservation benefits or work is carried out on non-significant fabric.
- 6.2.27 The conservation policies should be reviewed within five years, but no later than 10 years, or at the time of future programmes of upgrading. The review should be based on guidelines and principles of J.S. Kerr's The Conservation Plan and Australia ICOMOS The Burra Charter

Guidelines

- A copy of the final conservation management plan should be lodged with the local studies library maintained by Northern Midlands Council and with the Tasmanian Heritage Council.

Policy - Movable Heritage

Moveable Heritage associated with St Luke's Anglican Church and other local churches is located within the building. It has not been detailed in this study but ideally should be catalogued and recorded.

Policy - Movable Heritage:

- 6.2.28 Significant items of movable heritage associated with St Luke's Anglican Church should be moved to one (preferably local) repository and archivally recorded.
- 6.2.29 Items that have no significant association with St Luke's Anglican Church may be disposed of or used elsewhere.

We acknowledge, with deep respect, the traditional owners of this land, the palawa people, as the original custodians of our land and waters, and their unique ability to care for country and deep spiritual connection to it.

We honour elders past, present and emerging whose knowledge and wisdom has and will ensure the continuation of cultures and traditional practices.



MIDLANDS ANGLICAN PARISH CENTRE | LANDSCAPE MASTER PLAN

Prepared by Playstreet Pty Ltd for Midlands Anglican Church

REVISION	DATE	DESCRIPTION
Version 1	08.07.21	Draft Issue
Version 2	23.07.21	Church Presentation
Version 3	24.08.21	DA Issue

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**PLAY
ST.**



STATEMENT OF INTENT

The landscape design of the Midlands Anglican Parish Centre creates the opportunity to bring together both heritage and contemporary landscape spaces. It has also been designed with a mindfulness to maintenance and longevity. It will be important to give the existing church a serene and beautiful setting, respecting any historic landscape references and enabling a respectful journey through and around the site with the choice of appropriate materials.

The landscape surrounding the new building will provide a catalyst for community and social interaction and will look to include a provision of spaces for people to congregate, play, picnic and celebrate while offering connectivity to and beyond the broader site. It is suggested that a 'legacy' Oak tree be placed in the north courtyard as a symbolic element around which to gather and to orientate to while also providing amenity in summer. In phase two, an orchard of fruit trees will surround a nature based play space, a space for long lunching gathering and celebrating, and a space for quiet contemplation. These spaces will support the different roles the Parish Centre plays both now and in the future within the wider community.

Phase One

- Entry gateway
- Church parking (42 spaces)
- Op-shop parking (6 spaces)
- Access pathway between car park and entrance
- Entry garden
- Courtyard spaces including legacy tree
- 2x picnic nodes
- Buffer planting to adjoining development

Phase Two

- Orchard
- Play space
- Long table lunching space
- Labyrinth
- Potential events/performance space
- Secondary/additional paths
- Cemetery seating nodes
- Cemetery fence & gate (shown dashed)





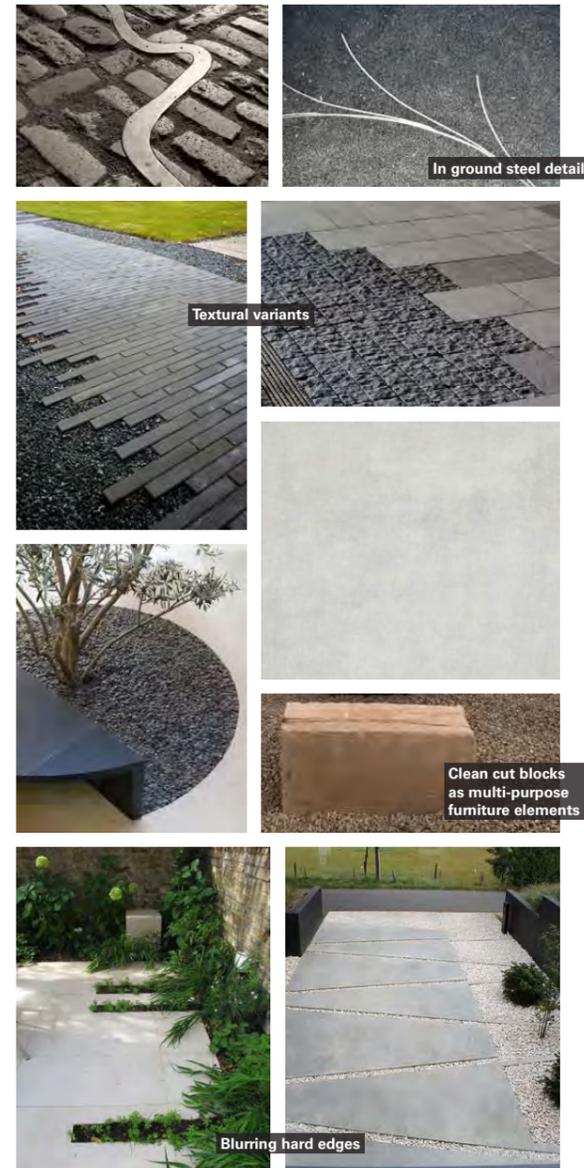
SOUTH COURTYARD

A serene space consciously pared back to allow the existing church space to be in response to the new building. A gravel surround to the church to match the plinth will soften the connection with soft, low maintenance meadow planting. Beautiful paving that continues internally with potential for steel inlay and in-ground lighting. Sandstone threshold to existing church.

Material palette

- Stone
- Paving
- Gravel

Precedent images



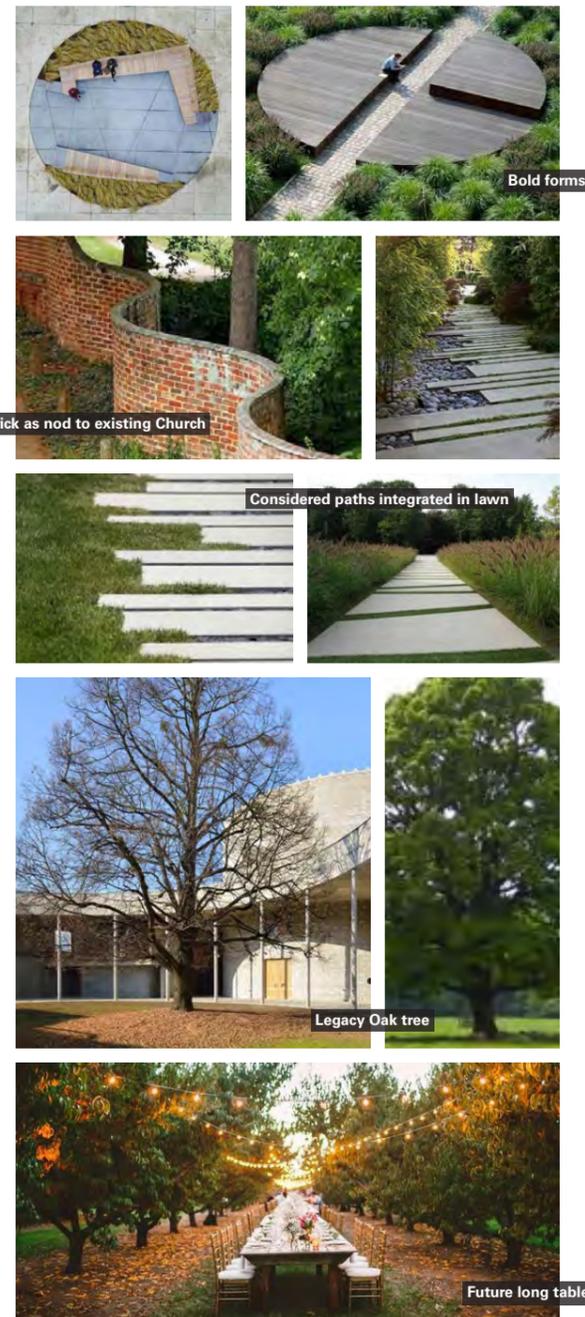
NORTH COURTYARD

A functional apron of paving extends through to the north. Vision lines lead through the new building to a beautiful legacy tree with seating under. Seating forms strong bold lines in landscape and has potential to start to inform future performance/events spaces and breakout spaces such as long table seating. Soft lawn with feature paving leading to tree.

Material palette

- Paving
- Lawn
- Red brick
- Timber furniture

Precedent images



PICNIC NODES

Simple gravel pad with selected furniture pieces and bins to allow for a pleasant lunch spot. Set in a meadow of wild flowers that can be easily mowed as required. Lawn space to allow for picnics and different sized groups.

Material palette

- Compacted gravel
- Timber furniture
- Wild flowers

Precedent images



ENTRY GARDEN

A simple and clean steel edge borders the historic ring road to the Church and sets up the sequence of entry to the site with open lines of visibility. A space that is more for viewing than for occupying is mass planted with a low ground cover that allows for occasional pedestrian access while beautifying the space ensuring year round interest with minimal maintenance. Potential to add entry signage and wayfinding.

Materials palette

- Steel edge 
- Ground cover 
- Gravel mulch 
- Existing memorial and lighting - potential new signage

Precedent images



PATHS & FRONT ENTRANCE

Compacted gravel access paths with future potential to edge with pockets of low maintenance garden. Replace concrete entrance with significant stone slab as threshold to church and continue stone paving to front of church. Reinstate existing boot kickers.

Materials palette

- Compacted gravel 
- Stone 
- Existing trees 

Precedent images



ENTRY GATEWAY

As a nod to the heritage of the site, an entrance gateway is reinstated to invoke the historic picket fence and front gate that once ran the full length of the road boundary. An importance heritage gesture that also allows a defined entrance to the site and sets up the entrance sequence. Potential to include entry signage.

Materials palette

- Painted masonry 
- Painted timber 

Precedent images



PARKING

Low impact gravel/grass parking adds amenity to the site and allows the centre to cater for larger events. the majority of the car park will be grass utilising the Geohex system to protect nearby tree roots and minimise visual impact.

Materials palette

- Compacted gravel 
- Lawn 

Precedent images

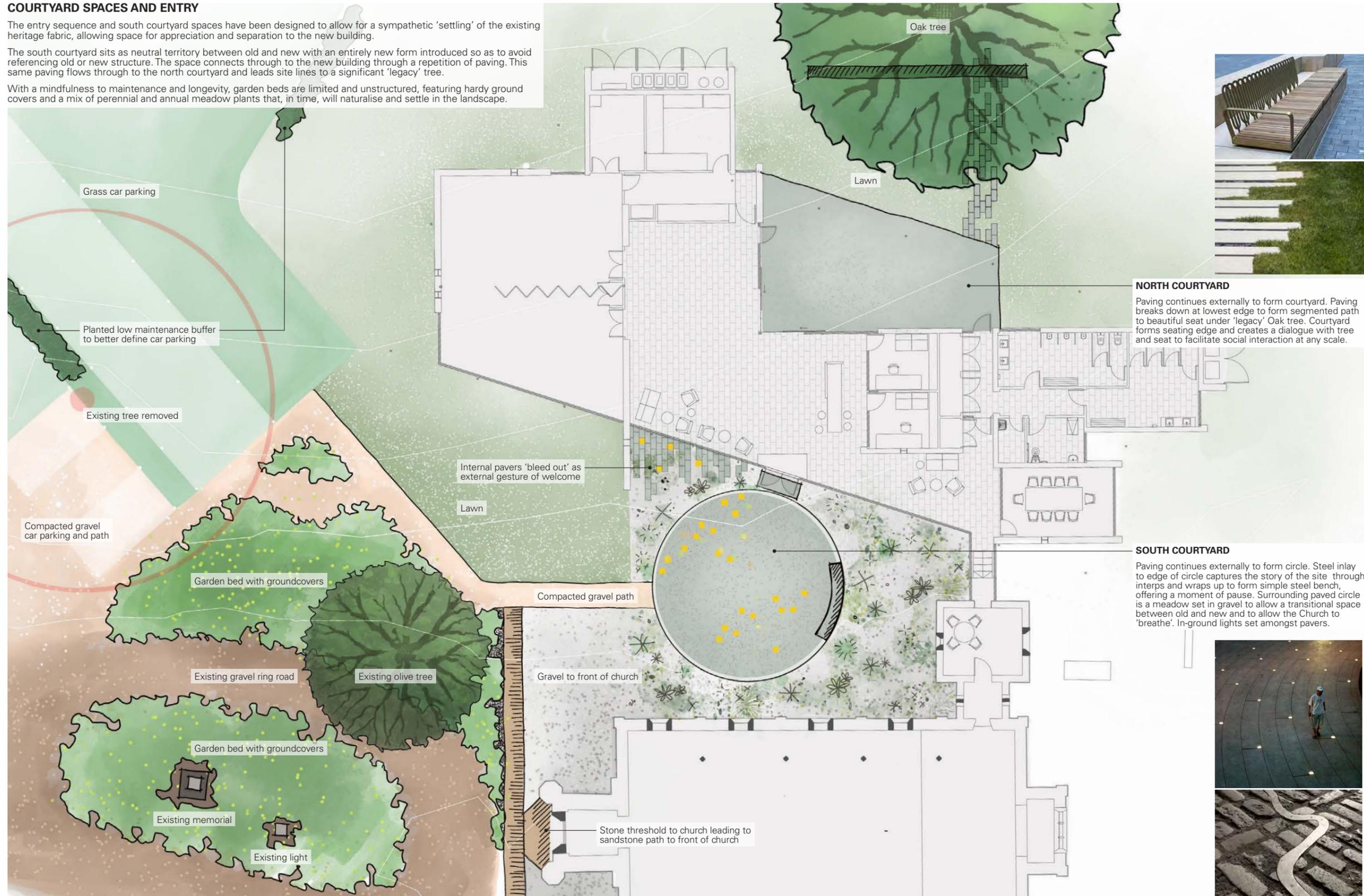


COURTYARD SPACES AND ENTRY

The entry sequence and south courtyard spaces have been designed to allow for a sympathetic 'settling' of the existing heritage fabric, allowing space for appreciation and separation to the new building.

The south courtyard sits as neutral territory between old and new with an entirely new form introduced so as to avoid referencing old or new structure. The space connects through to the new building through a repetition of paving. This same paving flows through to the north courtyard and leads site lines to a significant 'legacy' tree.

With a mindfulness to maintenance and longevity, garden beds are limited and unstructured, featuring hardy ground covers and a mix of perennial and annual meadow plants that, in time, will naturalise and settle in the landscape.



NORTH COURTYARD

Paving continues externally to form courtyard. Paving breaks down at lowest edge to form segmented path to beautiful seat under 'legacy' Oak tree. Courtyard forms seating edge and creates a dialogue with tree and seat to facilitate social interaction at any scale.

SOUTH COURTYARD

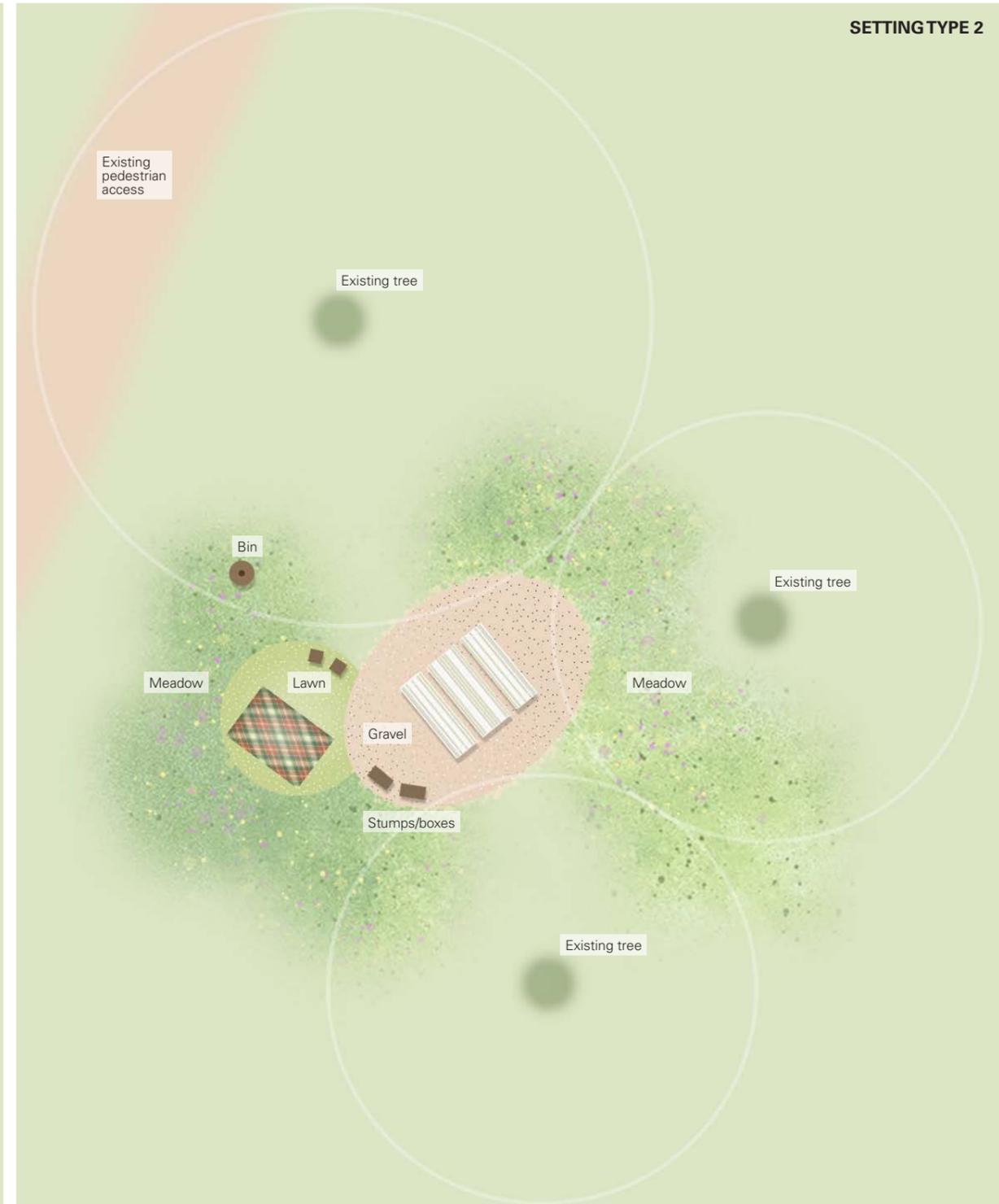
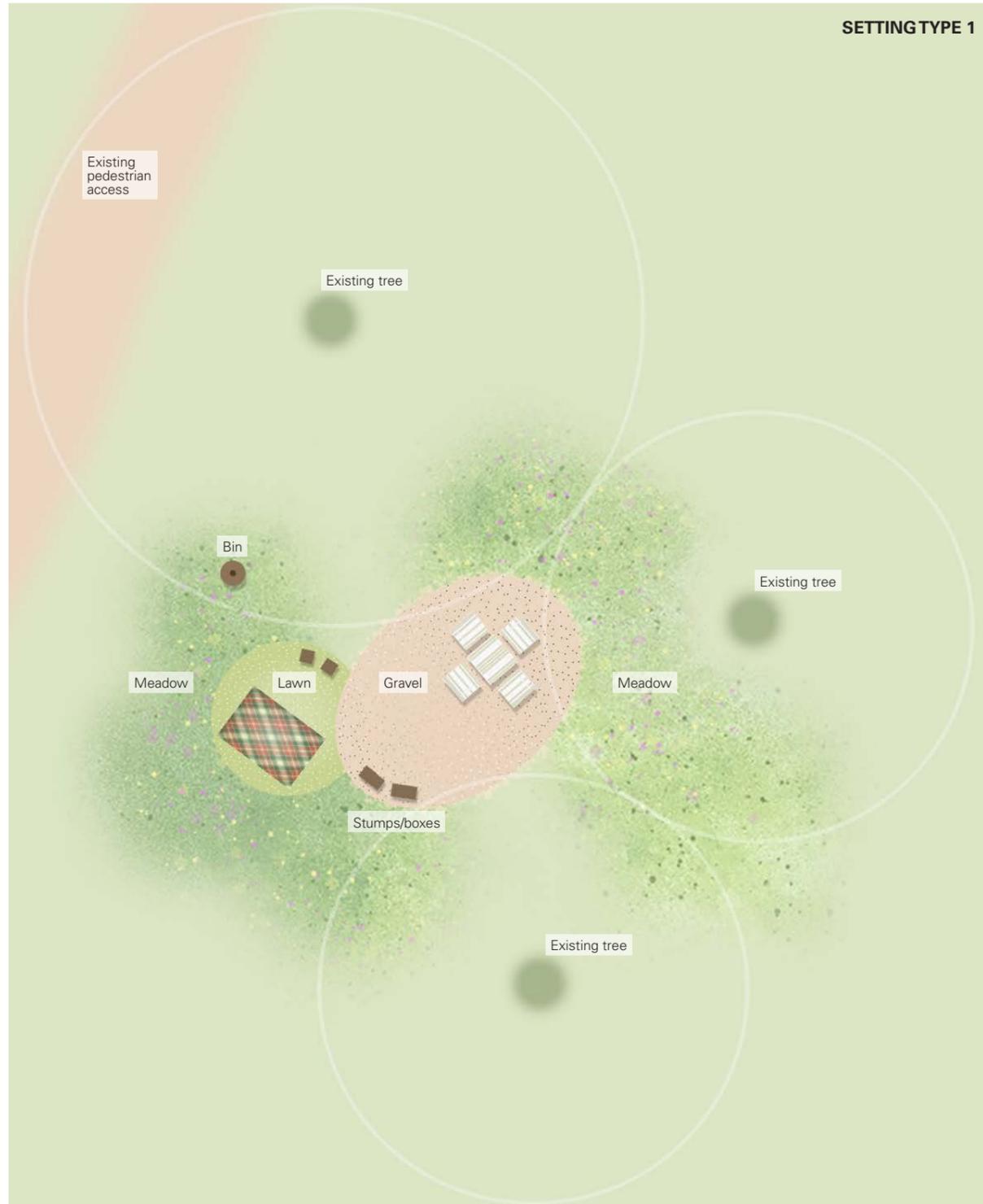
Paving continues externally to form circle. Steel inlay to edge of circle captures the story of the site through interps and wraps up to form simple steel bench, offering a moment of pause. Surrounding paved circle is a meadow set in gravel to allow a transitional space between old and new and to allow the Church to 'breathe'. In-ground lights set amongst pavers.





PICNIC NODES

Individual nodes placed strategically around the site with a gravel pad, white timber and steel setting to allow for picnics and activities. Easily replicated to allow future growth of the site. A protected lawn area off to the side allows the picnic node to grow as needed and created flexibility for multiple groups. Timber stumps or steel boxes are places within the node to offer a place to rest a cuppa or to perch on. Bin placed at entrance to avoid smell. Set within a beautiful, easy maintenance meadow that can be mown as required.





TREES

Botanic Name	Common Name	Size (HxW)
 <i>Cercis canadensis</i>	Forest Pansy	8m x 6m
 <i>Quercus robur</i>	English Oak	11m x 11m

SHRUBS

Botanic Name	Common Name	Size (HxW)
 <i>Artemisia 'Powis Castle'</i>	Wormwood	0.8m x 1m
 <i>Correa alba</i>	White Coastal Correa	1.5m x 1.5m
 <i>Cotinus coggygria 'Grace'</i>	Smokebush	2m x 2m
 <i>Grevillea diminuta</i>	Grevillea	0.8m x 1m
 <i>Helichrysum petiolare</i>	Liquorice Plant	1m x 1m
 <i>Lavandula 'Hidcote'</i>	English Lavender	0.6m x 0.6m
 <i>Raphiolepis indica 'Oriental Pearl'</i>	Indian Hawthorn	0.8m x 1m
 <i>Westringia fruticosa</i>	Coastal Rosemary	1m x 1m

GRASSES, STRAPPIES & GROUNDCOVERS

Botanic Name	Common Name	Size (HxW)
 <i>Calamagrostis 'Karl Foerster'</i>	Feather Grass	1.8m x 0.5m
 <i>Dianella revoluta</i>	Flax Lily	0.8m x 1m
 <i>Dichelachne crinita</i>	Longhair Plume Grass	1m x 0.5m
 <i>Dichondra repens</i>	Kidney Weed	prostrate
 <i>Diplarrena moraea</i>	White Flag Iris	0.8m x 0.5m
 <i>Festuca glauca</i>	Blue Fescue	0.5m x 0.5m
 <i>Ficinia nodosa</i>	Knotted Clubrush	0.8m x 1m
 <i>Liriope muscari</i>	Lily Turf	0.6m x 0.5m
 <i>Lomandra longifolia</i>	Lomandra	0.5m x 0.5m
 <i>Myoporum parvifolium</i>	Creeping Boobialla	prostrate
 <i>Ophiopogon japonicus</i>	Mondo Grass	0.3m x 0.6m
 <i>Themeda triandra</i>	Kangaroo Grass	1.5m x 0.5m
 <i>Viola hederacea</i>	Native Violet	prostrate

MEADOW PLANTING (SEED MIX)

Botanic Name	Common Name	Size (H)
 <i>Carex appressa</i>	Tall Sedge	1.2m
 <i>Cosmos bipinnatus</i>	Cosmos	1.5m
 <i>Daucus carota</i>	Queen Anne's Lace	1m
 <i>Dianthus deltoides</i>	Maiden Pink	0.2m
 <i>Echinacea purpurea</i>	Purple Coneflower	0.8m
 <i>Echinops bannaticus</i>	Blue Glow	1m
 <i>Ficinia nodosa</i>	Knotted Clubrush	0.8m
 <i>Helianthus sp.</i>	Sunflower	0.8m
 <i>Limonium sinuatum</i>	Statice	0.7m
 <i>Rhodanthe chlorocephala</i>	Paper Daisy	0.4m
 <i>Themeda triandra</i>	Kangaroo Grass	1.5m
 <i>Verbena bonariensis</i>	Purpletop Vervain	1.8m
 <i>Zinnia elegans</i>	Zinnia	0.8m



 **Howarth Fisher and Associates**
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Structural, Civil and Traffic Engineering

Structural and Civil Engineering
Project Design and Management
Forensic Engineering and Structural Inspections
Research and Development Facilitators

Traffic Engineering
Traffic Management Studies and Traffic Impact Assessment
Expert Witness Representation
Road Safety Audits

Midland Anglican Parish Centre, Campbell Town

Traffic Engineering Consultancy
Traffic Impact Assessment Report



FINAL REPORT

Prepared for
1+ 2 Architecture Pty Ltd obo Midlands Anglican

Date
August 2021

Prepared by
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11. Conclusion and Recommendation35

- Appendix A Development Plans
- Appendix B Autotrack Paths / Car Park Layout

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	Name	Signature	Date
Authorised by:	Joanne Fisher		22nd August 2021



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1. Introduction

1.1 Client Details

This document has been prepared for the following:

Client Name: 1 + 2 Architects Pty Ltd

Address: 27 Melville Street

Hobart, Tasmania

7001

Client Contact: Mike Verdouw and Fiona Oates

1.2 Project Details

The report is undertaken for the Midlands Anglican Parish Centre, High Street, Campbell Town.

A copy of the proposed development plans can be found at **Appendix A**.

1.3 Northern Midlands Council Traffic Impact Assessment (TIA) Requirements

Given this TIA addresses both the acceptable solution and the performance criteria, it will be necessary for the Department of State Growth (as the highway authority for a category 1 road) to also assess this proposed development and its implications.



2. Scope of Consultancy

The scope of consultancy involves the following:

- Obtain background information and plans.
- Attend project initiation meeting.
- Liaise with Council as appropriate.
- Undertake site visit.
- Obtain information in relation to truck parking demand and supply.
- Assess requirements in relation to parking as per the North Midlands Interim Planning scheme.
- Address performance criteria relating to parking (including on street parking survey to demonstrate compliance with the performance criteria).
- Assess accessible and bicycle/motorcycle parking requirements.
- Assess access requirements based on the provisions of the Australian Standards.
- Assess servicing requirements (run Autotrack).
- Assess trip generation rates and determine peak times and impacts on the surrounding road network.
- Assess sight distances from the accesses and ensure compliance with the Northern Midlands Planning Scheme.
- Assess access to the site via sustainable transport modes.
- Provide traffic engineering consultancy services for the masterplan/development application for the Midlands Anglican Church Parish Centre Project.
- Document findings in a report.



3. Location of the Development

Figure 1 shows the location of the proposed development in the context of the surrounding street network.



Figure 1: Location (source: LISTmap) - 71-73 High Street Campbell Town – Approximate title boundary



4. Existing Situation

4.1 Site Details

St Luke's Anglican Church is located on the High Street in Campbell Town. High Street forms part of the Midland Highway and is a category 1 road which is one of the primary freight and passenger roads connecting Tasmania. As outlined in the State's Road Hierarchy document:

Category 1 roads are Tasmania's major highways and are crucial to the effective '*functioning of industry, commerce and the community in Tasmania. They carry large numbers of heavy freight and passenger vehicles and are the key links supporting future economic development in Tasmania.*'

Category 1 roads facilitate:

- *Interregional freight movement*
- *Interregional passenger movement*
- *Business interaction.*

The category 1 roads connect the largest population centres, major sea ports and key industrial locations¹.

The existing vehicular accesses to the Church are via the High Street. Currently there are two accesses located into and out of the Church site from the frontage road. There is an op shop located on the title which has informal parking arrangement directly accessed from the High Street.

4.2 Road Width

The Midland Highway was measured to be 12.2 metres wide in the vicinity of the site. William Street was measured to be 12.5 metres in the vicinity of the site.

4.3 Traffic Volumes

Geocounts data on the Department of State Growth website showed that, based on 2017 data, annual average daily traffic volumes were in the order of 6,751 vehicles per day on the High Street in the vicinity of the Church, of which 16.3% of vehicles were classified as heavy vehicles.

¹ State Road Hierarchy – Department of State Growth



4.4 Posted Speed Limits

The speed limit along the High Street, Campbell Town to the north of the site is 60km/hr. The speed limit reduced to 50km/hr in the immediate vicinity of the Church.

A photograph of the 50km/hr speed restriction is shown in the photograph below.



Photograph 1: Showing the posted speed limit in the immediate vicinity of the Church and proposed development

4.5 Accident History

In line with standard traffic engineering practice the accident history for the past five years has been obtained from the Department of State Growth.

There has been just one reported accident on the Midland Highway in the immediate vicinity of the Church, defined as a vehicle hitting "other on path" accident. This was a property damage only accident.

4.6 Proposed Development

The proposed development plans are located at Appendix A of this report and comprises:

- a function hall (multipurpose of 116m²)
- foyer, reception and informal meeting area, plus;
- ancillary uses, notably kitchen, servery
- 2 x offices (11 m² each)
- Meeting room (17m²)



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- Toilets
- Cleaning room



5. Assessment of Trip Generation

5.1 Existing Trip Rates

St Luke's Anglican Church is located on title 125276/1 (as shown on the LISTmap) at 71-73 High Street Campbell Town.

There is also an op-shop located at the southern end of the site.

A survey of maximum trips during the peak period, notably Sunday, was undertaken at the site. It was advised by the Anglican Church that there are typically a maximum of approximately eight vehicles parked on the site, on a Sunday, for the weekly Church service.

The peak parking demand occurs infrequently at the site and is typically associated with funerals, as indicated in the photograph 2. Vehicles park in an ad hoc manner over the Church grounds.



Photograph 2: Showing the parking demand during a funeral. Source: *1 + 2 Architects*.



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A further survey was undertaken at the op Shop. Howarth Fisher and Associates undertook a survey, whilst out on site on 15th July 2021, between 11am – 1pm. There was a peak parking demand of 8 vehicles observed on the site associated with the op shop. The op shop is open Tuesday – Friday between 10am – 4pm. Typically there are 3 staff cars plus visitors (typically ~3) at any one time.

Whilst there are occasions, notably weddings and funerals when there is a greater parking demand, it is not typical to make provision to the absolute peak parking demand. For the most part, this parking would be underutilised.



5.2 Proposed Trip Generation

In line with the requirements of the Northern Midlands Planning Scheme, 2013:

Table 3: Additional Trip Generation Associated with New Multipurpose Hall

E4.6 Use Standards

E4.6.1 Use and road or rail infrastructure

<p>Objective</p> <p>To ensure that the safety and efficiency of road and rail infrastructure is not reduced by the creation of new accesses and junctions or increased use of existing accesses and junctions.</p>	
Acceptable Solutions	Performance Criteria
<p>A1 Sensitive use on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway must not result in an increase to the annual average daily traffic (AADT) movements to or from the site by more than 10%.</p>	<p>P1 Sensitive use on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway must demonstrate that the safe and efficient operation of the infrastructure will not be detrimentally affected.</p>
<p>A2 For roads with a speed limit of 60km/h or less the use must not generate more than a total of 40 vehicle entry and exit movements per day</p>	<p>P2 For roads with a speed limit of 60km/h or less, the level of use, number, location, layout and design of accesses and junctions must maintain an acceptable level of safety for all road users, including pedestrians and cyclists.</p>

Land Use	Trip Generation Rates	Total
	100 people capacity within the hall	
<i>Multi purpose hall</i> 110m ²	Based on typical car occupancy rates of 2.2 per vehicle Typically, 45 cars	45 new trips.

The development will generate an estimated 45 additional trips. These will typically occur outside the peak hour, given the hall will most likely be used for community functions and community groups which would meet during the interpeak period or during the evenings. There will be no new accesses proposed as part of this proposal.

However, there will be a rationalization of access use at the site, with the following circulation paths.



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Plan 1: Proposed Circulation Routes.



6. Assessment of Parking

6.1 Existing Situation

There are currently no dedicated car parking spaces at the St Luke's Anglican Church and an informal gravelled right angled parking bays at the Opportunity Shop located at High Street, Campbell Town. Currently people park over the grounds in an ad hoc manner.



Photographs 3 and 4: Existing informal Parking Areas at the Church and Opportunity Shop.

6.2 Northern Midlands Interim Planning Scheme, 2015

6.2.1 Car Parking and Sustainable Transport Code

The purpose of this provision is to:

- a) *Ensure that an appropriate level of car parking facilities are provided to service new land use and development having regard to the operations on the land and the nature of the locality and*

It is anticipated that the typical peak parking demand will occur when the hall is being used. It is proposed that the hall will be used on a regular basis through the week for community meetings and events.

The 6 spaces proposed for the opportunity shop are located to the rear of the shop as shown on the plans located at Appendix A. It is recommended that these bays are used by visitors and the area in



front of the shop removed for this purpose. This would prevent the reversing of vehicles onto the highway.

- b) Ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas.*

The Council have proposed a new on street bicycle lane as part of a new proposed landscaping/traffic management plan for the High Street. This will further improve the future access to the site for cyclists. Furthermore, bicycle parking will be provided as part of the new multi-purpose hall facility, as indicated on the plans at Appendix B.

There are dedicated pedestrian linkages from the car park to the church. There is also a pedestrian footpath on the opposite side of the High Street that can be used by people accessing the site. The Church and multipurpose hall are located close to a large residential catchment, therefore many visitors to the site may choose to walk, (depending on the demographic and any mobility issues of the attendees).

Whilst public transport services are limited, there are regular daily coach services to Campbell Town which may be used by visitors attending major events or functions.

There are also taxi/uber services serving the Campbell Town area that could be used for local short distance trips.

All these options reduce the requirement for parking and reduce car-based trip generation rates to the site.

- c) Ensure access for cars and cyclist and delivery of people and goods is safe and adequate.*

Autotrack has been used to demonstrate the access to the site by B99² light vehicle into the car park, a small rigid truck (6.4m) to service the Op Shop and an 8.8 metre medium rigid truck to service the multi-purpose hall. A copy of these Autotrack paths can be found at Appendix B.

- d) Ensure that parking does not adversely impact on the amenity of a locality and achieves high standards of urban design.*

The parking provision has been sited in collaboration with the architect, landscape architect and heritage architect, and has sought to be situated to minimise any visual intrusion on the approach and in the vicinity of the site. The vehicles are located away from the line of significant trees to minimise impact.

- e) Ensure that the design of car and bicycle parking space and access meet appropriate design standards; and*

The car parking bays are set out to exceed the requirement of the Australian Standard (the bays are 2.6m wide as opposed to 2.5metres). The accessible bays are in line with the Australian standard and provide an empty shared space 2.4metre in width to facilitate people accessing and egressing their vehicles.

² Vehicle template as recommended in AS/NZS2890.1: Off street parking 2004



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f) Provide for the implementation of parking precincts plans.

Consideration has been given to the draft traffic management and landscaping plans. It is proposed that staff parking associated with the Op Shop will be located in the angle parking proposed on William Street.

Table 4: Parking Requirements based on the Northern Midlands Council Planning Scheme 2015

Land Use	Parking Rates	Bicycle parking rates
<i>Multi purpose function room</i> 110m ² Maximum capacity 100 people (Remaining ancillary uses within the hall except office)	Based on the acceptable solution for this use Church and Function Hall 1 space per 20m ² of public area or 1 space per 4 seats whichever is greater Capacity 100 seats 25 spaces	1 space per 50m ² net floor area or 1 space per 40 seats whichever is greater. 2.5 (3 bicycle racks)
<i>Office</i> 22m ²	1 space per employee + 1 space per 50m ² net floor area 2 staff (1 full time and 1 part time – 1 part time receptionist) 2 Full Time Equivalents 2 spaces	1 space + 1 space per 500m ² net floor area = 22m ² 1 bike rack
<i>Church Seat</i> Typical congregation = 8 Maximum Capacity at any time 100 seats	Maximum capacity 100 seats 1 space per 4 seats 25 spaces	Church (1 bike rack) No requirement based on survey information provided by staff
<i>Op shop</i> (Floor area) Approximately 90m ²	Retail and hire 1 space per 30m ² of net floor area 3 spaces	1 space per 100m ² Net floor area = 90m ² 1 bike rack



TOTAL	50 (Church and Hall) + op shop 3 + office spaces (2 spaces)	6 bike racks (5 if no bicycle parking provided for Church
	TOTAL 55 parking spaces	

6.3 Proposed Parking Provision

It is proposed to provide 42 parking spaces on the site as indicated at Appendix A.

In line with the provision of table E6.6.1 *Car Parking Numbers*

Acceptable Solutions

The number of car parking spaces must not be less than the requirements of

- a) *Table E6.1 or*
- b) *A precinct plan contained in Table E6.6 Precinct Plans (except for dwellings in the General Residential Zone).*

Performance Criteria

The number of car parking spaces provided must have regard to:

- a) *The provisions of any relevant location specific car parking plan and*

There is no specific parking precinct plan associated with the Northern Midlands Planning Scheme. The Council has prepared a draft landscaping plan along the High Street road frontage which incorporates amongst other things truck parking and bicycle lane, as well as proposed angled parking on William Street.

- b) *The availability of public car parking spaces within reasonable walking distance of the site;*

There are a number of on street spaces in the vicinity of the site which can be utilised by the Church. An onsite survey showed there to be a significant number of on street spaces within 400 metres walking distance of the site. There is on street parallel parking available along the High Street, on the opposite side of the road, as well as the on-street parking availability on William Street as indicated in the photographs overleaf.



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Photograph 5: Showing the availability of on street parking on the High Street.

- c) Any reduction in demand due to sharing of spaces by multiple uses either because of variations in peak demand or by efficiencies gained by consolidation;*

The Op Shop is open Tuesday to Friday, 10am – 4pm, and therefore, the proposed spaces associated with this use can be reasonably used by people visiting the function centre in the evening and for large funerals. Similarly, people visiting the Op Shop have the option of parking in the Church and function hall's car parking facility if necessary.

- d) The availability and frequency of public transport within reasonable walking distance of the site;*

There are a number of coach services (3 services daily providing links to Campbell Town from Monday to Friday, 2 services on Saturday, 3 on Sunday. These services provide a link to Hobart, Glenorchy, Bridgewater, Kempton, Melton Mowbray, Oatlands, Tunbridge, Ross, Conara Junction, Perth, Launceston (all stopping in Campbell Town).

There are several taxi services which also provide a service in Campbell Town to and from the Church and multipurpose hall as required.



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- e) Site constraints such as existing buildings, slope, drainage, vegetation, and landscaping;*

This is a heritage site with a number of significant trees which need to be retained and protected as part of the unique landscape and impact on the street frontage.

- f) The availability, accessibility, and safety of on road parking, having regard to the nature of the roads, traffic management and other uses in the vicinity;*

There is some on street parking available in William Street and on the Midland Highway in the vicinity of the site. Some of the parking is angled parking located on William Street, a low volume road, which is more conducive to vehicles manoeuvring.

- g) An empirical assessment of the car parking demand;*

Howarth Fisher and Associates undertook a parking survey of the site, between 11am – 2pm on Thursday 15th July, 2021. There were no cars during the weekday survey period parked in the vicinity of the Church, given there were no services.

There was a peak parking demand of eight vehicles associated with the Op Shop.

Photograph 2, provided by 1 + 2 Architects, shows there to be a significant demand associated with funerals at the Church. However, typically the demand for parking is 8 spaces during Church services.

- h) The effect of streetscape, amenity and vehicle, pedestrian and cycle safety and convenience;*

The proposed parking supply will be sufficient for the typical demand associated with the church and function centre, (based on 2.2 people per vehicle average occupancy rates).

- i) The recommendations of a traffic impact assessment prepared for the proposal;*

This report constitutes a traffic impact assessment report, written to assess, amongst other things, the calculation and adequacy of the proposed parking supply.

- j) Any heritage values of the site;*

The site is subject to a heritage overlay and a heritage consultant forms part of the project team.

- k) For residential buildings and multiple dwellings, whether parking is adequate to meet the needs of the residents having regard to:*

- i) The size of the dwelling of the dwelling and the number of bedrooms and*
- ii) The pattern of parking in the locality and*
- iii) Any existing structure on the land.*

Not applicable.



The proposed layout of the parking can be found in **Appendix A** of this report.

6.4 Dimensions and Manoeuvring

In line with the requirement of the Northern Midlands Council Planning Scheme, 2015 the parking bay dimensions are 2.6 metres x 5.4 metres with a minimum 5.8 metre aisle.

6.5 Circulation and Search Pattern

It is proposed that the first section of the northern access into the site from the High Street operates in a two-way direction. There are two proposed gate posts to define the main access. The access to and from the car park will be a two-way linkage from the northern access.

The one-way gravel driveway turning circle will operate in a clockwise direction and can be used for picking up and dropping off purposes only. A drop off facility at the door to the Church is utilised for weddings and funerals as well as for drop off / pick up purposes by taxis and light vehicles.

There will be no proposed link provided between the northern and southern access. The southern driveway which will be utilised exclusively by vehicles going into and out of the Op Shop car park, as indicated on the plan at Appendix A of this report.

A pedestrian linkage will be provided from the car park to the Church and Midlands Anglican Parish Centre.

6.6 Impact of the Development on On-Street Parking

Given the proposed provision of car park and overflow car park proposed at the site there will be minimal impact on the on-street parking arrangement.

6.7 Bicycle Parking Requirement

The bicycle parking requirement for the site has been calculated in line with the provisions of the Northern Midlands Planning Scheme, 2015. There is a requirement for 5 bicycle parking spaces to be provided as part of the Midlands Anglican Parish Centre.



Table 5: Bicycle parking number requirements.

E6.6.2 Bicycle Parking Numbers

<p>Objective</p> <p>To encourage cycling as a mode of transport within areas subject to urban speed zones by ensuring safe, secure and convenient parking for bicycles.</p>	
Acceptable Solutions	Performance Criteria
<p>A1.1 Permanently accessible bicycle parking or storage spaces must be provided either on the site or within 50m of the site in accordance with the requirements of Table E6.1; or</p> <p>A1.2 The number of spaces must be in accordance with a parking precinct plan contained in Table E6.6: Precinct Parking Plans.</p>	<p>P1 Permanently accessible bicycle parking or storage spaces must be provided having regard to the:</p> <ul style="list-style-type: none"> a) likely number and type of users of the site and their opportunities and likely preference for bicycle travel; and b) location of the site and the distance a cyclist would need to travel to reach the site; and c) availability and accessibility of existing and planned parking facilities for bicycles in the vicinity.

Based on information by the Anglican staff there will be no requirement for bicycle parking associated with currently usage of the Church. There will be a requirement for bicycle parking associated with the multipurpose hall (5 bicycle parking spaces).



6.8 Taxi Parking

Taxi drop off/pickup requirements are shown in the table below. One bay has been provided at the front door to the church within the turning circle

E6.6.3 Taxi Drop-off and Pickup

<p>Objective</p> <p>To ensure that taxis can adequately access developments.</p>	
Acceptable Solutions	Performance Criteria
<p>A1 One dedicated taxi drop-off and pickup space must be provided for every 50 car spaces required by Table E6.1 or part thereof (except for dwellings in the General Residential Zone).</p>	<p>P1 No performance criteria.</p>

Accessible parking requirements are outlined below and two bays have been provided based on current demand.

E6.7.4 Parking for Persons with a Disability

<p>Objective</p> <p>To ensure adequate parking for persons with a disability.</p>	
Acceptable Solutions	Performance Criteria
<p>A1 All spaces designated for use by persons with a disability must be located closest to the main entry point to the building.</p>	<p>P1 The location and design of parking spaces considers the needs of disabled persons, having regard to:</p> <ul style="list-style-type: none"> (a) the topography of the site; (b) the location and type of relevant facilities on the site or in the vicinity; (c) the suitability of access pathways from parking spaces, and (d) applicable Australian Standards.
<p>A2 Accessible car parking spaces for use by persons with disabilities must be designed and constructed in accordance with AS/NZ2890.6 – 2009 Parking facilities – Off-street parking for people with disabilities.</p>	<p>P2. No performance criteria.</p>



6.10 Motorcycle Parking Provision

Table 8: Motorcycle parking requirements

E6.6.4 Motorbike Parking Provisions	
Objective To ensure that motorbikes are adequately provided for in parking considerations.	
Acceptable Solutions	Performance Criteria
A1 One motorbike parking space must be provided for each 20 car spaces required by Table E6.1 or part thereof.	P1 No performance criteria.

Two motorcycle parking bays are required on the site and have been shown on the parking set out.



6.11 Construction Requirements

Table 9: Car parking construction requirements

E6.7.1 Construction of Car Parking Spaces and Access Strips

<p>Objective</p> <p>To ensure that car parking spaces and access strips are constructed to an appropriate standard.</p>	
Acceptable Solutions	Performance Criteria
<p>A1 All car parking, access strips manoeuvring and circulation spaces must be:</p> <p>a) formed to an adequate level and drained; and</p> <p>b) except for a single dwelling, provided with an impervious all weather seal; and</p> <p>c) except for a single dwelling, line marked or provided with other clear physical means to delineate car spaces.</p>	<p>P1 All car parking, access strips manoeuvring and circulation spaces must be readily identifiable and constructed to ensure that they are useable in all weather conditions.</p>

In line with the performance criteria, it is proposed to use a compacted crushed gravel, water permeable surface for paths and accessible bays. Given the landscaping considerations of the site, geo web has been proposed for the remainder of the car park and service bay. Both of these treatments are in line with water sensitive urban design principles and will minimise the impact of the surface on the significant trees whilst providing a trafficable surface for vehicles in all weathers.

Car parking design requirements are based on the requirements of AS2890.1 and are in line with acceptable solution outlined in the table overleaf.



E6.7.2 Design and Layout of Car Parking

<p>Objective</p> <p>To ensure that car parking and manoeuvring space are designed and laid out to an appropriate standard.</p>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1.1 Where providing for 4 or more spaces, parking areas (other than for parking located in garages and carports for dwellings in the General Residential Zone) must be located behind the building line; and</p> <p>A1.2 Within the General residential zone, provision for turning must not be located within the front setback for residential buildings or multiple dwellings.</p>	<p>P1 The location of car parking and manoeuvring spaces must not be detrimental to the streetscape or the amenity of the surrounding areas, having regard to:</p> <ul style="list-style-type: none"> a) the layout of the site and the location of existing buildings; and b) views into the site from the road and adjoining public spaces; and c) the ability to access the site and the rear of buildings; and d) the layout of car parking in the vicinity; and e) the level of landscaping proposed for the car parking.
<p>A2.1 Car parking and manoeuvring space must:</p> <ul style="list-style-type: none"> a) have a gradient of 10% or less; and b) where providing for more than 4 cars, provide for vehicles to enter and exit the site in a forward direction; and c) have a width of vehicular access no less than prescribed in Table E6.2 and Table E6.3, and <p>A2.2 The layout of car spaces and access ways must be designed in accordance with <i>Australian Standards AS 2890.1 - 2004 Parking Facilities, Part 1: Off Road Car Parking</i>.</p>	<p>P2 Car parking and manoeuvring space must:</p> <ul style="list-style-type: none"> a) be convenient, safe and efficient to use having regard to matters such as slope, dimensions, layout and the expected number and type of vehicles; and b) provide adequate space to turn within the site unless reversing from the site would not adversely affect the safety and convenience of users and passing traffic.



7. Assessment of Access

7.1 Existing Situation Access Width

There are currently two accesses at the site.

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The northern access was measured to be 5 metres wide widening out at the road frontage to approximately 8 metres at the frontage. The southern access was measured to be 5.5 metres wide flaring at the intersection with the frontage road.

7.2 Proposed Access Provision

The northern access will serve the parking area associated with the Church and Midlands Anglican Parish Centre, whilst the southern access will serve as the sole access and egress for the op shop.

The provision of an off-street parking facility will remove the existing requirement for vehicles to park in front of the op shop and reverse out onto the High Street as currently occurs.



Photograph 7: Showing the parking provision associated with the Op Shop.

The access provision will therefore be rationalised, as part of this redevelopment proposal.



7.3 Planning Scheme Requirements Access

As outlined in the Northern Midlands Council Planning Scheme, 2015, the accesses must comply with the following:

Table 11: Access requirements

Objective	
To ensure that the safety and efficiency of roads is not reduced by the creation of new accesses and junctions or increased use of existing accesses and junctions.	
Acceptable Solutions	Performance Criteria
A1 For roads with a speed limit of 60km/h or less the development must include only one access providing both entry and exit, or two accesses providing separate entry and exit.	P1 For roads with a speed limit of 60km/h or less, the number, location, layout and design of accesses and junctions must maintain an acceptable level of safety for all road users, including pedestrians and cyclists.
A2 For roads with a speed limit of more than 60km/h the development must not include a new access or junction.	P2 For limited access roads and roads with a speed limit of more than 60km/h: <ul style="list-style-type: none"> a) access to a category 1 road or limited access road must only be via an existing access or junction or the development must provide a significant social and economic benefit to the State or region; and b) any increase in use of an existing access or junction or development of a new access or junction to a limited access road or a category 1, 2 or 3 road must be dependent on the site for its unique resources, characteristics or locational attributes and an alternate site or access

7.4 Planning Scheme Performance Criteria

There are currently two accesses (each separately providing access and egress into the site). In line with the acceptable solution, there is one proposed access/egress for the Church and Midlands Anglican Parish Centre and one access/egress associated with the Op Shop.



7.5 Australian Standard Requirement

7.5.1 Classification of Off-Street Car Parking Facility

In line with Australian Standard AS2890.1 Off-street car parking facilities the class of the proposed parking facility is determined from the table 1.1 below:

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AS/NZS 2890.1:2004

TABLE 1.1
CLASSIFICATION OF OFF-STREET CAR PARKING FACILITIES

User class	Required door opening	Required aisle width	Examples of uses (Note 1)
1	Front door, first stop	Minimum for single manoeuvre entry and exit	Employee and commuter parking (generally, all-day parking)
1A	Front door, first stop	Three-point turn entry and exit into 90° parking spaces only, otherwise as for User Class 1	Residential, domestic and employee parking
2	Full opening, all doors	Minimum for single manoeuvre entry and exit	Long-term city and town centre parking, sports facilities, entertainment centres, hotels, motels, airport visitors (generally medium-term parking)
3	Full opening, all doors	Minimum for single manoeuvre entry and exit	Short-term city and town centre parking, parking stations, hospital and medical centres
3A	Full opening, all doors	Additional allowance above minimum single manoeuvre width to facilitate entry and exit	Short term, high turnover parking at shopping centres
4	Size requirements are specified in AS/NZS 2890.6 (Note 2)		Parking for people with disabilities

From the Table 1.1, the type of proposed parking facility is a user class 2 medium term for a sports facility.

7.5.2 Category of Access Driveway

In line with AS2890.1, to determine access driveway widths and restrictions on their location along frontage road table 3.1 categorizes driveways according to –

- a) the class of parking facility as shown in table 1.1;
- b) the frontage road type, either arterial (including sub-arterial) or local (including collector); and
- c) the number of parking spaces served by the access driveway



TABLE 3.1
SELECTION OF ACCESS FACILITY CATEGORY

Class of parking facility (see Table 1.1)	Frontage road type	Access facility category				
		Number of parking spaces (Note 1)				
		<25	25 to 100	101 to 300	301 to 600	>600
1,1A	Arterial	1	2	3	4	5
	Local	1	1	2	3	4
2	Arterial	2	2	3	4	5
	Local	1	2	3	4	4
3,3A	Arterial	2	3	4	4	5
	Local	1	2	3	4	4

NOTES:

- 1 When a car park has multiple access points, each access should be designed for the number of parking spaces effectively served by that access.
- 2 This Table does not imply that certain types of development are necessarily suitable for location on any particular frontage road type. In particular, access to arterial roads should be limited as far as practicable, and in some circumstances it may be preferable to allow left-turn-only movements into and out of the access driveway.

From table 3.1 above it can be seen that the proposed driveway of the user class 2 parking facility of parking spaces and with a arterial frontage road falls into a Category 2 driveway. In line with the Australian Standards this needs to be 6metres – 9metres wide combined. The access complies with this requirement.

The op shop car park access is a category 1 driveway, serving 6 bays, typically 3 - 5.5metres wide.



7.5.3 Access Driveway Widths Requirement

In line with AS2890.1 the recommended width for the proposed category – 2 driveway is determined from Table 3.2, which is between 6.0m and 9.0m combined. If entry and exit are separate both entry and exit width should be 3.0 metres minimum.

7.6 Access Provision

The northern access will serve the parking areas associated with the Church and new multi-purpose hall whilst the southern access will serve as the sole access and egress for the Op Shop and refuse collection / deliveries associated with the Op Shop.

The proposed accesses onto the frontage road have been designed to be 6 metres wide and are compliant with the requirements of the Australian Standard 2890.1.

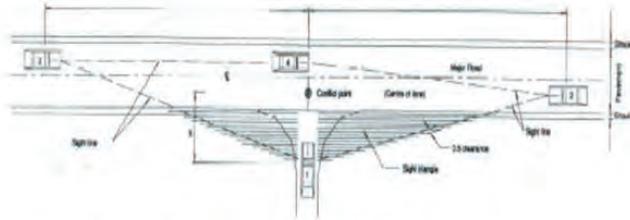
The location of the access and egress points can be found on the plan at **Appendix A**.

8. Assessment of Sight Distance

The sight distances have been assessed against the provision of the Northern Midlands Interim Planning Scheme, 2015.

E4.7.4 Sight Distance at Accesses, Junctions and Level Crossings

Objective To ensure that use and development involving or adjacent to accesses, junctions and level crossings allows sufficient sight distance between vehicles and between vehicles and trains to enable safe movement of traffic.	
Acceptable Solutions	Performance Criteria
A1 Sight distances at a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.7.4; and b) rail level crossings must comply with AS1742.7 <i>Manual of uniform traffic control devices - Railway crossings</i> , Standards Association of Australia; or c) If the access is a temporary access, the written consent of the relevant authority has been obtained.	P1 The design, layout and location of an access, junction or rail level crossing must provide adequate sight distances to ensure the safe movement of vehicles.



33.7 Figure E4.7.4 Sight Lines for Accesses and Junctions

X is the distance of the driver from the conflict point.
 For category 1, 2 and 3 roads X = 7m minimum and for other roads X = 5m minimum.

Table E4.7.4 Safe Intersection Sight Distance (SISD)

Vehicle Speed km/h	Safe Intersection Sight Distance (SISD) metres, for speed limit of:	
	60 km/h or less	Greater than 60 km/h
50	80	90
60	105	115



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Photograph 8: Sight Distance at the northern access to the site measured to be 200+ metres to the north.



Photograph 9: Sight Distance at the northern access to the site measured to the south to be 125 metres.



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Photograph 10: Sight Distance at the southern access to the site measured to the greater than 200 metres to the north.



Photograph 11: Sight Distance at the southern access to the site measured to the greater than 200metres to the south.



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All sight distances comply with the provision of the acceptable solution contained within the Planning Scheme.



9. Sustainable Transport Options

9.1 Buses / Coaches

There are a few coach services (3 services weekdays providing links to Campbell Town, 2 services on Saturday, 3 on Sunday) operating and stopping at Campbell Town. These services provide a link to Hobart, Glenorchy, Bridgewater, Kempton, Melton Mowbray, Oatlands, Tunbridge, Ross, Conara Junction, Perth, Launceston (all stopping in Campbell Town).

9.2 Uber / taxis

There are taxi/uber services which can also provide a sustainable transport link to and from the Church and multi-purpose hall as required.

9.3 Bicycles

The Council have proposed a new on street bicycle lane as part of a new proposed landscaping/traffic management plan for the High Street. This will further improve the access to the site for cyclists. Bicycle parking will be provided as part of the Midlands Anglican Parish Centre in line with the performance criteria outlined in the Northern Midlands Planning Scheme.

9.4 Pedestrians

There are dedicated pedestrian linkages from the car park to the church. There is also a pedestrian footpath on the opposite side of the High Street that can be used by people accessing the site.

All of these sustainable transport options reduces dependence on car based trips, particularly in the instance of bicycle, walking and taxi/uber, for short distance trips.



10. Service Vehicle Access

10.1 Northern Midlands Interim Planning Scheme 2015 requirements.

An assessment has been made against the following provisions of the Northern Midlands Council Interim Planning Scheme, 2015.

Table 12: Loading and unloading of vehicles, drop off and pickup.

E6.7.6 Loading and Unloading of Vehicles, Drop-off and Pickup	
<p>Objective</p> <p>To ensure adequate access for people and goods delivery and collection and to prevent loss of amenity and adverse impacts on traffic flows.</p>	
Acceptable Solutions	Performance Criteria
<p>A1 For retail, commercial, industrial, service industry or warehouse or storage uses:</p> <p>a) at least one loading bay must be provided in accordance with Table E6.4; and</p> <p>b) loading and bus bays and access strips must be designed in accordance with <i>Australian Standard AS/NZS 2890.3 2002</i> for the type of vehicles that will use the site.</p>	<p>P1 For retail, commercial, industrial, service industry or warehouse or storage uses adequate space must be provided for loading and unloading the type of vehicles associated with delivering and collecting people and goods where these are expected on a regular basis.</p>

A loading bay has been provided in line with the requirement of the Northern Midlands Interim Planning Scheme, 2015, associated with the Midlands Anglican Parish Centre.

The Autotrack paths of an 8.8metre medium rigid vehicle are provided to the loading bays associated with the multi-purpose hall. In addition, there is a requirement for a service bay associated with the Op Shop as shown on the Auto track paths located at Appendix A of this report. Provision has been made for a 6.4 small rigid van to service the Op Shop. Given there are only 6 bays it is proposed that servicing is undertaken before or after peak periods, before 10am when the shop opens or after 4pm when the shop closes to enable the 6.4 metre small rigid vehicle to manoeuvre within the car park area.



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10.2 Department of State Growth and Northern Midlands Council

In line with the requirements of the Northern Midlands Council Planning Scheme, Howarth Fisher and Associates have made initial contact with State Growth regarding the proposal and works on the highway. In line with standard practice, the Development Application in its entirety will be forwarded to Department of State Growth for comment and approval.

The Northern Midlands Council as planning authority are also aware of the proposal and will review the application as part of this Development Application process.



11. Conclusion and Recommendation

The proposed development has been assessed in relation to the following:

Existing Situation

Trip Generation

The trip generation will typically peak when there is a function or community event at the Midlands Anglican Parish Centre.

It is anticipated that the Centre will be used for various uses through the week.

It has been advised that the Church trip generation on a Sunday is low, with approximately 8 vehicle trips to the site. There is a typical high demand for parking associated with the church for funerals. The car park will provide parking for approximately 100 visitors (based on an average vehicle occupancy rate of 2.2 people per vehicle).

Parking

The parking requirements have been calculated based on the requirement of the Northern Midlands Council Planning Scheme. Given there is a shortfall based on a calculation of all the individual land uses on the site an assessment against the performance criteria has been undertaken.

It is anticipated that the 42 spaces associated with the new development will be adequate for typical 100 person maximum capacity of the Midlands Anglican Parish Centre.

For the most part there will be a temporal distribution of peak demand (i.e there is not likely to be a major function at the same time as a large funeral).

Access

The access provisions are being rationalised to provide a safer and more efficient layout.

The main car park will be served by one access (providing both access and egress) whilst the op shop will have one access to an off street car park located to the rear of the building.

There will be no opportunity (as currently occurs for the Church visitors) to egress via the Southern access point and this will be solely used by op shop visitors and to using the open space grounds for picnics etc.

The rationalisation of accesses, along with the provision of dedicated off street parking will improve the existing ad hoc parking provision, including the observations of vehicles reversing onto the highway from the 90-degree angle spaces located in front of the op shop.

Assessment of Sight Distance

The sight distance has been assessed based upon the requirements of the Northern Midlands Council Interim Planning Scheme. The sight distances from both accesses comply with the acceptable solution



Sustainable Transport Options

There are a few coach services (3 services on weekdays providing links to Campbell Town, 2 services on Saturday, 3 on Sunday) operating and stopping at Campbell Town. These services provide a link to Hobart, Glenorchy, Bridgewater, Kempton, Melton Mowbray, Oatlands, Tunbridge, Ross, Conara Junction, Perth, Launceston (via Campbell Town).

There are taxi/uber services which can also provide a sustainable transport link to and from the Church and multipurpose hall as required.

The Council have proposed a new on street bicycle lane as part of a new proposed landscaping/traffic management plan for the High Street. This will further improve the access to the site for cyclists. Bicycle parking will be provided as part of the new multi-purpose hall facility in line with the performance criteria outlined in the Northern Midlands Planning Scheme.

Pedestrians

There are dedicated pedestrian linkages between the proposed car park to the Church and multipurpose hall. The High Street also has a good network of footpaths currently located on the opposite side of the High Street that can be used by people accessing the site. There are also traffic islands located on the High Street which facilitate the staging of crossing. The Church site is just located within a 50km speed zone which is more conducive to providing a safe pedestrian crossing environment. It should also be noted that the site is located in the vicinity of a large residential catchment, making walking an attractive option for visitors and staff residing nearby (especially for younger people attending functions at the hall).

Service Vehicle Access

A service bay has been provided in line with the requirement of the Northern Midlands Interim Planning Scheme, 2015, associated with the Midlands Anglican Parish Centre.

The Autotrack paths of an 8.8metre medium rigid vehicle are provided to the loading bay associated with the multi-purpose hall. In addition, there is a requirement for a service bay associated with the Op Shop as shown on the Autotrack paths located at Appendix A of this report. Provision has been made for a 6.4 small rigid van to service the Op Shop. Given there are only 6 bays it is proposed that servicing is undertaken before or after peak periods, before 10am when the shop opens or after 4pm when the shop closes.

Liaison with Northern Midlands Council and the Department of State Growth

In line with standard practice, the Development Application in its entirety will be forwarded to Department of State Growth for comment and approval.

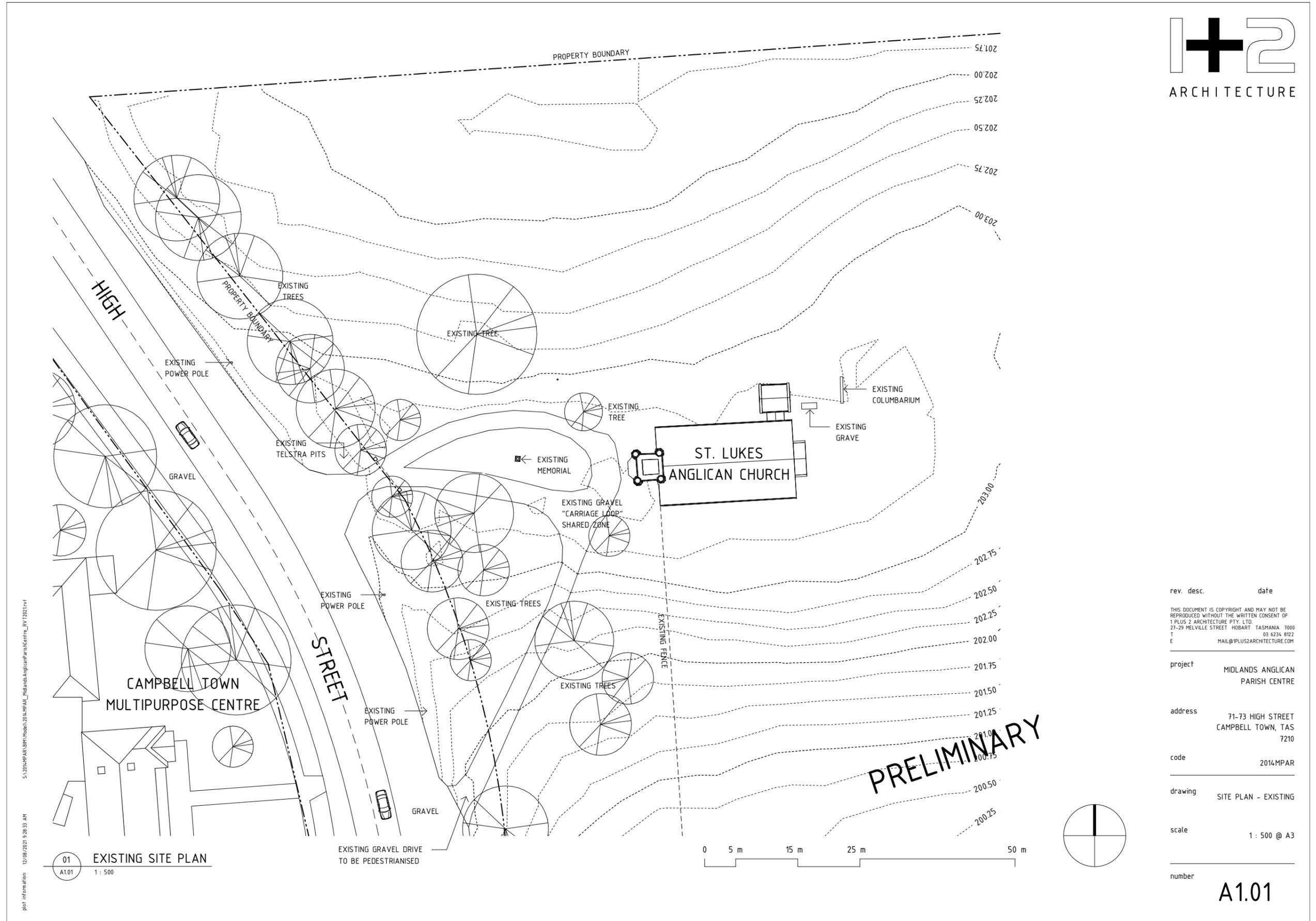
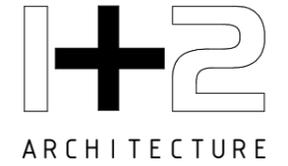
The Northern Midlands Council as planning authority are also aware of the proposal and will review the application as part of this Development Application process.



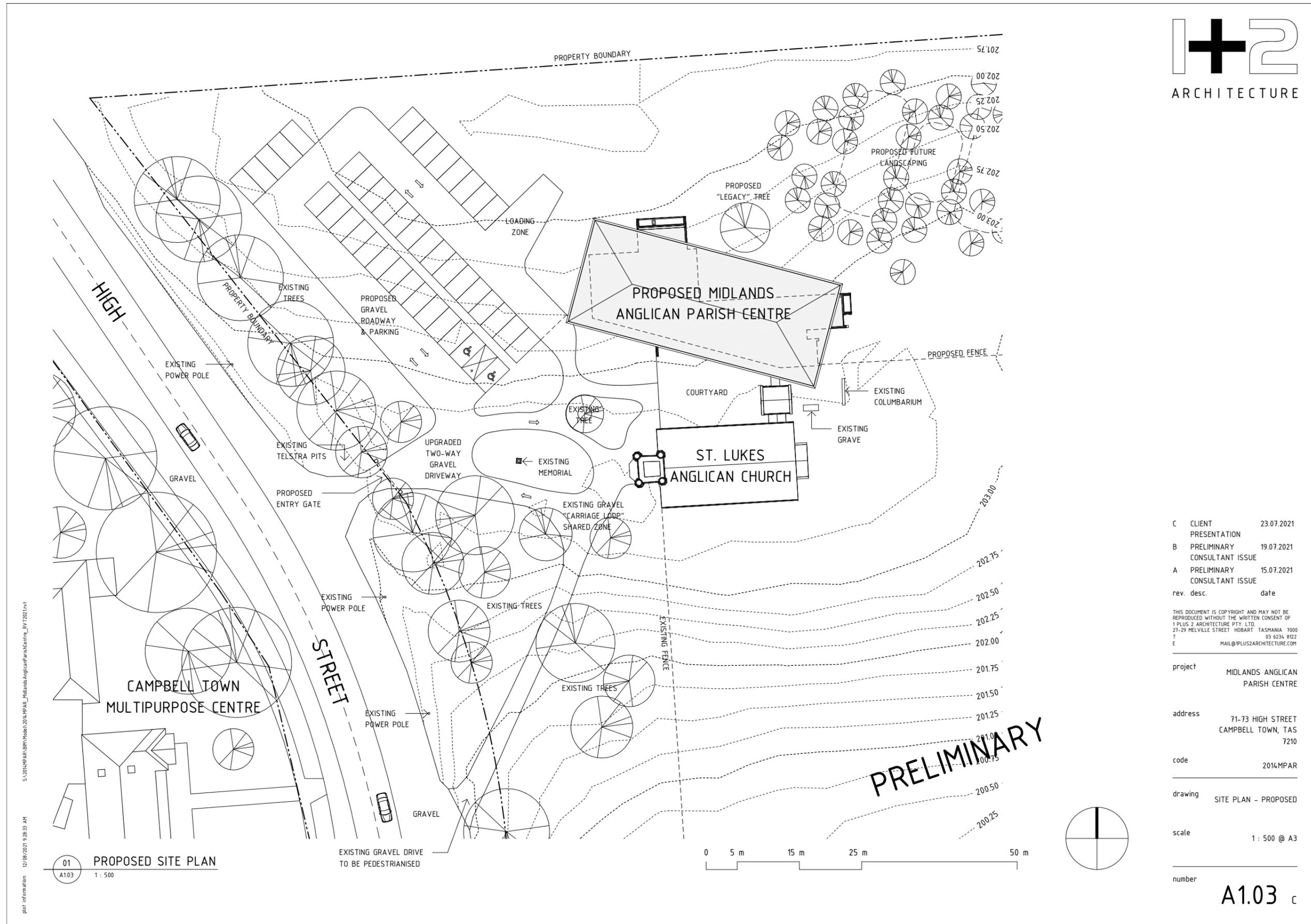
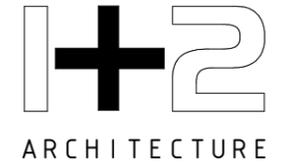
Howarth Fisher and Associates

Appendix B

AUTOTRACK PATHS/CAR PARK



rev. desc.	date
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project	MIDLANDS ANGLICAN PARISH CENTRE
address	71-73 HIGH STREET CAMPBELL TOWN, TAS 7210
code	2014MPAR
drawing	SITE PLAN - EXISTING
scale	1:500 @ A3
number	A1.01



C	CLIENT PRESENTATION	23.07.2021
B	PRELIMINARY CONSULTANT ISSUE	19.07.2021
A	PRELIMINARY CONSULTANT ISSUE	15.07.2021
rev. desc.		date

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project MIDLANDS ANGLICAN PARISH CENTRE

address 71-73 HIGH STREET CAMPBELL TOWN, TAS 7210

code 2014MPAR

drawing SITE PLAN - PROPOSED

scale 1: 500 @ A3

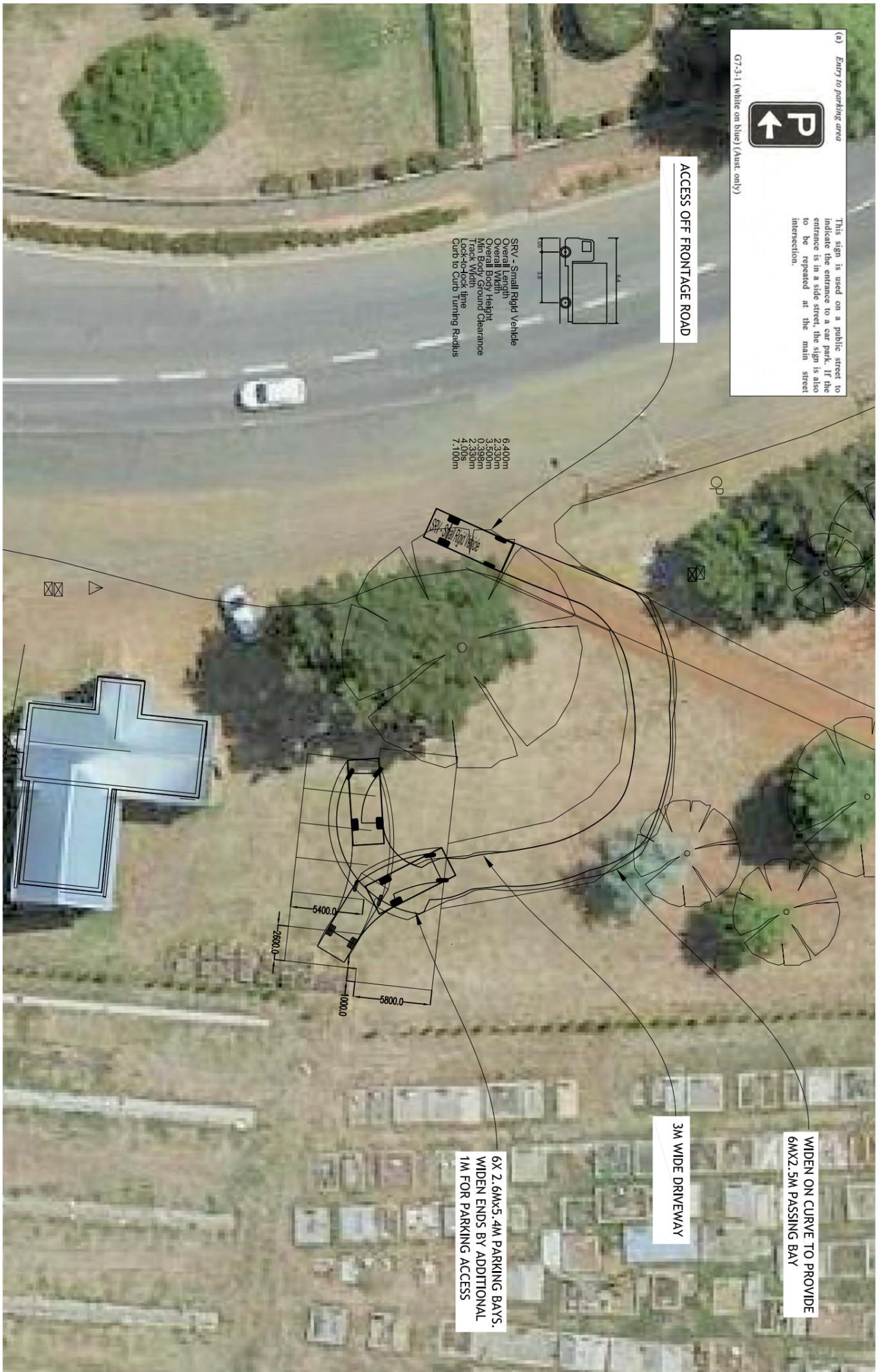
number **A1.03** c



Howarth Fisher and Associates

Appendix B

AUTOTRACK PATHS/CAR PARK



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NO.	ISSUE DETAILS	BY	APPROVED	DATE
1	ISSUED FOR DEVELOPMENT APPLICATION	JSR	JF	23/08/2021

ALL DIMENSIONS IN MILLIMETERS UNLESS NOTED OTHERWISE (U.N.O)

MINIMUM TOLERANCES (U.N.O)
MACHINING ±0.3
FABRICATION ±1
ASSEMBLY ±1
ANALYSIS ±1

REMOVE BURRS, BREAK SHARP EDGES AND NON-FUNCTIONAL AREAS

UNSPECIFIED SURFACE FINISH 3/2

THIRD ANGLE PROJECTION

REMOVE BURRS, BREAK SHARP EDGES AND NON-FUNCTIONAL AREAS

UNSPECIFIED SURFACE FINISH 3/2

THIRD ANGLE PROJECTION

HOWARTH FISHER & ASSOCIATES
 PTY LTD
 ACN 119 043 951
STRUCTURAL, CIVIL & TRAFFIC ENGINEERS
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 FAX +61(3)82250618
 EMAIL info@howarthfisher.com

1PLUS2 ARCHITECTURE
 73 MIDLAND HWY, CAMPBELL TOWN
 PROPOSED DEVELOPMENT
 OP SHOP CAR PARK

APPROVED	DATE	DATE	DATE
NTS	NTS	NTS	NTS
DRAWN	JSR	REV. NO.	02
DESIGN	JF	PROJECT NUMBER	21J530
		DRAWING NUMBER	P2



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NO.	ISSUE DETAILS	BY	APPROVED	DATE
1	ISSUED FOR DEVELOPMENT APPLICATION	JSR	JF	04/08/2021

ALL DIMENSIONS IN MILLIMETERS UNLESS NOTED OTHERWISE (U.N.O)

MINIMUM TOLERANCES (U.N.O)	FABRICATING	ASSEMBLING	ANGULAR
+0.3	±1	±1	±1

REMOVE BURRS, BREAK SHARP EDGES IN NON-FUNCTIONAL AREAS

UNSPECIFIED SURFACE FINISH: 3/2

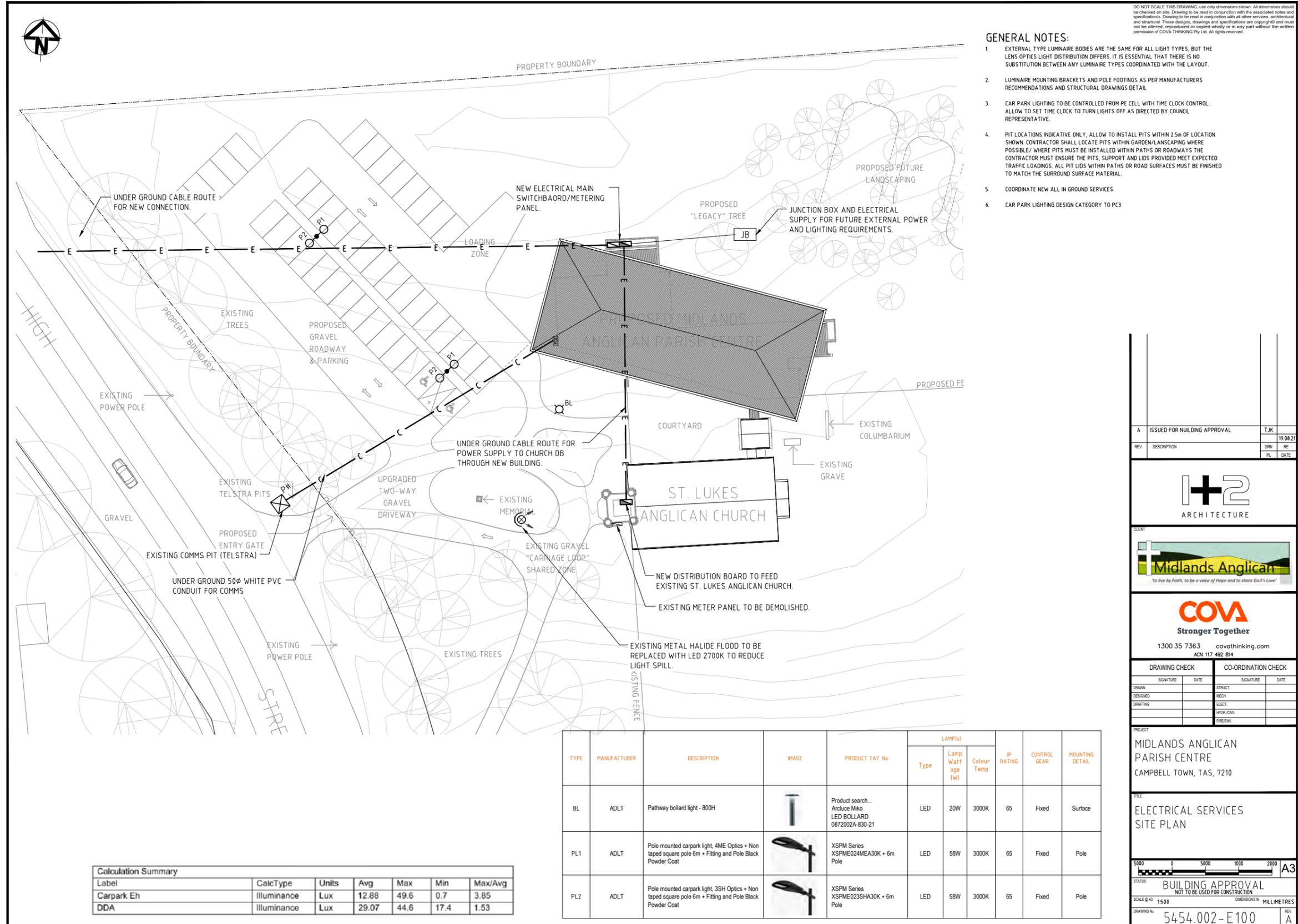
THIRD ANGLE PROJECTION



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14PLUS2 ARCHITECTURE
 73 MIDLAND HWY, CAMPBELL TOWN
PROPOSED DEVELOPMENT
 8.8 m TRUCK PATH

APPROVED	DATE	DATE	DATE
NTS	NTS	NTS	NTS
DRAWN	JSR	REV. NO.	01
DESIGN	JF	PROJECT NUMBER	20J530
		DRAWING NUMBER	P3



- GENERAL NOTES:**
- EXTERNAL TYPE LUMINAIRE BODIES ARE THE SAME FOR ALL LIGHT TYPES, BUT THE LENS OPTICS LIGHT DISTRIBUTION DIFFERS. IT IS ESSENTIAL THAT THERE IS NO SUBSTITUTION BETWEEN ANY LUMINAIRE TYPES COORDINATED WITH THE LAYOUT.
 - LUMINAIRE MOUNTING BRACKETS AND POLE FOOTINGS AS PER MANUFACTURERS RECOMMENDATIONS AND STRUCTURAL DRAWINGS DETAIL.
 - CAR PARK LIGHTING TO BE CONTROLLED FROM PE CELL WITH TIME CLOCK CONTROL. ALLOW TO SET TIME CLOCK TO TURN LIGHTS OFF AS DIRECTED BY COUNCIL REPRESENTATIVE.
 - PIT LOCATIONS INDICATIVE ONLY, ALLOW TO INSTALL PITS WITHIN 2.5m OF LOCATION SHOWN. CONTRACTOR SHALL LOCATE PITS WITHIN GARDEN/LANDSCAPING WHERE POSSIBLE/ WHERE PITS MUST BE INSTALLED WITHIN PATHS OR ROADWAYS THE CONTRACTOR MUST ENSURE THE PITS, SUPPORT AND LIDS PROVIDED MEET EXPECTED TRAFFIC LOADINGS. ALL PIT LIDS WITHIN PATHS OR ROAD SURFACES MUST BE FINISHED TO MATCH THE SURROUND SURFACE MATERIAL.
 - COORDINATE NEW ALL IN GROUND SERVICES.
 - CAR PARK LIGHTING DESIGN CATEGORY TO PC3

DO NOT SCALE THIS DRAWING. Use only dimensions shown. All dimensions should be checked on site. Drawing to be read in conjunction with the associated notes and specifications. Drawing to be read in conjunction with all other services, architectural and structural. These designs, drawings and specifications are copyright and must not be altered, reproduced or copied wholly or in any part without the written permission of COVA THINKING Pty Ltd. All rights reserved.

A	ISSUED FOR BUILDING APPROVAL	TJK	19.08.21
REV.	DESCRIPTION	DRN	RE DATE
		PL	

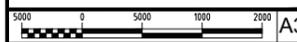


1300 35 7363 covathinking.com
ACN 117 492 814

DRAWING CHECK		CO-ORDINATION CHECK	
SIGNATURE	DATE	SIGNATURE	DATE
DESIGNED		STRUCT	
DRAFTING		MEDIA	
		ELECT	
		HYDRAUL	
		PREVIEW	

PROJECT
MIDLANDS ANGLICAN PARISH CENTRE
CAMPBELL TOWN, TAS, 7210

FILE
ELECTRICAL SERVICES
SITE PLAN



STATUS: BUILDING APPROVAL
NOT TO BE USED FOR CONSTRUCTION

SCALE @ A3: 1500 DIMENSIONS IN MILLIMETRES
DRAWING No: 5454.002-E100 REV: A

Label	CalcType	Units	Avg	Max	Min	Max/Avg
Carpark Eh	Illuminance	Lux	12.88	49.6	0.7	3.85
DDA	Illuminance	Lux	29.07	44.6	17.4	1.53

TYPE	MANUFACTURER	DESCRIPTION	IMAGE	PRODUCT CAT No.	LAMP(s)			IP RATING	CONTROL GEAR	MOUNTING DETAIL
					Type	Lamp Watt age (W)	Colour Temp			
BL	ADLT	Pathway bollard light - 800H		Product search... Arluxo Mikro LED BOLLARD 0872002A-830-21	LED	20W	3000K	65	Fixed	Surface
PL1	ADLT	Pole mounted carpark light, 4ME Optics + Non tapered square pole 6m + Fitting and Pole Black Powder Coat		XSPM Series XSPME024MEA30K + 6m Pole	LED	58W	3000K	65	Fixed	Pole
PL2	ADLT	Pole mounted carpark light, 3SH Optics + Non tapered square pole 6m + Fitting and Pole Black Powder Coat		XSPM Series XSPME023SHA30K + 6m Pole	LED	58W	3000K	65	Fixed	Pole

Our ref: PLN-21-0229

21 September 2021

Fred Ward
27-29 Melville St
HOBART TAS 7000
By email: mail@1plus2architecture.com



Dear Mr Ward

**Planning Application PLN-21-0229- Additional Information Required
71-73 High Street, Campbell Town**

Thank you for your application, which has been reviewed by Council's planners.

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

- The location, capacity and connection points of existing and proposed water, sewer and stormwater services.

This information is required under section 54 of the *Land Use Planning and Approvals Act 1993*. In accordance with section 54 (2) of the Act, the statutory period for determining the application will not recommence until the requested information has been satisfactorily supplied.

Please send any emails to planning@nmc.tas.gov.au including the reference **PLN-21-0229**.

If you have any questions, please contact me on 6397 7301, or e-mail planning@nmc.tas.gov.au

Yours sincerely

A handwritten signature in black ink that reads "P. Godier".

Paul Godier
Senior Planner

HYDRAULIC SERVICES DRAWINGS
 MIDLANDS ANGLICAN PARISH
 71 - 73 HIGH STREET
 CAMPBELL TOWN TAS 7210

H0.01	INDEX	A	22/09/2021
H0.02	HYDRAULIC NOTES	A	22/09/2021
H0.03	WORKPLACE HEALTH & SAFETY NOTES	A	22/09/2021
H1.01	SITE SERVICES PLAN - 1	A	22/09/2021
H1.02	SITE SERVICES PLAN - 2	A	22/09/2021

			DRAWN: SL			CLIENT: MIDLANDS ANGLICAN PARISH	PROJECT: MIDLANDS ANGLICAN PARISH CENTRE	SHEET: INDEX		
			CHECKED: TW			ADDRESS: 71 - 73 HIGH STREET CAMPBELL TOWN TAS 7210	ISSUE: PRELIMINARY	SCALE:	TOTAL SHEETS: 5	SIZE: A3
			DESIGN: SL							
			DESIGN CHECK: TW							
A	DEVELOPMENT APPROVAL	22/09/2021	CERTIFIER:				PROJECT No. 21E29-9	SHEET No. H0.01	REV No. A	
REV.	DESCRIPTION	DATE	APPROVAL							

HYDRAULIC SERVICES - GENERAL NOTES

GENERAL NOTES:

- THESE DRAWING ARE TO BE READ IN CONJUNCTION WITH ARCHITECTURAL DRAWINGS, PROJECT CONTRACT AND SPECIFICATIONS. STANDARDS REFERENCES ARE THE MOST RECENT VERSION.
- SEWER, STORMWATER AND WATER SERVICES SHALL BE IN ACCORDANCE WITH THE NCC VOL 3 (PCA), AS3500, WSAA CODES, TASWATER AND TO LOCAL AUTHORITY APPROVAL.
- IT IS ASSUMED THAT ADJACENT TO THE DEVELOPMENT SITE IS ADEQUATE INFRASTRUCTURE PROVIDED BY THE LOCAL AUTHORITY AND OTHER STATUTORY AUTHORITIES TO SUPPLY ROAD ACCESS, WATER AND POWER AS REQUIRED BY THIS DESIGN; AND THERE IS ADEQUATE INFRASTRUCTURE OR ENVIRONMENTAL CAPACITY TO RECEIVE STORMWATER AND SEWERAGE DRAINAGE. PARTICULAR ASSUMPTIONS ARE DESCRIBED IN THE FOLLOWING SECTIONS.
- THE LOCATION OF EXISTING SERVICES AND CONNECTION POINTS WHERE SHOWN ON PLANS ARE APPROXIMATE ONLY AND SHALL BE CONFIRMED ON SITE.
- FOLLOWING AGREEMENT WITH THE SUPERINTENDANT, TERMINATE AND ABANDON REDUNDANT EXISTING SERVICES DISCOVERED DURING CONSTRUCTION AND MAKE A NOTE ON AS-CONSTRUCTED DRAWING.
- LOCATE ALL EXISTING GAS, ELECTRICAL, TELECOMMUNICATIONS, WATER MAINS, SEWER MAINS AND STORMWATER MAINS ETC. PRIOR TO THE COMMENCEMENT OF CONSTRUCTION AND ADVISE THE SUPERINTENDANT OF ANYTHING THAT APPEARS NOT TO BE CONSIDERED IN THE DESIGN.
- CONFIRM ALL LEVELS ON SITE PRIOR TO THE COMMENCEMENT OF WORKS.
- HYDRAULIC LAYOUT TO BE COORDINATED WITH OTHER SERVICES. HYDRAULIC LAYOUT AS SHOWN IS NOTIONAL, LAYOUT TO BE CONFIRMED ON SITE.
- THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT A VALID BUILDING AND PLUMBING PERMIT AND START WORKS NOTICE IS IN PLACE FOR THE WORK AND THAT THE BUILDING SURVEYOR IS NOTIFIED OF ALL SITE INSPECTION REQUESTS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGES CAUSED BY HIS SUB-CONTRACTORS, ANY SERVICE DAMAGED IS TO BE REINSTATED IMMEDIATELY.
- ON COMPLETION OF WORKS PROVIDE THREE SETS OF AS-CONSTRUCTED DRAWINGS AND SERVICE MANUALS ALONG WITH ELECTRONIC DRAWING FILES IN PDF AND DWG FORMATS SUITABLE FOR READING WITH A RECENT VERSION OF ADOBE/AUTOCAD TO THE SUPERINTENDANT.
- THE CONTRACTOR IS RESPONSIBLE FOR ORGANISING ALL SITE INSPECTIONS AND OBSERVING ALL HOLD POINTS NOMINATED WITHIN THE CONTRACT, BY THE BUILDING SURVEYOR OR PLUMBING SURVEYOR.
- NOMINAL DIAMETERS FOR PIPES (DN) REFER TO THE INSIDE DIAMETER (ID BORE)
- CONCEAL ALL PIPEWORK IN CEILING SPACE, DUCTS, CAVITIES, WALL CHASES, CUPBOARDS ETC. UNLESS OTHERWISE APPROVED.
- THE CONTRACTOR SHALL ALLOW TO COORDINATE WITH MECHANICAL AND REFRIDGERATION SERVICES AND PROVIDE TUNDISHES CONNECTED TO SEWER OR STORMWATER AS APPROPRIATE TO ALL CONDENSATE DRAINAGE AND RELIEF VALVES. ALLOW TO PROVIDE AND INSTALL MAG-IN-WALL TUNDISHES WITH STAINLESS STEEL COVER WINDOW (SUPPLIED BY MA GRIFFITH) OR EQUAL APPROVED TYPE.
- TRENCHING FOR FLEXIBLE PIPEWORK SHALL BE IN ACCORDANCE WITH AS2566 AND AS3500.
- ALL PIPEWORK UNDER TRAFFICABLE AREAS, SLABS OR PAVEMENTS IS TO BE FULLY BACKFILLED WITH COMPACTED FCR.

STORMWATER NOTES:

- STORMWATER PIPE INFRASTRUCTURE HAS BEEN DESIGNED TO CONVEY A 20 YEAR ANNUAL EXCEEDANCE POSSIBILITY (5% AEP) AT A 5 MINUTE STORM DURATION, WITH OVERLAND FLOW PATHS PROVIDED FOR 1:100 YEAR ANNUAL EXCEEDANCE PROBABILITY (1% AEP). IT IS ASSUMED THAT THE DOWNSTREAM INFRASTRUCTURE AND/OR ENVIRONMENT CAN SAFELY RECEIVE THE 5% AEP EVENT WITH A 5 MINUTE STORM DURATION.
- ALL MATERIALS AND WORK IS TO BE CARRIED OUT IN ACCORDANCE WITH AS3500, NCC VOL 3 (PCA), COUNCIL STANDARD DRAWINGS AND SPECIFICATION AND TO THE SATISFACTION OF COUNCIL'S DEVELOPMENT ENGINEER.
- ALL PIPEWORK SHALL BE MINIMUM DN100 DWV SN6 AT 1:100 GRADE (1.00%) UNLESS NOMINATED OTHERWISE ON PLANS
- MINIMUM GRADE OF PAVED AREAS AND PIPEWORK SHALL BE 1 IN 100 UNLESS NOTED OTHERWISE.
- INSTALL ALL AG DRAINS TO THE REQUIREMENTS OF AS3500 AND THE NCC
- PROVIDE INSPECTION OPENINGS TO ALL DRAINAGE PIPEWORK IN ACCORDANCE WITH AS3500 REQUIREMENTS EVEN IF NOT SHOWN IN DRAWINGS.
- PIPE AND CHANNEL INFRASTRUCTURE HAS BEEN DESIGNED TO CONVEY 20 YEAR ANNUAL EXCEEDANCE POSSIBILITY (5% AEP) STORMS, WITH OVERLAND FLOW PATHS PROVIDED FOR 1% AEP STORMS. IT IS ASSUMED THAT WATER FLOWING ONTO THE DEVELOPMENT SITE IS CONTAINED WITHIN LOCAL AUTHORITY INFRASTRUCTURE FOR 5% AEP STORMS AND THE ROAD RESERVE FOR 1% AEP STORMS.
- ALL MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE LOCAL AUTHORITY'S BY-LAWS AND AS/NZS3500.
- STORMWATER TRENCHES, PIPE BEDDING AND BACK FILLING TO COMPLY WITH THE CONCRETE PIPE ASSOCIATION OF AUSTRALIA INSTALLATION REQUIREMENTS FOR TYPE HS2 SUPPORT.
- BELOW GROUND PIPEWORK AND FITTINGS TO BE DWV SN6. JOINTS SHALL BE OF SOLVENT CEMENT TYPE OR FLEXIBLE JOINTS MADE WITH APPROVED RUBBER RINGS.
- PIPEWORK SHALL BE LAID IN POSITION AND AT THE GRADES SHOWN.
- MINIMUM GRADE OF PIPEWORK SHALL BE 1 IN 100 UNLESS NOTED OTHERWISE (U.N.O.).
- MINIMUM SIZE OF PIPEWORK SHALL BE DN100.
- SURFACE WATER DRAINS, CATCHPITS/GRATED PITS, AND JUNCTION BOXES SHALL BE CONSTRUCTED AS DETAILED OR AS SPECIFIED BY THE MANUFACTURER.
- ALL MANHOLES TO BE LOCATED CLEAR OF FUTURE FENCELINES.

SEWER NOTES:

- ALL MATERIALS AND WORK IS TO BE CARRIED OUT IN ACCORDANCE WITH AS3500, NCC VOL 3 (PCA), TASMANIAN APPENDIX OF THE NCC VOL 3 (PCA), COUNCIL STANDARD DRAWINGS AND SPECIFICATION AND TO THE SATISFACTION OF COUNCIL'S DEVELOPMENT ENGINEER.
- CONFIRM THE LOCATION AND LEVEL OF THE NOMINATED OUTLET PRIOR TO TRENCH EXCAVATION OR LAYING OF ANY DRAINS. ASCERTAIN FROM TASWATER ALL NECESSARY CONNECTION REQUIREMENTS AND INSTALL ALL WORK FOR CONNECTION IN ACCORDANCE WITH THESE REQUIREMENTS.
- SEWER TRENCHES, PIPE BEDDING AND BACK FILLING TO COMPLY WITH AS2566 & AS3500.2
- ALL PIPEWORK SHALL BE ADEQUATELY SUPPORTED TO AS3500.
- PIPEWORK SHALL BE CONSTRUCTED OF DWV SN6 U.N.O. PIPEWORK RECEIVING HOT DISCHARGES SHALL BE CONSTRUCTED OF HIGH DENSITY POLYETHYLENE (HDPE) OR COPPER TYPE 'B'.
- PIPEWORK SHALL HAVE BE MINIMUM CLASS SN6 UNLESS NOMINATED OTHERWISE ON PLANS.
- PIPEWORK SHALL BE PRESSURE TESTED PROGRESSIVELY TO ENSURE NO LEAKS.
- ALL PIPEWORK SHALL BE CONCEALED IN WALLS, VOID SPACE OR DUCTS UNLESS NOTED OTHERWISE.
- MINIMUM GRADE OF PIPEWORK SHALL BE 1:40 FOR BRANCHES AND 1 IN 60 FOR DRAINS UNLESS NOTED OTHERWISE.
- MINIMUM SIZE OF BRANCH DN65 AND MINIMUM SIZE OF DRAINS SHALL BE DN100.
- WHERE FLOOR WASTE GULLIES ARE INDICATED, THE FLOORS SHALL BE GRADED TOWARDS THE OUTLET. FLOOR WASTE GULLIES CONNECTED TO LAUNDRY FIXTURES SHALL BE ANTI-FOAM TYPE.
- ALL FITTINGS TO BE ISOLATED BY AN APPROVED TRAP PRIOR TO CONNECTION TO THE SEWER LINE.
- PROVIDE AIR ADMITTANCE VALVES AND ATMOSPHERIC VENTS IN ACCORDANCE WITH AS3500 REQUIREMENTS.
- INSPECTION OPENINGS SHALL BE PROVIDED IN ACCORDANCE WITH AS3500.
- ONE OVERFLOW RELIEF GULLY SHALL BE PROVIDED FOR THE SITE WHICH SHALL BE PRIMED BY AN EXTERNAL WATER SOURCE.
- WHERE PIPEWORK PENETRATES FIRE RATED WALLS OR FLOORS, A FIRE STOP COLLAR SHALL BE INSTALLED. ALL WORK SHALL BE STRICTLY INSTALLED TO THE MANUFACTURER'S RECOMMENDATIONS. NO SEWER CONNECTIONS SHALL BE MADE WITHIN RESTRICTED ZONES OF STACKS AS PER AS3500. INSTALL LONG RADIUS BENDS AT THE BASE OF ALL STACKS AS PER AS3500 AND INCLUDE ALL BRACKETS AND SUPPORTS.

WATER NOTES:

- WATER SERVICES TO BE CONSTRUCTED IN ACCORDANCE WITH AS3500 PARTS 1 AND 4 AND TO THE SATISFACTION OF COUNCILS (OR TAS WATER FOR EXTERNAL) DEVELOPMENT ENGINEER
- ALL CONNECTIONS TO EXISTING MAINS TO BE CARRIED OUT BY TASWATER AT CONTRACTORS COST UNLESS NOMINATED OTHERWISE ON PLANS.
- GENERAL MATERIALS, INSTALLATION & TESTING SHALL COMPLY WITH AS3500 PARTS 1 AND 4.
- ALL COPPER PIPEWORK SHALL BE HARD DRAWN TUBING TYPE 'B' CONFORMING TO AS 1432.
- AS AN ALTERNATIVE TO SILVER SOLDERED JOINTS, PRESS FITTED JOINTS MAY BE USED. ALLOW TO USE THE VIEGA PROGRESS SYSTEM WITH INSTALLATION IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS AND SPECIFICATIONS.
- ALL PIPEWORK SHALL BE CONCEALED WHERE POSSIBLE. WHERE PIPEWORK IS EXPOSED IT SHALL BE CHROME PLATED.
- WHERE PIPEWORK IS IN CONTACT WITH DISSIMILAR METALS, THE METALS SHALL BE INSULATED AGAINST BI-METAL CORROSION
- MINIMUM COVER TO BE 750mm UNDER TRAFFICABLE AREAS; 600mm ELSEWHERE UNLESS NOMINATED OTHERWISE ON PLANS.
- PROVIDE STOP VALVES AT ALL BRANCH OFFTAKES.
- ALL TRENCHES UNDER TRAFFICABLE AREAS, INCLUDING DRIVEWAYS, TO BE BACKFILLED WITH COMPACTED FCR.
- ELECTROMAGNETIC TRACKING TAPE TO BE PLACED OVER ALL TRENCHES CONTAINING WATER PIPES 50mm OR GREATER ABOVE HAUNCHING.
- ALL ISOLATION VALVES SHALL BE POSITIONED IN APPROVED ACCESSIBLE LOCATIONS. VALVES LOCATED IN DUCTS OR WALLS SHALL BE POSITIONED BEHIND APPROVED TYPE ACCESS COVERS.
- ALL SCREWED STOP VALVES SHALL HAVE UNION COUPLINGS AND BE ACCESSIBLE. GROUP VALVES WHEREVER POSSIBLE.
- ALL COPPER PIPEWORK SHALL BE HARD DRAWN TUBING TYPE 'B' CONFORMING TO AS 1432.
- ALL POLYETHYLENE PIPEWORK SHALL BE PN16 PE100 CONFORMING TO AS 4130.
- THRUST BLOCKS SHALL BE INSTALLED AS REQUIRED BY WSAA AND AS3500.
- HOT WATER TO BE STORED AT MINIMUM 60°C WITH TEMPERING DEVICE INSTALLED TO LIMIT OUTLET TEMPERATURE TO 50°C TO ABLUTION AREAS, 60°C TO KITCHEN SINK, CLEANERS SINK AND LAUNDRY TROUGH AND TEMPERED TO 45°C WITH THERMOSTATIC MIXING VALVES IN DISABLED, CHILD CARE AND AGED CARE FACILITIES
- TEMPERED, COLD WATER, HOT WATER PIPEWORK AND VALVES SHALL BE LAGGED AS PER AS/NZS 3500.4:2018 SECTION 8 FOR CLIMATE REGION B. HOT WATER CIRCULATING LINE TO BE LAGGED WITH SECTIONAL ROCKWOOL WITH FOIL OUTER COVER. EXTERNAL LAGGING TO BE UV PROTECTED, AND LAGGING EXPOSED TO MOISTURE NEEDS TO BE MOISTURE PROTECTED. SOLAR FLOW AND RETURN LAGGING SHOULD BE RATED FOR TEMPERATURES UP TO 150°C, OTHER LAGGING RATED TO 105°C. ALL LAGGING SHOULD BE FIRE RATED TO NCC REQUIREMENTS. PVC FREE, ZERO OZONE DEPLETING POTENTIAL, LOW VOLATILE ORGANIC COMPOUNDS.
- ONE PRESSURE RELIEF VALVE SET TO 500 KPA SHALL BE PROVIDED TO ALL WATER PIPES AT THE POINT OF ENTRY INTO A BUILDING
- HOSE BIB COCKS SHALL BE 600mm ABOVE FINISHED SURFACE LEVEL AND SHALL BE 20mm IN SIZE, U.N.O., AND FITTED WITH APPROVED VACUUM BREAKERS. THE PLUMBER SHALL ARRANGE FOR ALL INSPECTIONS AND TESTING OF SERVICES REQUIRED BY THE LOCAL AUTHORITY PRIOR TO CONCEALMENT. PRESSURE TEST HOT AND COLD WATER SERVICES TO 1.5 TIMES NORMAL WORKING PRESSURE AND FIRE SERVICES TO 1700 KPA MINIMUM PRESSURE PRIOR TO CONNECTION TO EXISTING SERVICES. PUMP EQUIPMENT SHALL BE REMOVED WHILST TESTING IS CARRIED OUT.
- ALL TEMPERING AND THERMOSTATIC MIXING VALVES SHALL BE EASILY LOCATED FOR SAFE OH&S ACCESS.
- FOLLOWING COMPLETION OF THE WORKS, FLUSH ALL PIPING SYSTEMS AND LEAVE FREE OF FOREIGN MATTER, CLEAN OUT AERATORS, STRAINERS, FILTERS, ETC., FLOW AND PRESSURE TEST ALL HYDRANTS AND HOSE REELS.

BUILDING HYDRAULICS:

- ALL MATERIALS AND WORKMANSHIP TO BE DONE IN ACCORDANCE WITH AS3500, NCC VOL 3 (PCA), TASMANIAN APPENDIX OF THE NCC VOL 3 (PCA) AND LOCAL AUTHORITY REQUIREMENTS.
- ALL DRAINAGE PIPEWORK SHALL BE DWV CLASS SN6 U.N.O., ALL WASTE AND VENT SHALL BE DWV CLASS PIPE.
- DURING CONSTRUCTION TEMPORARILY SEAL ALL OPEN ENDS OF PIPES AND VALVES TO PREVENT ENTRY OF FOREIGN MATTER. DO NOT USE RAGS, PAPER OR WOODEN PLUGS.
- SUPPLY AND INSTALL ALL FIXTURES, VALVES, TAPWARE AND SUNDRY ITEMS AS SCHEDULED WITHIN THE SPECIFICATION.
- PROVIDE FIRE STOPS AS REQUIRED.
- CONTRACT DRAWINGS ARE DIAGRAMMATIC AND AS SUCH SHOW THE INTENT OF DESIGN. INSTALLATION TO BE AS PER AS/NZS3500. ALLOW FOR ALL BENDS, OFFSETS AND OTHER MEASURES AS NECESSARY TO AVOID INTERFERENCE WITH THE STRUCTURE AND/OR OTHER BUILDING SERVICES.
- REFER TO ARCHITECTS DEMOLITION PLAN FOR REMOVAL OF EXISTING FIXTURES AND FITTINGS. THE REMOVAL OF EXISTING PLUMBING FIXTURES SHALL INCLUDE ALL ASSOCIATED WASTE AND VENT PIPES, FLOOR DRAINS, WATER SERVICE PIPEWORK BRACKETS, SUPPORTS, ETC AND SEAL OFF EXISTING SERVICES. SEAL OFF AND MAKE GOOD ALL FLOOR, WALL AND ROOF PENETRATIONS.
- THE LOCATION OF EXISTING SERVICES WHERE SHOWN ARE APPROXIMATE ONLY AND SHALL BE CONFIRMED ON SITE. WHERE POSSIBLE, DETERMINE LOCATION OF EXISTING POWER, TELSTRA, WATER AND DRAINAGE SERVICES PRIOR TO COMMENCING NEW WORK.
- ALL PENETRATIONS THROUGH EXISTING SUSPENDED FLOOR SLABS SHALL BE DRILLED TO LOCATIONS APPROVED BY THE STRUCTURAL ENGINEER. DRILL PILOT HOLE PRIOR TO CORE DRILLING TO ENSURE CLEARANCE OF BEAMS AND OTHER SERVICES IN SLAB. ALL PENETRATIONS SHALL BE CORE DRILLED TO SUIT PIPE SIZE. ALLOWANCE FOR 10 MM CLEARANCES SHALL BE MADE FOR FIRE PROOFING.
- REFER TO ARCHITECTURAL DRAWINGS FOR LOCATION OF FIRE AND SMOKE STOP WALLS. ALL PIPE PENETRATIONS SHALL BE SEALED WITH TWO HOUR FIRE STOP SEALANT. INSTALL FIRE STOP COLLARS TO PVC-U OR DWV PIPEWORK PASSING THROUGH FLOORS AND FIRE WALLS IN ACCORDANCE WITH THE MANUFACTURERS WRITTEN INSTRUCTIONS.
- PROVIDE SERVICE IDENTIFICATION AND DIRECTION OF FLOW MARKERS TO PIPEWORK IN ACCORDANCE WITH AS1345.
- MAKE GOOD ALL DISTURBED SURFACES TO MATCH EXISTING.
- MAINTAIN SERVICES TO EXISTING FIXTURES AT ALL TIMES. WHERE CHANGEVER IS REQUIRED, LIAISE WITH THE ARCHITECT PRIOR TO THE SHUTTING DOWN OF ANY SERVICE.
- CONTRACTOR TO PROVIDE ALL DOCUMENTS, APPROVALS, CERTIFICATES, WARRANTIES, LOG BOOKS, ETC. UPON COMPLETION OF WORKS TO THE ARCHITECT. ALL FEES AND INSPECTIONS TO BE INCLUDED AND ARRANGED BY THE CONTRACTOR.
- REFER TO THE ARCHITECTS DRAWINGS FOR SANITARY FIXTURE AND TAP SELECTIONS. SUPPLY AND FIX ACCESSORIES NECESSARY FOR THE CORRECT INSTALLATION OF THE FIXTURES AND EQUIPMENT.

TRADE WASTE:

- ALL TASWATER TRADE WASTE INSTALLATIONS FOR COMMERCIAL KITCHENS SHALL HAVE NON BYPASSABLE DRY BASKET ARRESTORS FITTED TO ALL SINKS & FLOOR WASTES.
- DEPARTMENT OF EDUCATION KIOSKS AND HOME ECONOMICS CLASROOMS SHALL HAVE NON BYPASSABLE DRY BASKET ARRESTORS FITTED TO ALL SINKS & FLOOR WASTES. ALL SINKS IN GENERAL LEARNING CLASSROOMS SHALL BE FITTED WITH NON BYPASSABLE DRY BASKET ARRESTORS.
- ALL TRADE WASTE INSTALLATIONS SHALL BE INSTALLED TO ADHERE TO THE NCC VOL 3 (PCA) TASMANIAN APPENDIX AND TASWATER'S TRADE WASTE GUIDELINES

TASWATER NOTES:

- ALL WORKS OUTSIDE OF THE PROPERTY BOUNDARY WILL BECOME TASWATER ASSETS.
- ENSURE ALL WORKS ARE INSTALLED IN ACCORDANCE WITH THE APPROVED DRAWINGS AND SPECIFICATIONS NOTED WITHIN THE DRAWINGS AND ISSUED PERMITS
- ALLOW TO ORGANISE ALL APPLICATIONS TO UNDERTAKE TASWATER WORKS AS NOTED IN THE APPROVAL DOCUMENTS AND UNDERTAKE ALL REQUIRED INSPECTIONS DURING CONSTRUCTION.
- ALL WORKS ASSOCIATED WITH PUBLIC SEWER AND WATER IS TO BE CARRIED OUT IN ACCORDANCE WITH THE WSA PARTS 02 & 03 (WATER AND SEWERAGE CODES OF AUSTRALIA) AND TO THE SATISFACTION OF TASWATER.
- ALL CONNECTIONS TO EXISTING MAINS TO BE CARRIED OUT BY THE REGULATING AUTHORITY AT COST TO BUILDER UNLESS APPROVED OTHERWISE.

			DRAWN: SL		CLIENT: MIDLANDS ANGLICAN PARISH	PROJECT: MIDLANDS ANGLICAN PARISH CENTRE	SHEET: HYDRAULIC NOTES		
			CHECKED: TW		ADDRESS: 71 - 73 HIGH STREET CAMPBELL TOWN TAS 7210	ISSUE: PRELIMINARY	SCALE:	TOTAL SHEETS: 5	SIZE: A3
			DESIGN: SL						
			DESIGN CHECK: TW						
A	DEVELOPMENT APPROVAL	22/09/2021	CERTIFIER:			PROJECT No. 21E29-9	SHEET No. H0.02	REV No. A	
REV.	DESCRIPTION	DATE	APPROVAL						

WORKPLACE HEALTH AND SAFETY NOTES

GENERAL

- THE FOLLOWING RISK MITIGATION NOTES HAVE BEEN PREPARED TO ADVISE THE PERSON CONDUCTING A BUSINESS OR UNDERTAKING (PBU) ON THE HEALTH AND SAFETY ASPECTS OF THE DESIGN IN ACCORDANCE WITH THE WORK HEALTH AND SAFETY ACT 2011 AND ARE PERTINENT TO ANY TIME WHEN THE BUILDING OPERATES AS A WORKPLACE.
- THESE NOTES MAY NOT NECESSARILY ACCOUNT FOR ALL CONSTRUCTION, OPERATION, MAINTENANCE AND DEMOLITION PRACTICES AND SAFETY RISKS. INCLUSION OR EXCLUSION OF ANY ITEM DOES NOT ABSOLVE THE OWNER, CONTRACTOR, USER, MAINTAINER OR DEMOLISHER OF THEIR OBLIGATIONS TO UNDERTAKE APPROPRIATE RISK MANAGEMENT ACTIVITIES AND IT IS NOT AN ADMISSION THAT ANY ITEM BELOW IS THE RESPONSIBILITY OF ALDANMARK.
- ADDITIONAL GUIDANCE ON WORKPLACE HEALTH AND SAFETY IS PROVIDED IN THE FOLLOWING CODES OF PRACTICE, WHICH THE CONTRACTOR IS TO COMPLY WITH AS APPLICABLE:
 - 'CONSTRUCTION WORK' (CP104);
 - 'HOW TO MANAGE WORK HEALTH AND SAFETY RISKS' (CP112);
 - 'MANAGING THE WORK ENVIRONMENT AND FACILITIES' (CP124);
 - 'SAFE DESIGN OF STRUCTURES' (CP127).
- WHERE ADDITIONAL AND UPDATED CODES OF PRACTICE AND OTHER GUIDANCE MATERIALS FOR THE MINIMISATION OF RISKS TO WORKPLACE HEALTH AND SAFETY ARE MADE AVAILABLE PERIODICALLY FROM WORKSAFE TASMANIA AT WWW.WORKSAFE.TAS.GOV.AU AND SAFE WORK AUSTRALIA AT WWW.SAFEWORKEAUSTRALIA.GOV.AU AND SHOULD BE CONSULTED PRIOR TO WORKS COMMENCING ONSITE.
- WHERE APPLICABLE, THE SPECIFIC RISKS ASSOCIATED WITH THIS PROJECT HAVE BEEN ASSESSED AND ARE SUMMARISED IN THE ATTACHED RISK ASSESSMENT / HAZARD IDENTIFICATION REPORT.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO IDENTIFY ALL ASSOCIATED RISKS OF THE CONSTRUCTION PROCESS AND TO PREPARE ADEQUATE SAFE WORK METHOD STATEMENTS AND JOB SAFETY ANALYSIS.
- TEMPORARY STRUCTURES AND CONTRACTOR ERECTION PROCEDURES ARE ONLY INDICATED WHERE ESSENTIAL TO THE EXECUTION OF THE DESIGN AS INTENDED IN THE DOCUMENTS PROVIDED. DETAILED PROCEDURES MUST BE SOUGHT PRIOR TO WORKS COMMENCING. FOR ALL ASSOCIATED TEMPORARY STRUCTURE OR ERECTION DESIGN AND CERTIFICATION THE CONTRACTOR IS TO ENGAGE A THIRD PARTY TO ASSIST, CERTIFY AND OVERSEE THE ERECTION OF THE WORKS.

SITE

RUPTURE OF SERVICES DURING EXCAVATION FOR OTHER ACTIVITY CREATES A VARIETY OF RISKS INCLUDING RELEASE OF HAZARDOUS MATERIAL. EXISTING SERVICES MAY BE LOCATED ON OR AROUND THE BUILDING SITE. WHERE KNOWN, THESE ARE IDENTIFIED ON THE DRAWINGS; HOWEVER THE EXACT LOCATION AND EXTENT OF SERVICES MAY VARY FROM THAT INDICATED. SERVICES SHOULD BE LOCATED USING AN APPROPRIATE SERVICE, APPROPRIATE EXCAVATION PRACTICE, SHOULD BE USED AND, WHERE NECESSARY, SPECIALIST CONTRACTORS SHOULD BE ENGAGED.

SITE ACCESS / TRAFFIC MANAGEMENT:

- THE CONTRACTOR IS TO CONDUCT WORKS IN ACCORDANCE WITH THE CODE OF PRACTICE: 'TRAFFIC MANAGEMENT IN WORKPLACES' STANDARD CONTROL.
- ESPECIALLY FOR BUILDINGS ON A MAJOR, NARROW, OR STEEPLY INCLINED ROAD: PARKING OF VEHICLES OR LOADING / UNLOADING OF VEHICLES ON THE ROADWAY MAY CAUSE A TRAFFIC HAZARD. DURING CONSTRUCTION, MAINTENANCE OR DEMOLITION OF THE BUILDING, DESIGNATED PARKING FOR WORKERS AND LOADING AREAS SHOULD BE PROVIDED. FOR ALL BUILDINGS: A TRAFFIC MANAGEMENT PLAN SUPERVISED BY TRAINED TRAFFIC MANAGEMENT PERSONNEL SHOULD BE IMPLEMENTED FOR THE WORK SITE.
- PUBLIC ACCESS TO CONSTRUCTION AND DEMOLITION SITES AND TO AREAS UNDER MAINTENANCE CAUSES RISK TO WORKERS AND THE PUBLIC. WARNING SIGNS AND SECURE BARRIERS TO UNAUTHORISED ACCESS SHOULD BE PROVIDED. WHERE ELECTRICAL INSTALLATIONS, EXCAVATIONS, PLANT OR LOOSE MATERIALS ARE PRESENT, THEY SHOULD BE SECURED WHEN NOT FULLY SUPERVISED.
- BUILDING OWNERS AND OCCUPIERS SHOULD MONITOR THE PEDESTRIAN ACCESS WAYS AND, IN PARTICULAR, ACCESS TO AREAS WHERE MAINTENANCE IS ROUTINELY CARRIED OUT, TO ENSURE THAT SURFACES HAVE NOT MOVED OR CRACKED SUCH THAT THEY BECOME UNEVEN AND PRESENT A TRIP HAZARD. SPILLS, LOOSE MATERIAL, STRAY OBJECTS OR ANY OTHER MATTER THAT MAY CAUSE A SLIP OR TRIP HAZARD SHOULD BE CLEANED OR REMOVED FROM ACCESS WAYS.
- CONTRACTORS SHOULD BE REQUIRED TO MAINTAIN A TIDY WORK SITE DURING CONSTRUCTION, MAINTENANCE OR DEMOLITION TO REDUCE RISK OF TRIPS AND FALLS IN THE WORKPLACE. MATERIALS FOR CONSTRUCTION OR MAINTENANCE SHOULD BE STORED IN DESIGNATED AREAS AWAY FROM ACCESS WAYS AND WORK AREAS.
- CONSTRUCTION OF BUILDING ELEMENTS THAT ARE NECESSARY TO CONTRIBUTE TO SAFE ACCESS TO THE BUILDING, SUCH AS HANDRAILS, SCAFFOLDING, ACCESS STAIRS, FALL ARREST SYSTEMS ETC., MUST TAKE PLACE PRIOR TO PROGRESSING WITH ANY OTHER WORKS FOR WHICH THOSE ELEMENTS WILL BE REQUIRED.

WATER:

- IF THE BUILDING SITE IS ADJACENT TO ANY BODY OF WATER ADEQUATE PROTECTION AND ACCESS PREVENTION SHALL BE PROVIDED. THE CONTRACTOR IS TO PREPARE A SAFE WORK METHOD STATEMENT FOR ANY WORKS REQUIRED TO BE UNDERTAKEN OVER WATER.

LIGHTING AND VENTILATION:

- THE CONTRACTOR IS TO PROVIDE ADEQUATE LIGHTING AND VENTILATION TO ALL AREAS REQUIRED TO BE OCCUPIED BY WORKERS DURING CONSTRUCTION. PRIOR TO THE COMMISSIONING OF THE BUILDING, FINAL LIGHTING AND VENTILATION MUST BE PROVIDED IN ACCORDANCE WITH THE REQUIREMENTS OF THE B.C.A.

FIRE AND EMERGENCY:

- ADEQUATE SITE SPECIFIC FIRE EQUIPMENT AND EMERGENCY EVACUATION PROCEDURES ARE TO BE PROVIDED AND MAINTAINED BY THE CONTRACTOR DURING WORKS ONSITE ACCORDING TO A SAFE WORK METHOD STATEMENT TO BE PREPARED BY THE CONTRACTOR PRIOR TO WORKS COMMENCING ONSITE. PRIOR TO THE COMMISSIONING OF THE BUILDING, FINAL FIRE PROTECTION EQUIPMENT SHALL BE PROVIDED IN ACCORDANCE WITH THE REQUIREMENTS OF THE B.C.A.

ELECTRICAL:

- THE CONTRACTOR IS TO CONDUCT WORKS IN ACCORDANCE WITH THE CODES OF PRACTICE: 'WORKING IN THE VICINITY OF OVERHEAD AND UNDERGROUND ELECTRIC LINES' AND 'MANAGING ELECTRICAL RISKS IN THE WORKPLACE' (CP117) AND AS 3012 STANDARD CONTROLS.
- UNDERGROUND POWER LINES MAY BE LOCATED IN OR AROUND THE SITE. ALL UNDERGROUND POWER LINES MUST BE ACCURATELY LOCATED AND EITHER DISCONNECTED OR ADEQUATE EXCLUSION ZONES DELINEATED PRIOR TO ANY CONSTRUCTION, MAINTENANCE OR DEMOLITION WORK COMMENCING.
- OVERHEAD POWER LINES MAY BE LOCATED ON OR NEAR THE SITE. THESE POSE A SIGNIFICANT RISK IF STRUCK OR APPROACHED BY LIFTING DEVICES OR OTHER PLANT AND PERSONS WORKING ABOVE GROUND LEVEL. WHERE THERE IS A DANGER OF THIS OCCURRING, POWER LINES SHOULD BE, WHERE PRACTICAL, DISCONNECTED OR RELOCATED. WHERE THIS IS NOT PRACTICAL, CLEARLY IDENTIFIED EXCLUSION ZONES AND APPROACH DISTANCES SHALL BE ESTABLISHED AND MAINTAINED.

EXCAVATION

- THE CONTRACTOR IS TO CONDUCT WORKS IN ACCORDANCE WITH THE CODE OF PRACTICE: 'EXCAVATION WORK' (CP107) STANDARD CONTROL.
- CONSTRUCTION OF THE BUILDING AND SOME MAINTENANCE ON THE BUILDING MAY REQUIRE EXCAVATION AND INSTALLATION OF ITEMS WITHIN THE EXCAVATION. WHERE PRACTICAL, INSTALLATION SHOULD BE CARRIED OUT USING METHODS THAT DO NOT REQUIRE WORKERS TO ENTER THE EXCAVATION. WHERE THIS IS NOT PRACTICAL, ADEQUATE SUPPORT FOR THE EXCAVATED AREA SHALL BE PROVIDED TO PREVENT COLLAPSE. WARNING SIGNS AND BARRIERS TO PREVENT ACCIDENTAL OR UNAUTHORISED ACCESS TO ALL EXCAVATIONS SHALL BE PROVIDED.
- ANY AUGURING PROCEDURES MAY CAUSE A RISK OF FALLING INTO OPEN BORES. ALL BORES THEREFORE ARE TO BE CONCRETE FILLED AS SOON AS POSSIBLE. IN THE MEANTIME, ADEQUATE PROTECTION AND ACCESS PREVENTION SHALL BE PROVIDED.
- THE CONTRACTOR IS TO CONSULT ANY SITE INVESTIGATION REPORTS ETC. BEFORE CONDUCTING ANY EXCAVATION WORKS. IN THE CASE OF ANY AREAS BEING IDENTIFIED AS HAVING GROUND CONTAMINATION PRESENT, A QUALIFIED SPECIALIST CONSULTANT SHALL BE ENGAGED TO PROVIDE REMEDIAL WORKS DESIGN AND RISK MITIGATION STRATEGIES.

CONSTRUCTION

FORMWORK:

- THE CONTRACTOR IS TO CONDUCT WORKS IN ACCORDANCE WITH THE CODE OF PRACTICE: 'FORMWORK AND FALSEWORK' STANDARD CONTROL.
- ALL FORMWORK AND SUPPORTING SCAFFOLD STRUCTURES MUST BE DESIGNED TO CARRY THE CONSTRUCTION LOADING SPECIFIED WITH THIS SET OF DOCUMENTATION.
- INSITU FORMWORK E.G. BONDK/ CONDEK MUST BE INSTALLED TO MANUFACTURERS INSTRUCTIONS AND SUPPORTED DURING CONSTRUCTION AS RECOMMENDED. TEMPORARY SUPPORTS ARE NOT PROVIDED AS PART OF THIS DOCUMENTATION.
- SLABS THAT SUPPORT CONTINUED TEMPORARY STRUCTURE MUST BE BACK PROPPED. BACK PROPPING MUST BE CHECKED AND APPROVED PRIOR TO ANY ADDITIONAL CONSTRUCTION LOADING.
- WALLS, COLUMN AND OTHER VERTICAL FORMWORK MUST BE CHECKED AND DESIGNED FOR POTENTIAL HYDROSTATIC LOADING DURING CONCRETE PLACEMENT.

PRECAST PANEL ERECTION:

- THE CONTRACTOR IS TO CONDUCT WORKS IN ACCORDANCE WITH THE CODE OF PRACTICE: 'PRECAST TILT-UP AND CONCRETE ELEMENTS IN BUILDING CONSTRUCTION' AND AS 3580 STANDARD CONTROLS.
- CONTRACTOR IS TO ENSURE THAT CRANE SIZE AND LOCATION IS ADEQUATELY ASSESSED FOR CAPACITY BEFORE PANELS ARE ERECTED. THIS IT TO INCLUDE BUT IS NOT LIMITED TO CRANE SUPPORT BEARING, LOCATION OF UNDERGROUND SERVICES, OVERTURNING, LIFTING CAPACITY, OVERHEAD OBSTRUCTIONS AND TRAFFIC HAZARDS.
- CHAIN AND SLING SETUP FOR PANELS IS TO BE CHECKED AGAINST APPROVED PANEL LIFTING POINTS. WHERE APPROPRIATE AN APPROVED SPREADER BEAM IS TO BE USED.
- PATHWAYS OF OVERHEAD TRAVEL OF PANELS ARE TO BE CLEARLY MARKED AND ACCESS TO THESE RESTRICTED DURING LIFTING.
- PANEL BEARING AND LOCATING PLATES AND DOWELS ARE TO BE CHECKED FOR FINAL LOCATION.
- PANEL PROPPING AND TEMPORARY SUPPORT MUST BE LOCATED WITH APPROVED ANCHORS AND APPROPRIATE CHECKS AND DESIGNS FOR CAPACITY, NUMBER AND CONFIGURATION OF PROPS IS TO BE CONDUCTED PRIOR TO ERECTION. TEMPORARY SUPPORTING STRUCTURE DURING CONSTRUCTION IS NOT PROVIDED AS PART OF THESE DESIGN DOCUMENTS AND MUST BE OBTAINED PRIOR TO ERECTION

STRUCTURAL STEEL ERECTION:

- THE CONTRACTOR IS TO CONDUCT WORKS IN ACCORDANCE WITH THE CODES OF PRACTICE: 'WELDING PROCESSES' (CP134), 'ABRASIVE BLASTING' (CP101) AND 'SPRAY PAINTING AND POWDER COATING' (CP131) STANDARD CONTROLS.
- CONTRACTOR IS TO ENSURE THAT CRANE SIZE AND LOCATION IS ADEQUATELY ASSESSED FOR CAPACITY BEFORE THE FRAME IS ERECTED. THIS IT TO INCLUDING BUT IS NOT LIMITED TO CRANE SUPPORT BEARING, LOCATION OF UNDERGROUND SERVICES, OVERTURNING, LIFTING CAPACITY, OVERHEAD OBSTRUCTIONS AND TRAFFIC HAZARDS.
- CHAIN AND SLING SETUP FOR FRAMING MEMBERS IS TO BE CHECKED AGAINST APPROVED LIFTING POINTS. WHERE APPROPRIATE AN APPROVED SPREADER BEAM IS TO BE USED.
- PATHWAYS OF OVERHEAD TRAVEL OF FRAMING MEMBERS ARE TO BE CLEARLY MARKED AND ACCESS TO THESE RESTRICTED DURING LIFTING.
- TEMPORARY PROPPING WORK IS TO BE PROVIDED TO ENSURE STABILITY OF THE FRAMES DURING ERECTION. ALL STEEL FRAMES ARE TO BE TEMPORARILY BRACED, UNTIL STRUCTURE IS FULLY ERECTED AND ALL CONNECTIONS BOLTED OR WELDED TOGETHER AS REQUIRED. TEMPORARY SUPPORTING STRUCTURE DURING CONSTRUCTION IS NOT PROVIDED AS PART OF THESE DESIGN DOCUMENTS AND MUST OBTAINED PRIOR TO ERECTION.
- SITE BASED TREATMENTS OF STEEL FRAMING MEMBERS (EG CUTTING, WELDING, GRIT BLASTING, SPRAY PAINTING, ETC.) IS TO BE MINIMISED WHEREVER POSSIBLE. IF SITE BASED TREATMENT IS UNAVOIDABLE, ADEQUATE PROTECTION, SCREENING AND VENTILATION TO MINIMISE HAZARDS TO PERSONNEL IS TO BE PROVIDED.
- AVOID SITE BASE HOT WORKS WHERE POSSIBLE. IF UNAVOIDABLE, SITE SPECIFIC PROCEDURES FOR HOT WORKS PERMITS ETC. ARE TO BE FOLLOWED.

WORKING AT HEIGHTS:

- THE CONTRACTOR IS TO CONDUCT WORKS IN ACCORDANCE WITH THE CODES OF PRACTICE: 'MANAGING THE RISK OF FALLS AT WORKPLACES' (CP122), 'PREVENTING FALLS IN HOUSING CONSTRUCTION' (CP127), 'SCAFFOLDS AND SCAFFOLDING WORK' AND AS 1657 STANDARD CONTROLS.
- SCAFFOLDING MUST BE SECURED AND BRACED TO RESIST OVERTURNING. SINGLE PROPS MUST NOT BE USED UNLESS A DESIGN CHECK ON STABILITY IS MADE AND THEY ARE FIXED TO A STABLE BASE AT MIDPOINTS.
- CONTRACTOR IS TO USE PASSIVE FALL PREVENTION DEVICE IF POSSIBLE (IE. FIXED PLATFORM, CHERRY PICKERS ETC.)

CONCRETE STRESSING:

- CONTRACTOR IS TO ENSURE THAT CONCRETE STRENGTH MEETS REQUIRED CAPACITY AT TIME OF STRESSING.
- RESTRICTED STRESSING AREAS ARE TO BE PROVIDED TO ALL AREAS WHERE STRESSING IS TAKING PLACE BOTH AT LIVE AND DEAD ENDS OF STRESSING DUCTS.
- CONTRACTOR MUST ENSURE THAT AT ALL TIMES DURING STRESSING ONLY QUALIFIED AND APPROVED PERSONNEL HAVE ACCESS TO DESIGNATED STRESSING AREAS.
- SLABS THAT SUPPORT CONTINUED TEMPORARY STRUCTURE MUST BE BACK PROPPED. BACK PROPPING MUST BE CHECKED AND APPROVED PRIOR TO ANY ADDITIONAL CONSTRUCTION LOADING.

CRANES AND OTHER MECHANICAL PLANT:

- THE CONTRACTOR IS TO CONDUCT WORKS IN ACCORDANCE WITH THE CODES OF PRACTICE: 'CRANES', 'MANAGING THE RISKS OF PLANT IN THE WORKPLACE' (CP123), 'INDUSTRIAL LIFT TRUCKS' AND AS 2550 STANDARD CONTROLS.
- MECHANICAL LIFTING OF MATERIALS AND COMPONENTS DURING CONSTRUCTION, MAINTENANCE OR DEMOLITION PRESENTS A RISK OF FALLING OBJECTS. CONTRACTORS SHOULD ENSURE THAT APPROPRIATE LIFTING DEVICES ARE USED, THAT LOADS ARE PROPERLY SECURED, AND THAT ACCESS TO AREAS BELOW THE LOAD IS PREVENTED OR RESTRICTED.
- CONTRACTOR IS TO ENSURE THAT CRANE SIZE AND LOCATION IS ADEQUATELY ASSESSED FOR CAPACITY BEFORE ANY LIFT. THIS IT TO INCLUDE BUT IS NOT LIMITED TO CRANE SUPPORT BEARING, LOCATION OF UNDERGROUND SERVICES, OVERTURNING, LIFTING CAPACITY, OVERHEARD OBSTRUCTIONS AND TRAFFIC HAZARDS.

EXISTING BUILDINGS

DEMOLITION:

- THE CONTRACTOR IS TO CONDUCT WORKS IN ACCORDANCE WITH THE CODE OF PRACTICE: 'DEMOLITION WORK' (CP109) STANDARD CONTROL.
- LOCATIONS OF EXISTING EMBEDDED LIVE SERVICES ARE TO BE ACCURATELY ESTABLISHED PRIOR TO ANY PENETRATION OF EXISTING STRUCTURE.
- DO NOT CUT OR REMOVE ANY STRUCTURAL MEMBER PRIOR TO INSPECTION BY A SUITABLY QUALIFIED STRUCTURAL ENGINEER.
- SEEK ADVICE FROM A SUITABLY QUALIFIED STRUCTURAL ENGINEER PRIOR TO CORING, CHASING, CUTTING OR REMOVAL OF EXISTING CONCRETE AND REINFORCEMENT.

EXISTING STRUCTURAL ADEQUACY:

- WHERE EXISTING STRUCTURAL ELEMENTS ARE DAMAGED OR EXHIBIT SIGNIFICANT SECTION LOSS, A SUITABLY QUALIFIED STRUCTURAL ENGINEER SHALL BE ENGAGED TO DESIGN A SYSTEM FOR STABILISING / SUPPORTING THE EXISTING STRUCTURE, SUCH THAT ALL WORK AREAS WILL BE ADEQUATELY SAFE FOR BUILDING WORKS TO COMMENCE. ANY SIGNIFICANT SECTION LOSS OR CORROSION OF EXISTING STRUCTURAL ELEMENTS SHALL BE REPORTED TO THE ENGINEER PRIOR TO PROCEEDING WITH WORKS.
- ANY EXISTING RETAINING STRUCTURES PRESENT ON THE SITE SHALL BE INSPECTED BY A SUITABLY QUALIFIED STRUCTURAL ENGINEER TO ASCERTAIN THE EXTENT OF ANY EXCLUSION ZONES REQUIRED, ESPECIALLY WITH REGARD TO ANY EXCAVATION, THE OPERATION OF HEAVY SURFACE PLANT AND EQUIPMENT, OR STOCKPILING MATERIAL ADJACENT TO EXISTING RETAINING STRUCTURES.
- NO EXCAVATION SHALL BE PERFORMED ADJACENT TO ANY EXISTING STRUCTURE, ESPECIALLY BELOW THE 45° LINE FROM THE UNDERSIDE OF AN EXISTING FOOTING WITHOUT THE EXPRESS PERMISSION OF THE STRUCTURAL ENGINEER.

ASBESTOS:

- THE CONTRACTOR IS TO CONDUCT WORKS IN ACCORDANCE WITH THE CODES OF PRACTICE: 'HOW TO MANAGE AND CONTROL ASBESTOS IN THE WORKPLACE' (CP111) AND 'HOW TO SAFELY REMOVE ASBESTOS' (CP115) STANDARD CONTROLS.
- FOR ALTERATIONS TO OR DEMOLITION OF A BUILDING CONSTRUCTED PRIOR TO 1990, IF THE BUILDING WAS CONSTRUCTED PRIOR TO:
 - 1990 - IT MAY CONTAIN ASBESTOS;
 - 1986 - IT IS LIKELY TO CONTAIN ASBESTOS;
 EITHER IN CLADDING MATERIAL OR IN FIRE-RETARDANT INSULATION MATERIAL. IN EITHER CASE, THE BUILDER SHOULD INSPECT AND, IF NECESSARY, HAVE ANY ASBESTOS REMOVED BY A SUITABLE QUALIFIED PERSON BEFORE DEMOLISHING, CUTTING, SANDING, DRILLING OR OTHERWISE DISTURBING THE EXISTING STRUCTURE.

EXISTING COATINGS:

- PRIOR TO ANY WORKS COMMENCING AN APPROPRIATE METHOD OF PAINT REMOVAL AND DISPOSAL IS TO BE DETERMINED, PARTICULARLY ON HISTORIC STRUCTURES. COATINGS CONTAINING COAL TAR EPOXIES, BITUMEN AND ASPHALTS, ZINC CHROMATE AND LEAD AMONG OTHERS PRESENT A HEALTH RISK. ADEQUATE SCREENING IS TO BE PROVIDED TO THE PUBLIC AND THE SURROUNDING ENVIRONMENT DURING PAINT REMOVAL AND CLEANING OPERATIONS. ENVIRONMENTALLY APPROPRIATE METHODS ARE TO BE EMPLOYED DURING MAINTENANCE AND REPAIR WORK.

HAZARDOUS SUBSTANCES

- THE CONTRACTOR IS TO CONDUCT WORKS IN ACCORDANCE WITH THE CODE OF PRACTICE: 'MANAGING RISKS OF HAZARDOUS CHEMICALS IN THE WORKPLACE' (CP120) STANDARD CONTROL.

POWDERED MATERIALS:

- MANY MATERIALS USED IN CONSTRUCTION CAN CAUSE HARM IF INHALED IN POWDERED FORM. PERSONS WORKING ON OR IN THE BUILDING DURING CONSTRUCTION, OPERATIONAL MAINTENANCE OR DEMOLITION SHOULD ENSURE GOOD VENTILATION AND WEAR PERSONAL PROTECTIVE EQUIPMENT, INCLUDING PROTECTION AGAINST INHALATION WHILE USING POWDERED MATERIAL OR WHEN SANDING, DRILLING, CUTTING OR OTHERWISE DISTURBING OR CREATING POWDERED MATERIAL.

TREATED TIMBER:

- THE DESIGN OF THE BUILDING MAY INCLUDE PROVISION FOR INCLUSION OF TREATED TIMBER WITHIN THE STRUCTURE. DUST OR FUMES FROM THIS MATERIAL CAN BE HARMFUL. PERSONS WORKING ON OR IN THE BUILDING DURING CONSTRUCTION, OPERATIONAL MAINTENANCE OR DEMOLITION SHOULD ENSURE GOOD VENTILATION AND WEAR PERSONAL PROTECTIVE EQUIPMENT INCLUDING PROTECTION AGAINST INHALATION OF HARMFUL MATERIAL WHEN SANDING, DRILLING, CUTTING OR USING TREATED TIMBER IN ANY WAY THAT MAY CAUSE HARMFUL MATERIAL TO BE RELEASED. DO NOT BURN TREATED TIMBER.

VOLATILE ORGANIC COMPOUNDS:

- MANY TYPES OF GLUES, SOLVENTS, SPRAY PACKS, PAINTS, VARNISHES AND SOME CLEANING MATERIALS AND DISINFECTANTS HAVE DANGEROUS EMISSIONS. AREAS WHERE THESE ARE USED SHOULD BE KEPT WELL VENTILATED WHILE THE MATERIAL IS BEING USED AND FOR A PERIOD AFTER INSTALLATION. PERSONAL PROTECTIVE EQUIPMENT MAY ALSO BE REQUIRED. THE MANUFACTURERS' RECOMMENDATIONS FOR USE MUST BE CAREFULLY FOLLOWED AT ALL TIMES.

SYNTHETIC MINERAL FIBRE:

- GLASS FIBRE, ROCK WOOL, CERAMIC AND OTHER MATERIAL USED FOR THERMAL OR ACOUSTIC INSULATION MAY CONTAIN SYNTHETIC MINERAL FIBRE WHICH MAY BE HARMFUL IF INHALED, OR IF IT COMES INTO CONTACT WITH THE SKIN, EYES OR OTHER SENSITIVE PARTS OF THE BODY. PERSONAL PROTECTIVE EQUIPMENT, INCLUDING PROTECTION AGAINST INHALATION OF HARMFUL MATERIAL, SHOULD BE USED WHEN INSTALLING, REMOVING OR WORKING NEAR BULK INSULATION MATERIAL.

HAZARDOUS MANUAL TASKS

- THE CONTRACTOR IS TO CONDUCT WORKS IN ACCORDANCE WITH THE CODE OF PRACTICE: 'HAZARDOUS MANUAL TASKS' (CP110) STANDARD CONTROL.
- COMPONENTS WITHIN THIS DESIGN WITH A MASS IN EXCESS OF 25 KG SHOULD BE LIFTED BY TWO OR MORE WORKERS OR BY A MECHANICAL LIFTING DEVICE. ALL MATERIAL PACKAGING, BUILDING AND MAINTENANCE COMPONENTS SHOULD CLEARLY SHOW THE TOTAL MASS OF PACKAGES AND WHERE PRACTICAL ALL ITEMS SHOULD BE STORED ON SITE IN A WAY THAT MINIMISES BENDING BEFORE LIFTING. ADVICE SHOULD BE PROVIDED ON SAFE LIFTING METHODS IN ALL AREAS WHERE LIFTING MAY OCCUR.

CONFINED SPACES

- THE CONTRACTOR IS TO CONDUCT WORKS IN ACCORDANCE WITH THE CODE OF PRACTICE: 'CONFINED SPACES' (CP103) AND AS 2865 STANDARD CONTROLS.
- ENCLOSED SPACES WITHIN THE BUILDING MAY PRESENT A RISK TO PERSONS ENTERING FOR CONSTRUCTION, MAINTENANCE OR ANY OTHER PURPOSE. WHERE WORKERS ARE REQUIRED TO ENTER ENCLOSED SPACES, AIR TESTING EQUIPMENT AND PERSONAL PROTECTIVE EQUIPMENT SHALL BE PROVIDED. ONLY TRAINED PERSONNEL ARE TO ENTER A CONFINED SPACE AND THE CONTRACTOR IS TO PREPARE A WORK METHOD STATEMENT ADDRESSING MITIGATION OF RISKS FOR ANY SUCH WORKS. ADEQUATE SIGNAGE IS TO BE PROVIDED TO ALL TEMPORARY AND PERMANENT CONFINED SPACES IN ACCORDANCE WITH AS 2865.

NOISE

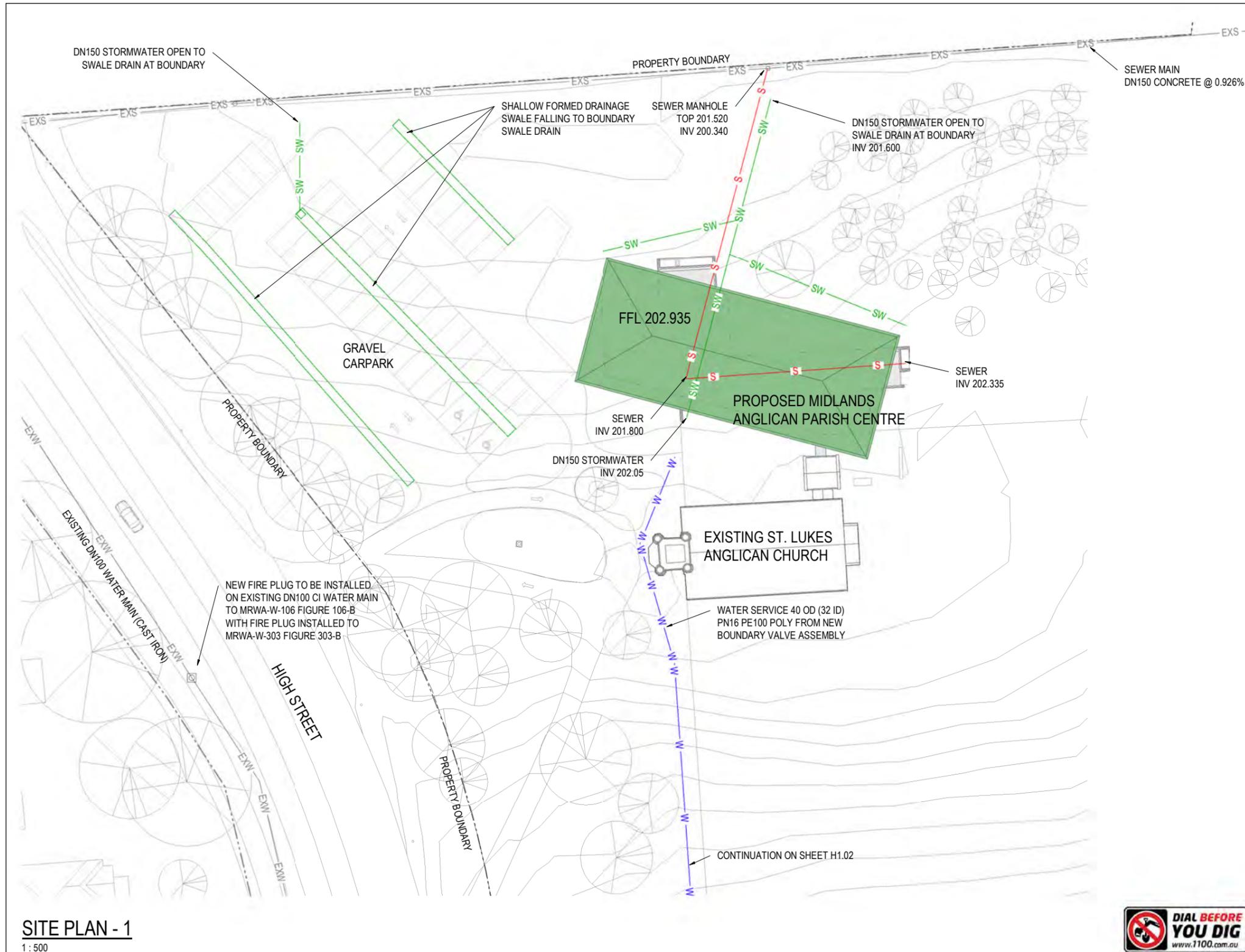
- THE CONTRACTOR IS TO CONDUCT WORKS IN ACCORDANCE WITH THE CODE OF PRACTICE: 'MANAGING NOISE AND PREVENTING HEARING LOSS AT WORK' (CP118) STANDARD CONTROL.

OPERATIONAL USE OF BUILDING

NON-RESIDENTIAL BUILDINGS:

- NON-RESIDENTIAL BUILDINGS WHERE THE END-USE IS KNOWN:
 - 1. THE BUILDING HAS BEEN DESIGNED FOR THE SPECIFIC USE AS IDENTIFIED ON THE DRAWINGS. WHERE A CHANGE OF USE OCCURS AT A LATER DATE, A FURTHER ASSESSMENT OF THE WORKPLACE HEALTH AND SAFETY ISSUES SHOULD BE UNDERTAKEN.

			DRAWN: SL		CLIENT: MIDLANDS ANGLICAN PARISH	PROJECT: MIDLANDS ANGLICAN PARISH CENTRE	SHEET: WORKPLACE HEALTH & SAFETY NOTES		
			CHECKED: TW		ADDRESS: 71 - 73 HIGH STREET CAMPBELL TOWN TAS 7210	ISSUE: PRELIMINARY	SCALE:	TOTAL SHEETS: 5	SIZE: A3
			DESIGN: SL						
			DESIGN CHECK: TW						
A	DEVELOPMENT APPROVAL	22/09/2021	CERTIFIER:			PROJECT No. 21E29-9	SHEET No. H0.03	REV No. A	
REV.	DESCRIPTION	DATE	APPROVAL						



DRAINAGE SCHEDULE	
-S-	SEWER LINE DN100 DWV SN6 AT MIN. 1.65% U.N.O
-EXS-	SEWER LINE - EXISTING
-SW-	STORMWATER LINE DN100 DWV SN6 AT MIN 1.0% GRADE U.N.O
-EXSW-	STORMWATER LINE - EXISTING
-RWG-	RAINWATER CHARGED LINE (DN100 DWV SN6)
-EXRW-	STORMWATER LINE - EXISTING
-TW-	TRADE WASTE (DN100 HDPE @ MIN 1.65%)
-EXTW-	TRADE WASTE - EXISTING
-AG-	AG DRAIN AT MIN 1.0% (DN90 SLOTTED PVC)
-EXAG-	AG DRAIN - EXISTING
∇	AIR ADMITTANCE VALVE
●	SEWER (AS PER FIXTURE SCHEDULE)
●	STORMWATER DOWNPIPE (DN100) U.N.O
●	VENT (DN50) U.N.O
∇	TRAPPED TUNDISH
B	BASIN (DN40)
BTH	BATH (DN40)
BWG	FLOOR WASTE GULLY (DN50-DN100)
GP	300 x 300 x 450D ACO POLYCRETE GRATED PIT OR EQUIVALENT
GD	100 x 100 ACO POLYCRETE GRATED DRAIN OR EQUIVALENT
HWC	HOT WATER CYLINDER INSTALLED ON APPROVED SAFE TRAY WITH TUNDISH TO FLOOR WASTE GULLY
IO	INSPECTION OPENING
ORG	OVERFLOW RELIEF GULLY (DN100)
OT	PLANTER BOX OUTLET (DN100)
RWT	AS NOTED
SMH	SEWER MANHOLE
SMMH	STORMWATER MANHOLE
SHR	SHOWER (DN50)
S	SINK (DN50)
SH	SLOP HOPPER (DN50)
TR	TROUGH (DN50)
WC	WATER CLOSET (DN100)
UR	URINAL

INSTALL INSPECTION OPENINGS AT ALL MAJOR BENDS FOR STORMWATER AND ALL LOW POINTS OF DOWNPIPES

ALL PLUMBING AND DRAINAGE TO BE IN ACCORDANCE WITH COUNCIL REQUIREMENTS

ALL LOCATION OF EXISTING PIPES AND INVERTS TO BE DETERMINED BEFORE PERFORMING WORKS ON SITE

PAVED AND CONCRETE AREAS TO FALL TOWARDS PITS AT MIN 1%

DRAINAGE MUST COMPLY WITH:
 -NCC VOL 3 (PCA)
 -AS/NZS 3500.3
 -BCA VOLUME 2 PARTS 3.1.2 AND 3.5.2 (DEEMED TO SATISFY PROVISIONS)

SWIVEL AND EXPANSION JOINTS TO BE USED WHEN INSTALLING DRAINS IN HIGH REACTIVE SOILS.

PLUMBING AND DRAINAGE UNDER SLAB SHALL BE AVOIDED WHERE PRACTICAL

BEWARE OF UNDERGROUND SERVICES
 THE LOCATION OF UNDER GROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT LOCATION SHOULD BE PROVEN ON SITE BY THE RELEVANT AUTHORITIES. NO GUARANTEE IS GIVEN THAT ALL SERVICES ARE SHOWN

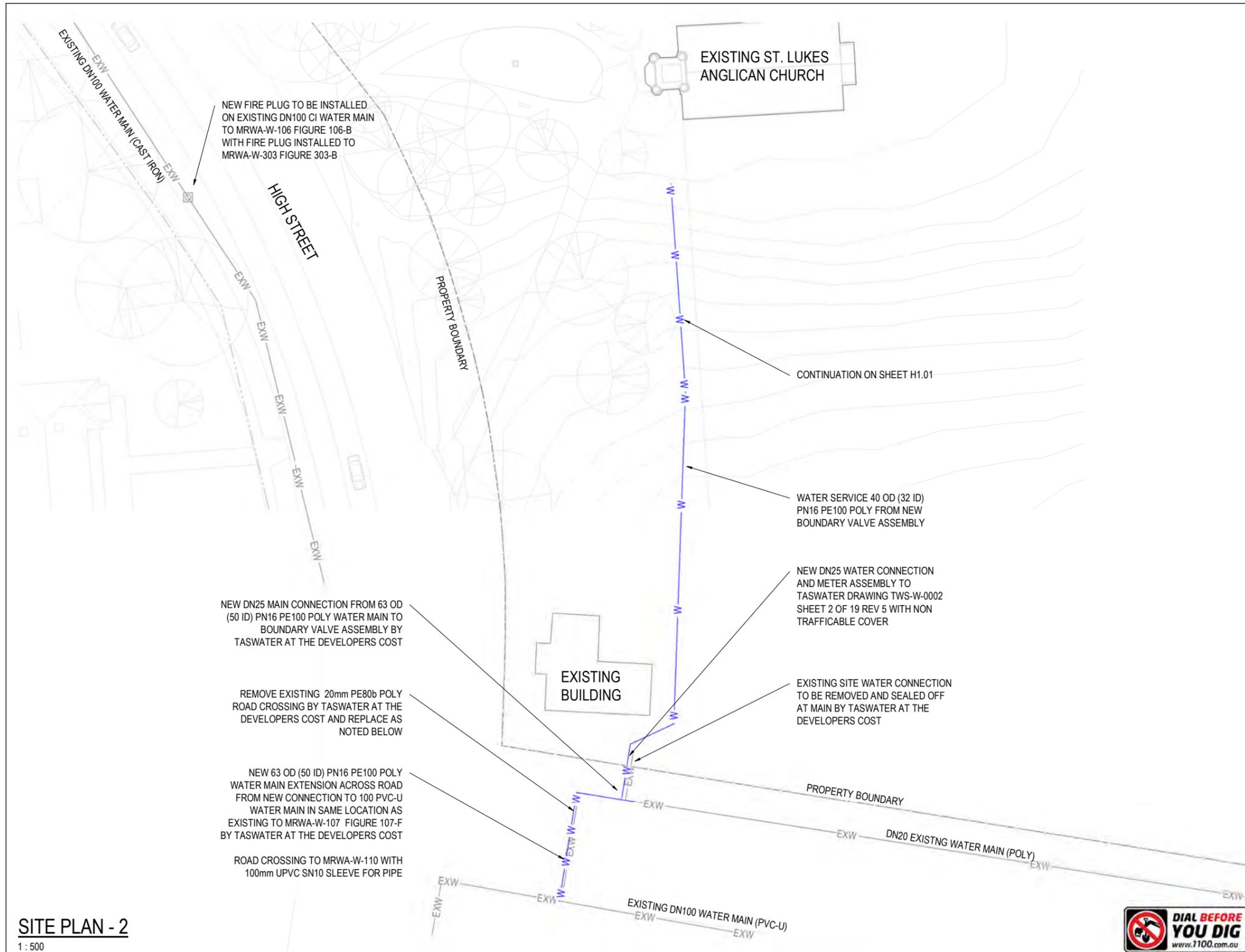
SITE PLAN - 1		DRAWN: SL
1 : 500		CHECKED: TW
		DESIGN: SL
		DESIGN CHECK: TW
A	DEVELOPMENT APPROVAL	CERTIFIER:
REV.	DESCRIPTION	DATE
		22/09/2021

Lower Ground
199 Macquarie Street
Hobart TAS 7000
03 6234 8666
mail@aldanmark.com.au
www.aldanmark.com.au

CLIENT: MIDLANDS ANGLICAN PARISH
 ADDRESS: 71 - 73 HIGH STREET
 CAMPBELL TOWN TAS 7210

PROJECT: MIDLANDS ANGLICAN PARISH CENTRE
 ISSUE: PRELIMINARY

SHEET: SITE SERVICES PLAN - 1		
SCALE: As indicated	TOTAL SHEETS: 5	SIZE: A3
PROJECT No. 21E29-9	SHEET No. H1.01	REV No. A



DRAINAGE SCHEDULE	
-S-	SEWER LINE DN100 DWV SN6 AT MIN. 1.65% U.N.O
-EXS-	SEWER LINE - EXISTING
-SW-	STORMWATER LINE DN100 DWV SN6 AT MIN 1.0% GRADE U.N.O
-EXSW-	STORMWATER LINE - EXISTING
-RWG-	RAINFALL CHARGED LINE (DN100 DWV SN6)
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 -NCC VOL 3 (PCA)
 -AS/NZS 3500.3
 -BCA VOLUME 2 PARTS 3.1.2 AND 3.5.2 (DEEMED TO SATISFY PROVISIONS)

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BEWARE OF UNDERGROUND SERVICES
 THE LOCATION OF UNDER GROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT LOCATION SHOULD BE PROVEN ON SITE BY THE RELEVANT AUTHORITIES. NO GUARANTEE IS GIVEN THAT ALL SERVICES ARE SHOWN

SITE PLAN - 2
1 : 500

REV.	DESCRIPTION	DATE	APPROVAL
A	DEVELOPMENT APPROVAL	22/09/2021	

DRAWN: SL	CHECKED: TW	DESIGN: SL	DESIGN CHECK: TW	CERTIFIER:
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Lower Ground
199 Macquarie Street
Hobart TAS 7000
03 6234 8666
mail@aldanmark.com.au
www.aldanmark.com.au

NOTE: NON BYPASSABLE DRY BASKET ARRESTORS TO BE FITTED TO ALL SINKS & FLOOR WASTES

CLIENT: MIDLANDS ANGLICAN PARISH	PROJECT: MIDLANDS ANGLICAN PARISH CENTRE
ADDRESS: 71 - 73 HIGH STREET CAMPBELL TOWN TAS 7210	ISSUE: PRELIMINARY

SHEET: SITE SERVICES PLAN - 2	SCALE: As indicated	TOTAL SHEETS: 5	SIZE: A3
PROJECT No. 21E29-9	SHEET No. H1.02	REV No. A	



Tasmanian Heritage Council
GPO Box 618 Hobart Tasmania 7000
Tel: 1300 850 332
enquiries@heritage.tas.gov.au
www.heritage.tas.gov.au

PLANNING REF: PLN-21-0229
THC WORKS REF: #6677
REGISTERED PLACE NO: #4947
FILE NO: 15-00-25THC
APPLICANT: 1 + 2 Architecture Pty Ltd
DATE: 2 November 2021

NOTICE OF HERITAGE DECISION

(Historic Cultural Heritage Act 1995)

The Place: St Luke's Anglican Church and Cemetery,
71-73 High Street, Campbell Town.
Proposed Works: New Parish Centre building, minor alterations to existing church
building, provision for vehicle access and parking, and landscaping.

Under section 39(6)(b) of the *Historic Cultural Heritage Act 1995*, the Heritage Council gives notice that it consents to the discretionary permit being granted in accordance with the documentation submitted with Development Application PLN-21-0229, advertised on 16/10/2021, subject to the following conditions:

- 1. The new openings into the heritage masonry must be carried out using traditional construction techniques that form dressed openings into the heritage masonry i.e., not saw-cut, using traditional lime mortar that does not contain cement.**

Reason for condition

To ensure that the materials used for the new works are compatible with and do not unnecessarily diminish the integrity of the heritage fabric.

- 2. (i) A final landscaping plan must be submitted to Heritage Tasmania and must be to the satisfaction of the Works Manager prior to the commencement of work. This plan must include details for all proposed new fencing and signs. The plan must also clearly identify all trees and historic plantings that will be removed and must include details for appropriate replacement plantings. Additionally, the plan must detail car-parking, and landscaping in the vicinity of the new development and church entry, as described as 'Phase One' of the Landscape Master Plan by Playstreet.**

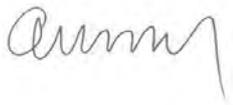
(ii) Once endorsed the landscaping plan for 'Phase One' must be fully implemented prior to the occupancy of the new Parish Centre, or to an alternative timeframe as agreed to by the Works Manager.

Reason for condition

To ensure that the landscape values and historic setting of the place are conserved, consistent with the 'appropriate outcomes' of Section 13 of the Heritage Council's *Works Guidelines*.

Please ensure the details of this notice, including conditions, are included in any permit issued, and forward a copy of the permit or decision of refusal to the Heritage Council for our records.

Should you require clarification of any matters contained in this notice, please contact Ian Boersma on 1300 850 332.



Genevieve Lilley

Chair

Under delegation of the Tasmanian Heritage Council

NORTHERN MIDLANDS COUNCIL

REPORT FROM: HERITAGE ADVISER, DAVID DENMAN
DATE: 27 September 2021
REF NO: PLN-21-0229; 302300.82
SITE: 71-73 High Street, Campbell Town
PROPOSAL: New building (formal and informal meeting areas, food preparation and service facilities, multi-purpose room, church administration offices, amenities), alterations to existing church building, provision for vehicle access and parking (Community meeting & entertainment use class) (Heritage Listed, Heritage Precinct, Road & Railway Assets Code)
APPLICANT: 1+2 Architecture Pty Ltd
REASON FOR REFERRAL: HERITAGE PRECINCT
HERITAGE-LISTED PLACE
Local Historic Heritage Code
Heritage Precincts Specific Area Plan

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

The proposed new development has been guided by a detailed CMP and carefully considered commensurate with the high heritage value of the existing church building and site. The development is a respectful response to the existing historic buildings and landscape and will make a positive contribution to the long-term use and maintenance of the place.

Email referral as word document to David Denman – david@denman.studio

Attach public exhibition documents

Subject line: Heritage referral PLN-21-0229 - 71-73 High Street, Campbell Town



David Denman (Heritage Adviser)

Date: 8/10/2021

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*.

The subject place is heritage listed.

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 No acceptable solution.	<p>P1 Notwithstanding Clause 8.9, a permit may be granted for any use of a locally listed heritage place where:</p> <ul style="list-style-type: none"> 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.

Comment: Satisfies the performance criteria.

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 Removal of non-original cladding to expose original cladding.	<p>P1.1 Existing buildings, parts of buildings and structures must be retained except:</p> <ul style="list-style-type: none"> 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 non-contributory within a precinct identified in Table E13.1: Heritage Precincts, if any; and <p>P1.2 Demolition must not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</p>

Comment: There is only two small areas of demolition to a later addition to the church building. The fabric affected has moderate heritage value and is therefore considered acceptable.

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

<p>A1 No acceptable solution.</p>	<p>P1 Subdivision must:</p> <ul style="list-style-type: none"> a) be consistent with and reflect the historic development pattern of the precinct or area; and b) not facilitate buildings or a building pattern unsympathetic to the character or layout of buildings and lots in the area; and 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 d) not require the removal of vegetation, significant trees of garden settings where this is assessed as detrimental to conserving the historic heritage significance of a place or heritage precinct; and e) not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.
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Comment: N/a

E13.6.3 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
<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> <ul style="list-style-type: none"> 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.

Comment: The thorough site analysis based on the CMP has determined the site cover and location of the new additions, to ensure the existing charter and appearance of the heritage buildings are maintained.

E13.6.4 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
<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</p>

	<i>not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</i>
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Comment: The height and bulk of the proposed additions have been designed to ensure the importance, character and appearance of the existing heritage buildings are not adversely impacted.

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 <i>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.</i>	P1 <i>New fences must:</i> a) <i>be designed to be complementary to the architectural style of the dominant buildings on the site or</i> b) <i>be consistent with the dominant fencing style in the heritage precinct; and</i> c) <i>not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</i>

Comment: Satisfies the performance criteria.

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 <i>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.</i>	P1 <i>Roof form and materials for new buildings and structures must:</i> a) <i>be sympathetic to the historic heritage significance, design and period of construction of the dominant existing buildings on the site; and</i> b) <i>not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</i>

Comment: The simple hipped roof form is a low pitched contemporary design that will respect the historic heritage significance, design and period of construction of the exiting church.

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

<p>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.</p>	<p>P1 Wall material for new buildings and structures must:</p> <p>a) be complementary to wall materials of the dominant buildings on the site or in the precinct; and</p> <p>b) 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: The red brick walls with complement the existing church.

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
<p>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.</p>	<p>P1 The front setback for new buildings or structure must:</p> <p>a) be consistent with the setback of surrounding buildings; and</p> <p>b) be set at a distance that does not detract from the historic heritage significance of the place; and</p> <p>c) not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</p>

Comment: The thorough site analysis based on the CMP has determined the siting of the proposed additions and car park. They are set at a distance that does not detract from the historic heritage significance of the place.

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
<p>A1 Outbuildings and structures must be:</p> <p>a) set back an equal or greater distance from the principal frontage than the principal buildings on the site; and</p> <p>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.</p>	<p>P1 New outbuildings and structures must be designed and located;</p> <p>a) to be subservient to the primary buildings on the site; and</p> <p>b) to not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</p>

Comment: N/a

E13.6.10 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

<i>identified heritage precincts.</i>	
Acceptable Solutions	Performance Criteria
<p>A1 <i>Car parking areas for non-residential purposes must be:</i></p> <p>a) <i>located behind the primary buildings on the site; or</i></p> <p>b) <i>in accordance with the acceptable development criteria for access and parking as within a precinct identified in Table 1: Heritage Precincts, if any.</i></p>	<p>P1 <i>Car parking areas for non-residential purposes must not:</i></p> <p>a) <i>result in the loss of building fabric or the removal of gardens or vegetated areas where this would be detrimental to the setting of a building or its historic heritage significance; and</i></p> <p>b) <i>detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</i></p>

Comment: The thorough site analysis based on the CMP has determined the location of the proposed car park and will not be detrimental to the setting of the building or its historic heritage significance.

E13.6.11 Places of Archaeological Significance

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

Comment: The proposal allows for the possibility of encountering archaeological remains.

E13.6.12 Tree and Vegetation Removal

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

Comment: Satisfies the performance criteria.

E13.6.13 Signage

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

Acceptable Solutions	Performance Criteria
A1 <i>Must be a sign identifying the number, use, heritage significance, name or occupation of the owners of the property not greater than 0.2m².</i>	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 place or does not unreasonably impact on the view of the place from public viewpoints; and</i> d) <i>signage does not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</i>

Comment: N/a

E13.6.14 Maintenance and Repair

<i>Objective</i> <i>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.</i>
Acceptable Solution
<i>New materials and finishes used in the maintenance and repair of buildings match the materials and finishes that are being replaced.</i>

Comment: This proposal will guarantee the on-going maintenance of the buildings and site.

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.

Existing Character Statement - Description and Significance
<p>EVANDALE HERITAGE PRECINCT CHARACTER STATEMENT</p> <p><i>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</i></p>

by many of those who live in or visit the village.

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. 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

<p><i>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.</i></p>
<p>Management Objectives</p>
<p><i>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.</i></p> <p><i>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.</i></p>

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.

F2.5 STANDARDS FOR DEVELOPMENT

F2.5.1 Setbacks

Objective: To ensure that the predominant front setback of the existing buildings in the streetscape is maintained, and to ensure that the impact of garages and carports on the streetscape is minimised.

Acceptable Solutions & performance criteria

<p>A1 <i>The predominant front setback as identified in the design statement must be maintained for all new buildings, extensions, alterations or additions (refer Figure F2.4 & F2.8).</i></p>	<p>P1 <i>The front setback must be compatible with the historic cultural heritage significance of a local heritage place or precinct, having regard to:</i></p> <ul style="list-style-type: none"> <i>a) the cultural heritage values of the local heritage place, its setting and the precinct;</i> <i>b) the topography of the site;</i> <i>c) the size, shape, and orientation of the lot;</i> <i>d) the setbacks of other buildings in the surrounding area;</i> <i>e) the historic cultural heritage significance of adjacent places; and</i> <i>f) the streetscape.</i>
<p>A2 <i>New carports and garages, whether attached or detached, must be set back a minimum of 3 metres behind the line of the front wall of the house which it adjoins (refer Figure F2.3, & F2.7).</i></p>	<p>P2 <i>The setback of new carports and garages from the line of the front wall of the house which it adjoins must be compatible with the historic cultural heritage significance of a local heritage place or precinct, having regard to:</i></p> <ul style="list-style-type: none"> <i>a) the cultural heritage values of the local heritage place, its setting and the precinct;</i> <i>b) the topography of the site;</i> <i>c) the size, shape, and orientation of the lot;</i> <i>d) the setbacks of other buildings in the surrounding area;</i> <i>e) the historic cultural heritage significance of adjacent places; and</i> <i>f) the streetscape.</i>
<p>A3 <i>Side setback reductions must be to one boundary only, in order to maintain the appearance of the original streetscape spacing.</i></p>	<p>P3 <i>Side setbacks must be compatible with the historic cultural heritage significance of a local heritage place or precinct, having regard to:</i></p> <ul style="list-style-type: none"> <i>a) the cultural heritage values of the local heritage place, its setting and the precinct;</i> <i>b) the topography of the site;</i> <i>c) the size, shape, and orientation of the lot;</i> <i>d) the setbacks of other buildings in the surrounding area;</i> <i>e) the historic cultural heritage significance of adjacent places; and</i> <i>f) the streetscape.</i>

Comment: The thorough site analysis based on the CMP has determined the siting and setbacks of the proposed additions and car park. They are set at a distance that does not detract from the historic heritage significance of the place.

F2.5.2 Orientation

Objective: To ensure that new buildings, extensions, alterations and additions respect the

<i>established predominant orientation within the streetscape.</i>	
Acceptable Solutions & performance criteria	
<p>A1 All new buildings, extensions, alterations or additions must be orientated:</p> <p>a) perpendicular to the street frontage (refer Figure F2.5, F2.6, & F2.8); or</p> <p>b) Where the design statement identifies that the predominant orientation of buildings within the street is other than perpendicular to the street, to conform to the established pattern in the street; and</p> <p>c) A new building must not be on an angle to an adjoining heritage-listed building (refer Figure F2.5).</p>	<p>P1 Orientation of all new buildings, extensions, alteration or additions must be compatible with the historic cultural heritage significance of a local heritage place or precinct, having regard to:</p> <p>a) the cultural heritage values of the local heritage place, its setting and the precinct;</p> <p>b) the topography of the site;</p> <p>c) the size, shape, and orientation of the lot;</p> <p>d) the setbacks of other buildings in the surrounding area;</p> <p>e) the historic cultural heritage significance of adjacent places; and</p> <p>f) the streetscape.</p>

Comment: The orientation of the proposed addition has been guided by the CMP and therefore meets the performance criteria.

F2.5.3 Scale

<i>Objective: To ensure that all new buildings respect the established scale of buildings in the streetscape, adhere to a similar scale, are proportional to their lot size and allow an existing original main building form to dominate when viewed from public spaces.</i>	
Acceptable Solutions (no performance criteria)	
A1	<i>Single storey developments must have a maximum height from floor level to eaves of 3 metres (refer Figure F2.14).</i>
A2	<i>Where a second storey is proposed it must be incorporated into the roof space using dormer windows, or roof windows, or gable end windows, so as not to detract from original two storey heritage-listed buildings (refer Figure F2.13 & F2.15).</i>
A3	<i>Ground floor additions located in the area between the rear and front walls of the existing house must not exceed 50% of the floor area of the original main house.</i>

Comment: The scale of the proposed additions has been guided by the CMP and meets the Acceptable Solutions.

F2.5.4 Roof Forms

Objective: To ensure that the roof form and elements respect those of the existing main building and the streetscape.

Acceptable Solutions & performance criteria	
A1.1 The roof form for new buildings, extensions, alterations, and additions must, if visible from the street, be in the form of hip or gable, with a pitch between 25 – 40 degrees (refer Figure F2.14 & F2.18), or match the existing building, and	P1 The roof form of all new buildings, extensions, alteration or additions must be compatible with the historic cultural heritage significance of a local heritage place or precinct, having regard to: <ol style="list-style-type: none"> the cultural heritage values of the local heritage place, its setting and the precinct; the design, period of construction and materials of the dominant building on site; the dominant roofing style and materials in the setting; and the streetscape.
A1.2 Eaves overhang must be a maximum of 300mm excluding guttering, or match the existing building.	
A2 Where there is a need to use the roof space, dormer windows are acceptable and must be in a style that reflects the period setting of the existing main building on the site, or the setting if the site is vacant (refer Figure F2.15).	
A3 Where used, chimneys must be in a style that reflects the period setting of the existing main building on the site, or the setting if the site is vacant.	
A4 Metal cowls must not be used where they will be seen from the street.	

Comment: The simple hipped roof form is a low-pitched contemporary design that will respect the historic heritage significance, design and period of construction of the exiting church.

F2.5.5 Plan Form

Objective: To ensure that new buildings, alterations, additions and extensions respect the setting, original plan form, shape and scale of the existing main building on the site or of adjoining heritage-listed buildings.

Acceptable Solutions	Performance Criteria
A1.1 Alterations and additions to pre-1940 buildings must retain the original plan form of the existing main building; or	P1 Original main buildings must remain visually dominant over any additions when viewed from public spaces.
A1.2 The plan form of additions must be rectilinear or consistent with the existing house design and dimensions.	
A2 The plan form of new buildings must be rectilinear (refer Figure F2.9).	P2 No performance criteria

Comment The plan form of the proposed additions has been guided by the CMP and meets the Performance Criteria..

F2.5.6 External Walls

Objective: To ensure that wall materials used are compatible with the streetscape.

Acceptable Solutions	Performance Criteria
A1.1 Materials used in additions must match those of the existing	P1 Wall materials

<p>construction, except in additions to stone or brick buildings; and</p> <p>A1.2 External walls must be clad in:</p> <p>a) traditional bull-nosed timber weatherboards; if treated pine boards are used to replace damaged weatherboards they must be painted; thin profile compressed board weatherboards must not be used; or</p> <p>b) brickwork, with mortar of a natural colour and struck flush with the brickwork (must not be deeply raked), including:</p> <ul style="list-style-type: none"> • painted standard size bricks; or • standard size natural clay bricks that blend with the colour and size of the traditional local bricks; or • standard brickwork rendered in traditional style; or • if a heritage-listed building, second-hand traditional local bricks. <p>Heavily-tumbled clinker bricks must not be used; or</p> <p>c) concrete blocks specifically chosen to blend with local dressed stone, or rendered and painted;</p> <p>d) concrete blocks in natural concrete finish must not be used.</p> <p>A1.3 Cladding materials designed to imitate traditional materials such as brick, stone and weatherboards must not be used.</p>	<p>must be compatible with the historic cultural heritage significance of a local heritage place or precinct, having regard to:</p> <p>a) the cultural heritage values of the local heritage place, its setting and the precinct;</p> <p>b) the design, period of construction and materials of the dominant building on site;</p> <p>c) the dominant wall materials in the setting; and</p> <p>d) the streetscape.</p>
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Comment: The red brick walls with complement the existing church, therefore, meets the Performance Criteria.

F2.5.7 Entrances and Doors

<i>Objective: To ensure that the form and detail of the front entry is consistent with the streetscape.</i>	
Acceptable Solutions & performance criteria	
<p>A1.1 The position, shape and size of original door and window openings must be retained where they are prominent from public spaces; and</p> <p>A1.2 The front entrance location must be in the front wall facing the street, and be located within the central third of the front wall of the house; and</p> <p>A1.3 Modern front doors with horizontal glazing or similar styles must not be used (refer Figure F2.21).</p>	<p>P1 Entrances and doors must be compatible with the historic cultural heritage significance of a local heritage place or precinct, having regard to:</p> <p>a) the cultural heritage values of the local heritage place, its setting and the precinct;</p> <p>b) the design, period of construction and materials of the dominant building on site; and</p> <p>c) the streetscape.</p>

Comment: Meets the Performance Criteria

F2.5.8 Windows

<i>Objective: To ensure that window form and details are consistent with the streetscape.</i>	
Acceptable Solutions & performance criteria	
A1 Window heads must be a minimum of 300mm below the eaves line, or match the existing.	
Solid-void ratio	

A2	<i>Front façade windows must conform to the solid/void ratio (refer Figure F2.24 & F2.25).</i>	P2	<i>For commercial buildings, the solid/void ratio of front façade windows must be compatible with that of heritage-listed commercial buildings in the precinct.</i>
Window sashes			
A3	<i>Window sashes must be double hung, casement, awning or fixed appropriate to the period and style of the building (refer Figure F2.22 & F2.23).</i>		
A4	<i>Traditional style multi-pane sashes, when used, must conform to the traditional pattern of six or eight vertical panes per sash with traditional size and profile glazing bars.</i>		
A5	<i>Horizontally sliding sashes must not be used.</i>		
A6	<i>Corner windows to front facades must not be used.</i>		
Window Construction Materials			
A7	<i>Clear glass must be used.</i>		
A8	<i>Reflective and tinted glass and coatings must not be used where visible from public places.</i>		
A9	<i>Additions to heritage-listed buildings must have timber window frames, where visible from public spaces.</i>		
A10	<i>Painted aluminium must only be used where it cannot be seen from the street and in new buildings, or where used in existing buildings</i>	P10	<i>Window frames must be compatible with the historic cultural heritage significance of a local heritage place or precinct, having regard to the cultural heritage values of the local heritage place, its setting and the precinct.</i>
A11	<i>Glazing bars must be of a size and profile appropriate for the period of the building</i>		
A12	<i>Stick-on aluminium glazing-bars must not be used</i>		
A13	<i>All windows in brick or masonry buildings must have projecting brick or stone sills, or match the existing.</i>		
French Doors, Bay Windows and Glass Panelling			
A14	<i>French doors and bay windows must be appropriate for the original building style and must be of a design reflected in buildings of a similar period.</i>		
A15	<i>Where two bay windows are required, they must be symmetrically placed.</i>		
A16	<i>Large areas of glass panelling must:</i>		
	<ul style="list-style-type: none"> a) <i>Be divided by large vertical mullions to suggest a vertical orientation; and</i> b) <i>Be necessary to enhance the utility of the property or protect the historic fabric; and</i> c) <i>Not detract from the historic values of the original building.</i> 		

Comment: **Meets the Performance Criteria**

F2.5.9 Roof Covering

<i>Objective: To ensure that roof materials are compatible with the streetscape.</i>
Acceptable Solutions (no performance criteria)
A1.1 <i>Roofing of additions, alterations and extensions must match that of the existing building; and</i>
A1.2 <i>Roof coverings must be:</i>
<ul style="list-style-type: none"> a) <i>corrugated iron sheeting in grey tones, brown tones, dark red, or galvanized iron</i> <p>or</p> <ul style="list-style-type: none"> b) <i>slate or modern equivalents, shingle and low-profile tiles, where compatible with the style and period of the main building on the site and the setting. Tile colours must be:</i>

<ul style="list-style-type: none"> • dark gray; or • light grey; or • brown tones; or • dark red; <p>or</p> <ul style="list-style-type: none"> c) traditional metal tray tiles where compatible with the style and period of the main building on the site. d) for additions, alterations and extensions, match that of the existing building.
A2 Must not be klip-lock steel deck and similar high rib tray sheeting.

Comment: Meets the Performance Criteria

F2.5.10 Roof Plumbing

Objective: To ensure that roof plumbing and fittings are compatible with the streetscape.
Acceptable Solutions (no performance criteria)
A1.1 Gutters must be OG, D mould, or Half Round profiles (refer Figure F2.26), or match the existing guttering; and
A1.2 Downpipes must be zincalume natural, colorbond round, or PVC round painted.
A2 Downpipes must not be square-line gutter profile or rectangular downpipes (refer Figure F2.27), or match the existing downpipes.

Comment: Acceptable for the architectural style.

F2.5.11 Verandahs

Objective: To ensure that traditional forms of sun and weather protection are used, consistent with the streetscape.		
Acceptable Solutions & performance criteria		
Original Verandahs		
A1 Original verandahs must be retained.		
Replacement of Missing Verandahs		
<table border="0"> <tr> <td style="vertical-align: top;"> <p>A2.1 The replacement of a missing verandah must be consistent with the form and detail of the original verandah; or</p> <p>A2.2 If details of the original verandah are not available:</p> <ul style="list-style-type: none"> a) The verandah roof must join the wall line below the eaves line of the building (refer Figure F2.19); and b) Verandah posts and roof profile must be consistent with that in use by the surrounding buildings of a similar period. </td> <td style="vertical-align: top; padding-left: 20px;"> <p>P2 Verandahs must be compatible with the historic cultural heritage significance of a local heritage place or precinct, having regard to:</p> <ul style="list-style-type: none"> a) the cultural heritage values of the local heritage place, its setting and the precinct; b) the design, period of construction and materials of the dominant building on site; and c) the streetscape. </td> </tr> </table>	<p>A2.1 The replacement of a missing verandah must be consistent with the form and detail of the original verandah; or</p> <p>A2.2 If details of the original verandah are not available:</p> <ul style="list-style-type: none"> a) The verandah roof must join the wall line below the eaves line of the building (refer Figure F2.19); and b) Verandah posts and roof profile must be consistent with that in use by the surrounding buildings of a similar period. 	<p>P2 Verandahs must be compatible with the historic cultural heritage significance of a local heritage place or precinct, having regard to:</p> <ul style="list-style-type: none"> a) the cultural heritage values of the local heritage place, its setting and the precinct; b) the design, period of construction and materials of the dominant building on site; and c) the streetscape.
<p>A2.1 The replacement of a missing verandah must be consistent with the form and detail of the original verandah; or</p> <p>A2.2 If details of the original verandah are not available:</p> <ul style="list-style-type: none"> a) The verandah roof must join the wall line below the eaves line of the building (refer Figure F2.19); and b) Verandah posts and roof profile must be consistent with that in use by the surrounding buildings of a similar period. 	<p>P2 Verandahs must be compatible with the historic cultural heritage significance of a local heritage place or precinct, having regard to:</p> <ul style="list-style-type: none"> a) the cultural heritage values of the local heritage place, its setting and the precinct; b) the design, period of construction and materials of the dominant building on site; and c) the streetscape. 	
New Verandahs		
A3 A new verandah, where one has not previously existed, must be consistent with the design and period of construction of the dominant existing building on the site or, for vacant sites, those of the dominant design and period within the precinct.		

Comment: No verandah proposed

F2.5.12 Architectural Details

<i>Objective: To ensure that the architectural details are consistent with the historic period and style of the main building on the site, and the streetscape.</i>	
Acceptable Solutions (no performance criteria)	
Original Detailing	
A1 <i>Original details and ornaments, such as architraves, fascia's and mouldings, are an essential part of the building's character and must not be removed beyond the extent of any alteration, addition or extension.</i>	
Non-original Detailing	
A2.1 <i>Non-original elements must be consistent with the original architectural style of the dominant existing building on the site or, for vacant sites, be consistent with the existing streetscape; and</i>	
A2.1 <i>Non-original elements must not detract from or dominate the original qualities of the building, nor should they suggest a past use which is not historically accurate.</i>	

Comment: **Acceptable for the contemporary architectural style.**

F2.5.13 Outbuildings

<i>Objective: To ensure that outbuildings do not reduce the dominance of the original building or distract from its period character.</i>	
Acceptable Solutions & performance criteria	
A1 <i>The roof form of outbuildings must, if visible from the street, be in the form of hip or gable, with a maximum span of 6.5m and a pitch between 22.5 – 40 degrees.</i>	P1 <i>The roof form of outbuildings, if visible from the street, must be compatible with the historic cultural heritage significance of a local heritage place or precinct, having regard to:</i> <ul style="list-style-type: none"> a) <i>the cultural heritage values of the local heritage place, its setting and the precinct;</i> b) <i>the design, period of construction and materials of the dominant building on site;</i> c) <i>the dominant roofing style and materials in the setting; and</i> d) <i>the streetscape.</i>
A2 <i>Outbuildings must be designed, in both scale and appearance, to be subservient to the primary buildings on the site.</i>	
A3 <i>Outbuildings must not be located in front of existing heritage-listed buildings, and must be setback a minimum of 3 metres behind the line of the front wall of the house that is set furthest back from the street (refer Figure F2.1 & F2.3).</i>	
A4 <i>Any garage, including those conjoined to the main building, must be designed in the form of an outbuilding, with an independent roof form.</i>	
A5 <i>Those parts of Outbuildings visible from the street must be consistent, in both materials and style, with those of any existing heritage-listed building on-site.</i>	
A6 <i>Where visible from the street, the eaves height of outbuildings must not exceed 3m and the roof form and pitch must be the same as that of the main house.</i>	

Comment: **N/A**

F2.5.14 Conservatories

<i>Objective: To ensure new conservatories respect traditional location, form and construction.</i>	
Acceptable Solutions (no performance criteria)	
A1	<i>Conservatories must not be located at the front of a building.</i>
A2	<i>The scale, form, materials, and colours of a conservatory addition must respect the established style and period of the existing building.</i>

Comment: N/A

F2.5.15 Fences and Gates

<i>Objective: To ensure that original fences are retained and restored where possible and that the design and materials of any replacement complement the setting and the architectural style of the main building on the site.</i>	
Acceptable Solutions & performance criteria	
A1.1 Replacement of front fence must be in the same design, materials and scale; or A1.2 a) Front fence must be a timber vertical picket, masonry to match the house, heritage style woven wire, galvanized tubular fencing, other than looped, or iron palisade fence with a maximum height of 1500mm. b) Side and rear fences must be vertical timber palings to a maximum height of 1800mm.	P1 Fences must be compatible with the historic cultural heritage significance of a local heritage place or precinct, having regard to: a) the cultural heritage values of the local heritage place, its setting and the precinct; b) the architectural style of the dominant building on the site; c) the dominant fencing style in the setting; and d) the original or previous fences on the site.
A2	<i>Gates must match the fence, both in materials and design.</i>
A3	<i>Screen fences used to separate the front garden from the rear of the house must be of timber or lattice.</i>
A4	<i>Fences must not be: a) horizontal or diagonal timber slat fences; or b) plastic covered wire mesh; or c) flat metal sheet or corrugated sheets; or d) plywood and cement sheet.</i>

Comment: Meets the Performance Criteria

F2.5.16 Paint Colours

<i>Objective: To ensure that new colour schemes maintain a sense of harmony with the street or area in which they are located.</i>	
Acceptable Solutions & performance criteria	
A1.1 Colour schemes must be drawn from heritage-listed buildings within the precinct; or A1.2 Colour schemes must be drawn from the following: a) Walls – Off white, creams, beige, tans, fawn and ochre. b) Window & Door frames – white, off white, Indian red, light browns, tans, olive green and deep Brunswick	P1 Colour schemes must be compatible with the local historic heritage significance of the local heritage place or precinct having regard to the character and appearance of

green.	the existing place or precinct.
c) Fascia & Barge Boards - white, off white Indian red, light browns, tans, olive green and deep Brunswick green	
d) Roof & Gutters – deep Indian red, light and dark grey.	
A2	There must be a contrast between the wall colour and trim colours.
A3	Previously unpainted brickwork must not be painted, except in the case of post-1960 buildings.

Comment: Meets the Performance Criteria

F2.5.17 Lighting

<i>Objective: To ensure that modern domestic equipment and wiring do not intrude on the character of the streetscape</i>	
Acceptable Solutions (no performance criteria)	
A1	Wiring or conduit to new lighting is not located on the front face of a building.

Comment: Meets the Performance Criteria

F2.5.18 Maintenance and Repair

<i>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 heritage precincts.</i>	
Acceptable Solution (no performance criteria)	
New materials and finishes used in the maintenance and repair of buildings match the materials and finishes that are being replaced.	

Comment: This proposal will guarantee the on-going maintenance of the buildings and site

F2.6 USE STANDARDS

F2.6.1 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 No acceptable solution.	<p>P1 Notwithstanding Clause 8.9, a permit may be granted for any use of a building listed in table F2.1 where:</p> <p>a) it can be demonstrated that the proposed use will not adversely impact on the significance of a heritage place; and</p> <p>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</p> <p>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>

Comment: N/a

E15.0 Signs Code

E15.5.2 Heritage Precincts

Objective: To ensure that the design and siting of signs complement or enhance the streetscape of Heritage Precincts.

Acceptable Solutions	Performance Criteria
A1 No acceptable solution	P1 If within the Heritage Precincts Specific Area Plan, shall be consistent with the Character Statements.

Comment: Meets the Performance Criteria



Submission to Planning Authority Notice

Council Planning Permit No.	PLN-21-0229	Council notice date	27/09/2021
TasWater details			
TasWater Reference No.	TWDA 2021/01636-NMC	Date of response	30/09/2021
TasWater Contact	David Boyle	Phone No.	0436 629 652
Response issued to			
Council name	NORTHERN MIDLANDS COUNCIL		
Contact details	Planning@nmc.tas.gov.au		
Development details			
Address	71-73 HIGH ST, CAMPBELL TOWN	Property ID (PID)	3180051
Description of development	New mixed-use building and alterations to existing church building		
Schedule of drawings/documents			
Prepared by	Drawing/document No.	Revision No.	Date of Issue
Aldanmark	21E29-9 H1.01 & H1.02	A	22/09/2021
Conditions			
Pursuant to the <i>Water and Sewerage Industry Act 2008 (TAS)</i> Section 56P(1) TasWater imposes the following conditions on the permit for this application:			
CONNECTIONS, METERING & BACKFLOW			
1. A suitably sized water supply with metered connections and sewerage system and connections to each lot of the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit.			
2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost.			
3. Prior to commencing construction /use of the development, any water connection utilised for construction/the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater.			
TRADE WASTE			
1. Prior to the commencement of operation the developer/property owner must obtain Consent to discharge Trade Waste from TasWater.			
2. The developer must install appropriately sized and suitable pre-treatment devices prior to gaining Consent to discharge.			
3. The Developer/property owner must comply with all TasWater conditions prescribed in the Trade Waste Consent.			
DEVELOPMENT ASSESSMENT FEES			
4. The applicant or landowner as the case may be, must pay a development assessment fee of \$363.57 to TasWater, as approved by the Economic Regulator and the fee will be indexed, until the date paid to TasWater.			
The payment is required within 30 days of the issue of an invoice by TasWater.			



Advice			
<p>General</p> <p>For information on TasWater development standards, please visit http://www.taswater.com.au/Development/Development-Standards</p> <p>For application forms please visit http://www.taswater.com.au/Development/Forms</p> <p>Advice to Planning Authority (Council) and developer on fire coverage</p> <p>TasWater cannot provide a supply of water for the purposes of firefighting to parts of this title.</p> <p>Trade Waste</p> <p>Prior to any Building and/or Plumbing work being undertaken, the applicant will require a Certificate for Certifiable Work (Building and/or Plumbing). The Certificate for Certifiable Work (Building and/or Plumbing) must accompany all documentation submitted to Council. Documentation must include a floor and site plan with:</p> <ul style="list-style-type: none"> Location of all pre-treatment devices i.e. grease arrestor; Schematic drawings and specification (including the size and type) of any proposed pre-treatment device and drainage design; and Location of an accessible sampling point in accordance with the TasWater Trade Waste Sampling Specifications for sampling discharge. <p>At the time of submitting the Certificate for Certifiable Work (Building and/or Plumbing) a Trade Waste Application form is also required.</p> <p>If the nature of the business changes or the business is sold, TasWater is to be informed in order that pre-treatment may be reassessed.</p> <p>The application forms are available at http://www.taswater.com.au/Customers/Liquid-Trade-waste/Commercial</p>			
Declaration			
<p>The drawings/documents and conditions stated above constitute TasWater's Submission to Planning Authority Notice.</p>			
<p>Authorised by</p>  <p>Jason Taylor Development Assessment Manager</p>			
TasWater Contact Details			
Phone	13 6992	Email	development@taswater.com.au
Mail	GPO Box 1393 Hobart TAS 7001	Web	www.taswater.com.au

From: "Hills, Garry" <Garry.Hills@stategrowth.tas.gov.au>
Sent: Fri, 8 Oct 2021 15:43:47 +1100
To: "NMC Planning" <planning@nmc.tas.gov.au>
Subject: RE: Referral to Department of State Growth of Planning Application PLN-21-0229 - 71-73 High Street, Campbell Town TAS 7210

Our Ref: D21/251137

Hello Karen, thanks for your referral regarding the above.

I advise that the Department accept the recommendations of the supplied Traffic Impact Assessment and do not object to the proposal. However it is noted that modification to accesses are required.

In this regard it will be appreciated if you can arrange to include the below as a condition (and subsequent note) on any permit issued by Council;

- Upgrade of the existing accesses shall be undertaken to meet current Department of State Growth specifications. Namely, sealing of the accesses between the road seal edge and the property boundary. The main northern site access shall be a minimum of 6 m wide at the property boundary to allow for two-way entry and exit by light vehicles. The existing southern 'op shop' access shall be realigned so it is perpendicular to High Street and is a minimum of 4 m in width at the property boundary. Basic engineering drawings showing the extent of the accesses and associated works must be provided to the Department of State Growth for review and acceptance as part of a works permit application per the details noted below.

NOTE: A valid works permit is required for all works undertaken in the State Road (Tasman Highway) reservation. Details of the permit process and application forms can be found at:

www.transport.tas.gov.au/roads_and_traffic_management/permits_and_booking/new_or_altered_access_onto_a_road_driveways. Applications must be received by the Department of State Growth a minimum of twenty (20) business days prior to the expected commencement date for works in order to allow sufficient time for the application to be assessed. No works are to be undertaken until a written permit has been issued.

Let me know if you need any further information.

Cheers, Garry

Garry Hills | Principal Analyst Traffic Engineering
Infrastructure Tasmania Division | Department of State Growth
GPO Box 536, Hobart TAS 7001

Phone: (03) 6777 1940
www.stategrowth.tas.gov.au

DEPARTMENT OF STATE GROWTH COURAGE TO MAKE A DIFFERENCE THROUGH:



From: NMC Planning <planning@nmc.tas.gov.au>
Sent: Monday, 27 September 2021 2:34 PM
To: Development <Development@stategrowth.tas.gov.au>
Subject: Referral to Department of State Growth of Planning Application PLN-21-0229 - 71-73 High Street, Campbell Town TAS 7210

Good afternoon
Please see attached referral for your action
Kind regards
Karen

Karen Jenkins



Administration Officer - Community & Development |
Northern Midlands Council
Council Office, 13 Smith Street (PO Box 156), Longford Tasmania
7301
T: (03) 6397 7303 | F: (03) 6397 7331
E: karen.jenkins@nmc.tas.gov.au | W:
www.northernmidlands.tas.gov.au

employer
of choice

Tasmania's Historic Heart

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REFERRAL OF DEVELOPMENT APPLICATION PLN-21-0229 TO WORKS & INFRASTRUCTURE DEPARTMENT

Property/Subdivision No: 302300.82

Date: 27 September 2021

Applicant: 1+2 Architecture Pty Ltd

Proposal: New building (formal and informal meeting areas, food preparation and service facilities, multi-purpose room, church administration offices, amenities), alterations to existing church building, provision for vehicle access and parking (Community meeting & entertainment use class) (Heritage Listed, Heritage Precinct, Road & Railway Assets Code)

Location: 71-73 High Street, Campbell Town

W&I referral PLN-21-0229, 71-73 High Street, Campbell Town

Planning admin: W&I fees paid.

Jonathan - if you require further information, advise planning section as soon as possible – there are only 14 days from receipt of permitted applications and 21 days from receipt of discretionary applications to stop the clock.

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

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

Stormwater:

Does the physical location of stormwater services match the location shown on the plan? (Requires an on-site inspection)	Yes No
Is the property connected to Council's stormwater services?	Yes No
If so, where is the current connection/s?	
Can all lots access stormwater services?	Yes No
If so, are any works required?	Yes, as follows No
Is stormwater detention required	Yes No
Has a stormwater detention design been submitted	Yes No
If so, is it designed for 20- year ARI with overland flow path to road or any other low risk Council approved place of discharge.	Yes No
If no to above, has the design for 100 – year ARI been done.	Yes

	No
If yes to any of the above, does it comply with Councils stormwater policy	Yes No
Is the design approved by works & infrastructure	Yes No
Please quote drawing numbers and any other relate documentation (email etc.)	#:
Additional Comments/information	Yes, as follows No
Stormwater works required:	
<i>Works to be in accordance with Standard Drawing TSD-SW25 – a 100mm stormwater connection.</i>	
<i>Multiple Dwellings: Works to be in accordance with Standards – a 150mm stormwater connection</i>	
Is there kerb and gutter at the front of the property?	Yes No
Are any kerb-and-gutter works required?	Yes, as follows No

Road Access:

Does the property have access to a made road?	Yes No
If so, is the existing access suitable?	Yes No
Does the new lot/s have access to a made road?	Yes No
If so, are any works required?	Yes, see below No
Is off-street parking available/provided?	Yes No
Road / access works required:	
<i>Works to be in accordance with Standard Drawing TSD R09 - concrete driveway crossover & hotmix sealed apron from the edge of ... Street/Road to the property boundary of Lot/s ...</i>	
OR	
<ul style="list-style-type: none"> <i>standard rural access (SD-...)</i> 	
<p>Ross - Headwalls for any piped driveway crossing must be constructed from sandstone and compatible with Heritage character – details to be provided with the Crossover approval letter.</p> <p><i>(Note: In Ross, hotmix sealed driveways in the main street, gravel elsewhere.)</i></p>	
Is an application for vehicular crossing form required?	Yes No
Is a footpath required?	Yes No
Extra information required regarding driveway approach and departure angles	Yes No

Are any road works required?	Yes, as follows No
Are street trees required?	Yes No
Additional Comments:	An Engineer's design is / is not required.

Engineer's comment:

Jonathan - please provide some comment on the application to include in the assessment report – delete the yellow bits.

If a standard small subdivision:

Council services for this subdivision can be addressed by standard conditions.

OR, if complicated

Council services for this subdivision can be addressed by standard conditions for ... and additional conditions for

Plus extra if very complicated

Delete if not required:

Condition for when new roads are created:

1. Where a new road is created, Council is to be supplied with a preferred name(s) including background information on why that name has been chosen, as well as a second preference if the first is not accepted by Council. This should be done prior to the plans being sent for sealing;
2. The developer is responsible for installing new street signage where required, including any required regulatory signage.

Jonathan - make changes below including deleting conditions not required:

WORKS & INFRASTRUCTURE DEPARTMENT CONDITIONS

STANDARD CONDITIONS FOR SMALL SUBDIVISIONS

W.1 Stormwater

Each lot must be provided with a connection to the Council's stormwater system, constructed in accordance with Council standards and to the satisfaction of Council's Works & Infrastructure Department.

W.2 Access (Urban)

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

W.2 Access (Rural)

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

W.2 Access (Heritage)

- a) A driveway crossover must be constructed from the edge of ... Street/Road to the property boundary of Lot/s ... in accordance with Council standards.
- b) Access works must not commence until an application for vehicular crossing has been approved by Council.
- c) **Ross:** Headwalls for any piped driveway crossing must be constructed from sandstone and compatible with Heritage character – details to be provided with the vehicular crossing approval letter.

W.3 As constructed information

As Constructed Plans and Asset Management Information must be provided in accordance with Council's standard requirements.

W.4 Municipal standards & certification of works

Unless otherwise specified within a condition, all works must comply with the Municipal Standards including specifications and standard drawings. Any design must be completed in accordance with Council's subdivision design guidelines to the satisfaction of the Works & Infrastructure Department. Any construction, including maintenance periods, must also be completed to the approval of the Works & Infrastructure Department.

W.5 Works in Council road reserve

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

W.5 Works in State road reserve

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

W.6 Separation of stormwater services

- a) All existing stormwater pipes and connections must be located.
- b) Where required, pipes are to be rerouted to provide an independent system for each lot.
- c) Certification must be provided that stormwater services have been separated between the lots.

W.7 Easements to be created

Easements must be created over all Council owned services in favour of the Northern Midlands Council. Such easements must be created on the final plan to the satisfaction of the General Manager.

W.8 Pollutants

- a) The developer/property owner must ensure that pollutants such as mud, silt or chemicals are not released from the site.
- b) Prior to the commencement of the development authorised by this permit the developer/property owner must install all necessary silt fences and cut-off drains to prevent soil, gravel and other debris from escaping the site. Material or debris must not be transported onto the road reserve (including the nature strip, footpath and

road pavement). Any material that is deposited on the road reserve must be removed by the developer/property owner. Should Council be required to clean or carry out works on any of their infrastructure as a result of pollutants being released from the site the cost of these works may be charged to the developer/property owner.

W.9 Nature strips

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

STANDARD CONDITIONS FOR MULTIPLE DWELLINGS

W.1 Stormwater

- a) Each dwelling must be provided with a connection to the Council's stormwater system, constructed in accordance with Council standards and to the satisfaction of Council's Works & Infrastructure Department.
- b) Concentrated stormwater must not be discharged into neighbouring properties
- c) Landscaping and hardstand areas must not interfere with natural stormwater run-off from neighbouring properties.
- d) All driveways and hardstand areas must be designed to allow stormwater run-off to be adequately drained to the Council stormwater system.
- e) Prior to the issue of a building permit, or the commencement of development authorised by this permit, the applicant must design and provide plans for underground stormwater drainage to collect stormwater from the driveways and roofed area of buildings. The system must connect through properly-jointed pipes to the stormwater main, inter-allotment drainage or other lawful point of discharge to the satisfaction of the Plumbing Inspector. The plan must show that hydraulic separation of stormwater pipes and connections between the dwellings has been achieved. (LEAVE IN IF THEY COULD BE SUBDIVIDED IN FUTURE)
- f) A plumbing permit is required prior to commencing any plumbing or civil works within the property.

W.2 Access

- a) A concrete driveway crossover and hotmix sealed apron (or concrete apron if the footpath is constructed from concrete) must be constructed for each dwelling from the edge of ... Street/Road to the property boundary in accordance with Council standards.
- b) Access works must not commence until an application for vehicular crossing has been approved by Council.
- c) All works must be done in accordance with Council Standard Drawing TSD-R09 and to the satisfaction of the Works Manager.
- d) **Ross:** Headwalls for any piped driveway crossing must be constructed from sandstone and compatible with Heritage character – details to be provided with the vehicular crossover approval letter.

W.3 Municipal standards & approvals

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

W.4 Works in Council road reserve

- a) Works must not be undertaken within the public road reserve, including crossovers, driveways or kerb and guttering, without prior approval for the works by the Works Manager.

- b) Twenty-four (24) hours notice must be given to the Works & Infrastructure Department to inspect works within road reserve, and before placement of concrete or seal. Failure to do so may result in rejection of the vehicular access or other works and its reconstruction.

W.4 Works in State road reserve

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

W.5 Pollutants

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

W.6 Works damage bond

- a) Prior to the issue of a building permit, or the commencement of development authorised by this permit, a \$500 bond (for small proposals) / \$1000 bond (for large proposals) must be provided to Council, which will be refunded if Council's infrastructure is not damaged.
- b) This bond is not taken in place of the Building Department's construction compliance bond.
- c) The nature strip, crossover, apron and kerb and gutter and stormwater infrastructure must be reinstated to Council's standards if damaged.
- d) The bond will be returned after building completion if no damage has been done to Council's infrastructure and all engineering works are done to the satisfaction of the Works & Infrastructure Department.

W.7 Nature strips

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

Jonathan Galbraith (Engineering Officer)

Leigh McCullagh (Works Manager)

Date:

Paul Godier

From: Jennifer Jarvis <Jennifer.Jarvis@tasrail.com.au>
Sent: Monday, 4 October 2021 5:01 PM
To: NMC Planning
Subject: Attention Planning Department
Attachments: Possible Railway Culvert Upgrade Request; TasRail Snip image showing drain.JPG; V2021TasRail Standard Notes - Op Lines.docx

Follow Up Flag: Follow up
Flag Status: Completed

Your Reference PLN-21-0229 – 71 High Street Campbell Town – New Building

Thank you for notifying TasRail of the above planning application.

We have reviewed the available documentation and make the following comments:

- TasRail is concerned by the absence of information related to stormwater discharge/other run-off. TasRail suspects the intent is for stormwater run-off to discharge into the existing open swale drain and although not shown in full on the plans submitted, we suspect this is the existing open drain that runs under the road, through an existing culvert and discharging into TasRail's open drain.
- TasRail draws NMC Planning to the attached email trail between Gandy & Roberts which confirms TasRail's view that the existing culvert is undersized for the current water loading. It should be noted that standing water represents a significant risk to the railway formation and track assets with high potential to cause a derailment.
- TasRail is therefore requesting more details about intentions for stormwater to support this application as well as for the planned future development of the site as shown on the submitted documents. The existing open railway drain was not designed to take residential urban run-off and therefore TasRail is concerned to ensure the current situation is not exacerbated. TasRail strongly recommends that future development of this land be subject to the 3rd party or Council funding upgrade of the existing culvert given the cost to design, procure and construct such works will be substantial.
- TasRail also requests that a copy of the attached TasRail Standard Notes be provided to the applicant to inform about matters relevant to developing/residing/operating on land adjoining an operational rail corridor.

Kind regards

Jennifer Jarvis

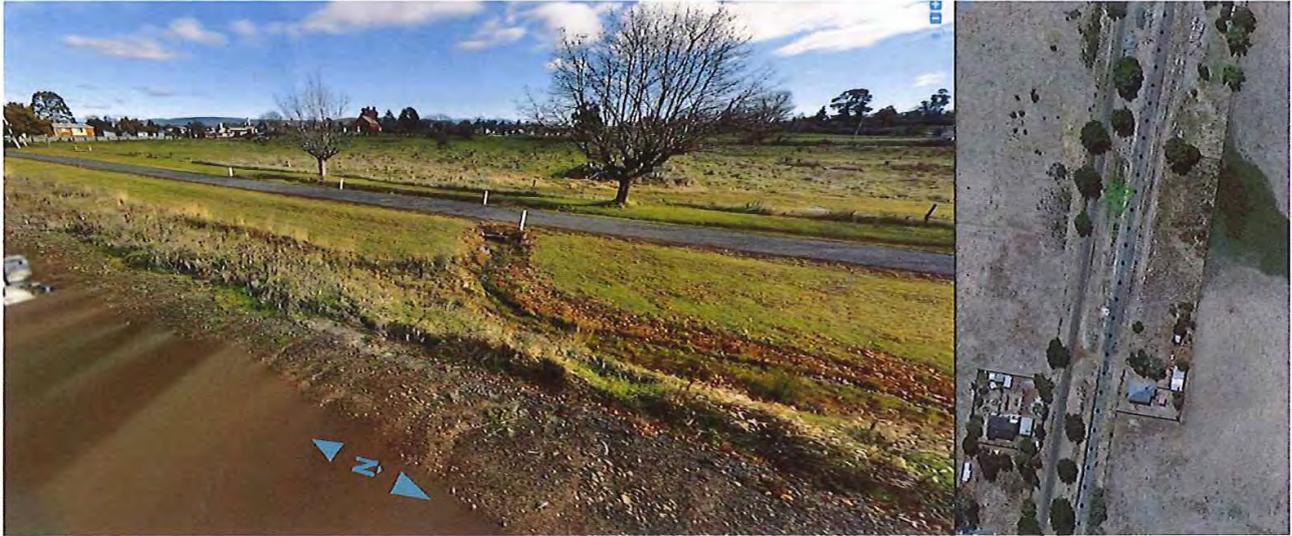


Manager Group Property & Compliance | Property
Phone: 03 6335 2603 | Mobile: 0428 139 238
11 Techno Park Drive, Kings Meadows, Tasmania, 7249
Jennifer.Jarvis@tasrail.com.au

'Tasmania's trusted provider of safe and dependable rail logistics solutions'



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Paul Godier

From: Jennifer Jarvis <Jennifer.Jarvis@tasrail.com.au>
Sent: Monday, 4 October 2021 4:39 PM
To: Jennifer Jarvis
Subject: Possible Railway Culvert Upgrade Request

From: Jennifer Jarvis
Sent: Wednesday, 24 February 2021 3:36 PM
To: Josh Farner <jfarner@gandyandrobarts.com.au>
Subject: RE: 20.0440 - 71-73 High Street Campbell Town - Possible Railway Culvert Upgrade Information Request

Hello Josh, thanks for the follow-up.

It's not possible to provide you with any sort of approval/agreement from TasRail for the proposal, or any sort of estimate of potential cost without a detailed design and supporting information such as hydrology modelling/report to confirm the capacity and proposed culvert design.

Costs will also be influenced by the location, timing etc.

Council will need to engage TasRail to install the culvert at Council's cost. This will require commercial discussion and agreement.

As any culvert under the railway will ultimately need to become a TasRail asset, there will also need to be a licence agreement between the owner of the asset (I assume Council) and TasRail.

Apologies I can't offer more info at this stage but prefer not to guess as to likely cost.

Kind regards

From: Josh Farner <jfarner@gandyandrobarts.com.au>
Sent: Thursday, 18 February 2021 3:53 PM
To: Jennifer Jarvis <Jennifer.Jarvis@tasrail.com.au>
Cc: Allison Alexander <Allison.Alexander@tasrail.com.au>; Simon Palmer <Simon@gandyandrobarts.com.au>
Subject: RE: 20.0440 - 71-73 High Street Campbell Town - Possible Railway Culvert Upgrade Information Request

Hi Jennifer,

Thank you very much for your response. My apologies, yes, the correct address is 71-73 High Street.

The flood waters impacting this site are as a result of the Council stormwater catchment. In order to allow the free passage of water, we would require a culvert with approximate dimensions of 1.2 m wide x 0.6 m high, for a length of around 20 m. I wonder if you know of any similar projects and could please provide any high-level indication of potential cost?

Thank you for your suggestion to email property@tasrail.com.au. Currently we are just seeking a very high-level estimate of potential cost to determine whether the proposed development may be at all feasible for the client, so any information you can provide on this would be much appreciated.

Currently, as shown below, Council have modelled stormwater to dam against the side of the railway formation under a 1% AEP flood event, so providing means for the stormwater to connect from one side to the other may be of benefit to TasRail.

If there is any further information I can provide please don't hesitate to ask, and if you would like to chat please feel free to call.

Thanks again,

Josh Farner
Civil Engineer

GANDY AND ROBERTS
CONSULTING ENGINEERS

ph 03 6223 8877
fx 03 6223 7183
159 Davey St Hobart TAS 7000
jfarner@gandyandroberts.com.au
www.gandyandroberts.com.au

From: Jennifer Jarvis <Jennifer.Jarvis@tasrail.com.au>
Sent: Thursday, 18 February 2021 3:13 PM
To: Josh Farner <jfarner@gandyandroberts.com.au>
Cc: Allison Alexander <Allison.Alexander@tasrail.com.au>
Subject: RE: 20.0440 - 71-73 Main Street Campbell Town - Possible Railway Culvert Upgrade Information Request

Dear Josh, thank you for your email enquiry.

We assume you mean 71-73 High Street Campbell Town – as we cannot identify a Main Street Campbell Street.

Difficult to provide you with specific information based on the limited information you have provided, but generally speaking, TasRail assets are not designed or maintained to take urban stormwater. It is acknowledged there are a number of legacy situations around the State where historic arrangements may have provided otherwise, but these are not consistent with contemporary laws and regulations.

As a general rule, TasRail would prefer stormwater to be independent of the railway, because water entering the rail corridor as well as standing water and flood risk impact the integrity of the rail formation and present significant derailment risk. I note the Campbell Town area is already prone to flooding..

However, TasRail will give consideration to the installation of underground infrastructure (such as a stormwater pipeline needing to connect from one side of the railway to the other). The design and installation would need to comply with AS4799 but to a depth of 2 metres. The works would need to be subject to a TasRail Permit for Works, and a Licence Agreement in place between the pipeline owner and TasRail to permit the pipeline to be on rail land. If the stormwater is to support a development, as a general rule we would ask for hydrology modelling and evidence that the proposal is sufficient to meet demand into the future. If a new or larger culvert is required then TasRail would need to review and agree with the drawings/design and TasRail would need to install the asset – with the proponent meeting all costs.

As I understand it, the Urban Drainage Act 2013 does provide for a council to enter into a commercial agreement with a third party for this purpose.

My best suggestion is that if the Northern Midlands Council (or a private developer who will transfer these assets to Council on completion of the development) wish to explore an upgraded or new culvert under the railway, they should make approach to TasRail by emailing property@tasrail.com.au with supporting documentation including a hydrology report and a design concept. This would enable TasRail to assess the request and advise accordingly. If

agreement is likely, then there will need to be a commercial proposal that covers not only the capital cost but also ongoing maintenance etc.

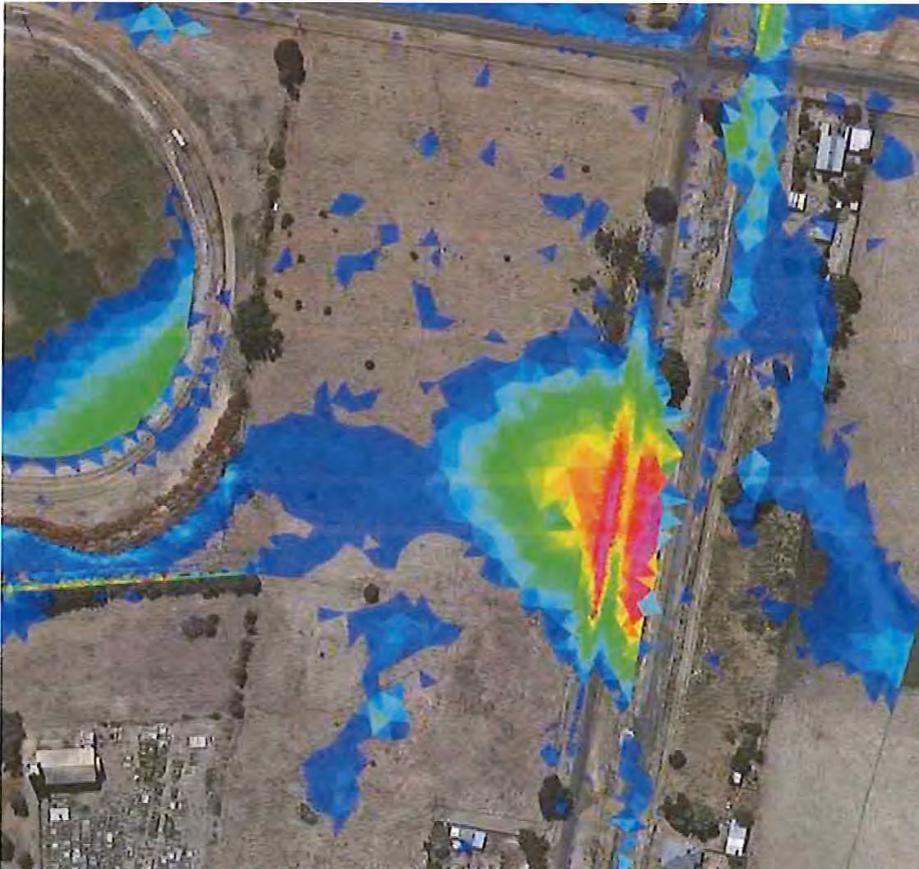
Apologies if this is not that helpful, but without the detail it's difficult to be specific.

Regards

From: Josh Farner <jfarner@gandyandroberts.com.au>
Sent: Friday, 12 February 2021 3:26 PM
To: Online Enquiries <onlineenquiries@tasrail.com.au>
Subject: 20.0440 - 71-73 Main Street Campbell Town - Possible Railway Culvert Upgrade Information Request

Hi,

I am currently looking at a proposed development project that is impacted by stormwater flooding due to an undersized railway culvert underneath the South Line in Campbell Town. An extract of the inundation map in the proposed development area is shown below.



In order to undertake the proposed development, an upgrade of the existing railway culvert would have to be undertaken. I am writing to please enquire whether TasRail have undertaken any similar projects recently, and whether I might be able to please request information on any similar upgrades. Specifically, I am trying to estimate the potential cost of such works, and would very much appreciate any information you might be able to provide that would assist in this regard.

Thank you. Please don't hesitate to get in touch if you would like to discuss further.

Kind regards,

Josh Farner
Civil Engineer

GANDY AND ROBERTS
CONSULTING ENGINEERS

ph 03 6223 8877
fx 03 6223 7183
159 Davey St Hobart TAS 7000
jfarner@gandyandroberts.com.au
www.gandyandroberts.com.au

TasRail Standard Notes (V2021)

- Where a building or other development is proposed to be located at a setback distance less than 50 metres from the boundary of the rail corridor, the occupants are likely to be exposed to train horn noise and vibration, noting that TasRail Freight Rail Services operate 24/7 and the configuration, frequency and time of these services is subject to change at any time.
- Landowners, builders/developers and prospective residents should undertake appropriate due diligence to ensure they are aware of potential exposure to train horn noise and vibration, particularly in relation to building design, material specifications and lifestyle. The train horn is a safety device that is required to be sounded twice per level crossing being on approach and on entry. The minimum duration of each train horn blow is one second. The train driver also has the discretion to sound the horn at any time he/she perceives a risk.
- Using or creating an unauthorised railway crossing or stock crossing is unsafe and strictly prohibited. If the proposed development interfaces with a rail crossing and/or rail corridor land it is recommended you contact property@tasrail.com.au to discuss the proposed interface ahead of the planning process. Consideration should also be given to the orientation and siting of above ground structures on adjoining land as well as landscaping to ensure there is no potential to obscure or obstruct the line of sight with respect to a railway crossing.
- Stormwater or effluent is not permitted to be discharged onto rail land or into the rail drainage system. Should there be a requirement for a service or asset to be installed on rail land in order to connect into an authorised stormwater or other outlet, a separate TasRail Permit is required and will only be approved subject to terms and conditions (costs apply). A Permit Application Form is available by contacting property@tasrail.com.au
- Any excavation within 3 metres of the rail boundary line requires a separate TasRail Permit from property@tasrail.com.au in accordance with s44 of the *Rail Infrastructure Act 2009*. A minimum of seven (7) business days notice is required, but earlier engagement is recommended
- Rail land is not for private use and should not be encroached for any purpose including for gardens, storage, keeping of animals etc. Dumping of rubbish including green waste into the rail corridor is not permitted.
- No obstruction, installation or works of any kind are permitted inside railway land for any purpose including for structures, unauthorised vehicles, drainage, water pipes, stormwater discharge, electrical or service infrastructure, storage of materials, vegetation clearing, inspections etc.
- As per the *Rail Infrastructure Act 2007*, the Rail Infrastructure Manager (TasRail) may remove and dispose of unauthorised or unlawful service infrastructure and take such other action as it sees fit. Where this occurs, TasRail may recover its costs of doing so as a debt due to TasRail from that person and retain if applicable any proceeds of disposal. No action lies against TasRail for removing or disposing of the unauthorised or unlawful service infrastructure.
- No persons should enter rail land without formal authorisation from TasRail in the form of a TasRail Permit issued by property@tasrail.com.au
- As railway land is Crown Land, the Rail Infrastructure Manager is not required to contribute to the cost of boundary fencing.

Brett and Michaela Wright
The Grange Estate
7 William Street
Campbell Town TAS 7210

The General Manager
Northern Midlands Council
13 Smith Street
Longford TAS 7210

To the General Manager

**RE: Objection to Proposed Development PLN-21-0229 - 71-73 High Street
Campbell Town**

We have recently received a notification of a planning application for the above site. After careful consideration we are making the following objections in accordance with *section 57(5) of the Land Use and Planning Approvals Act 1993* and other relevant guidelines and legislation:

1. The plan was prepared with limited research due to time and budgetary constraints.
2. Limited funding did **NOT** allow for extensive historical research into phases of development of the site.
3. The research that was done was based on secondary information, **NOT** primary material.
4. A site investigation was undertaken for built and landscape heritage elements however, the opinions and recommendations within the report were **IGNORED**.
5. In the words of the Northern Midlands Council in their Interim Planning Scheme 2013, they stated *The Campbell Town Heritage Precinct is unique because it is the core of a substantially intact nineteenth century townscape, with its significant built fabric.....Traditional buildings in the Precinct include impressive examples of colonial architecture.....Campbell Town's heritage ambience has been acknowledged...* As such, any development that covers an entire side of an historic building cannot be allowed.
6. Section 4.3 of the application states that the site is included on the State Heritage Register and the local council Heritage Schedule. Consequently, there was a Significance Assessment completed to ensure that the proposed site retains said significance. Despite the assessment confirming that the site meets **ALL** of the criteria deeming it of major significance, the application does **NOT** specify how it will maintain the importance of the site, nor how it will mitigate the constraints that the significance will impose.

7. The application states that the development in the proposed location is unlikely to be visible from town. This is in direct contradiction to the drawing plans that shows the proposed building protruding in front of the Church.
8. The curtilage includes the Church, the old school hall, the cemetery, and surrounding land. Should development occur on this setting, it will significantly impact the following:
 - a. The important elements of the place and the relationship between these components;
 - b. The look of the immediate and broader settings;
 - c. Views to and from the Church; and
 - d. The historical and visual relationship between the Church and its surroundings.
9. It is stated in the planning application that the requirement of the proposed development is to seek the facilities to ensure that the Church has future use **AS A CHURCH**, specifically: office facilities, toilets; and a kitchen. This contradicts the planning request for an entirely new building which incorporates those facilities, in addition to other amenities **NOT** essential to religious/church requirements.
10. The Client requirement also states that it is seeking this development to take the pressure the Church to undergo sometimes quite radical change. Yet **ANOTHER** contradiction within the planning application.

In conclusion, it is evidenced that the limited research and budget has restricted the planning application from providing full and accurate details and can only be described as fundamentally flawed. In addition, the proposed development will adversely affect the cultural significance of Campbell Town, the proposed building will adversely affect the significance of the heritage site and the form and appearance of the proposed building is **NOT** in keeping with the character and appearance of adjacent buildings and the heritage place. As such, it cannot be approved.

We are happy to discuss our concerns further if required.

Yours sincerely

Brett and Michaela Wright

October 2021



2nd November 2021

The General Manager
Northern Midlands Council
13 Smith Street Longford 7031

Re [St Lukes Church](#)
[71-73 High St Campbell Town, Proposed church facility - DA submission](#)

I write as the heritage architect and consultant on the project in response to the single submission that has been made in relation to this application.

Having worked on many hundreds of heritage sites including over 50 significant church buildings, it is rare to have only a single submission to a proposal. My experience is that where there are real issues of concern that there are usually a number of submissions made. I would take the level of response to be a general affirmation of the project or at least an indication that the local community does not have concerns about the heritage value of the site being affected by this proposal. I also note that as the site is a State heritage item that the Tasmanian Heritage Council will also make an assessment and that will form part of the overall review of the project.

It is clear that the author of the submission is of the view that development of any form should not take place on this site and that the purpose of the site for church activities should not be considered. The various comments made all conclude with the same outcome noting that some of the comments made do not appear to make sense.

For clarity, it is correct and was stated in the submission heritage document that the project has been undertaken on a reduced budget and within a quite tight time frame. The document produced, which was also very clear in stating that it was based on largely secondary sources, exceeded significantly the budget allowance and the report was written to address the site and not in relation to a budget limitation, however that is not a matter for consideration in making an assessment and has no bearing on whether the assessment is sufficient for Council and the Heritage Council to make a determination.

I have written well over 100 conservation management plans and many hundreds of statements for a wide range of significant buildings from world heritage sites to local sites and confirm that the assessment provided is considered, well-researched and addresses the matters that Council need to consider in making an assessment of the proposal.

7 Broughton Street Drummoyne NSW 2047
E pdavies@heritage-architects.com.au

PO Box 296 Balmain NSW 2041
ABN 65 074 633 015

T + 61 2 9818 5941
Nominated Architect Paul Davies Reg No. 6653

If Northern Midlands Council or the Tasmanian Heritage Council require any further information to allow a proper assessment to be made, we are more than happy to provide it in writing or in discussion. However, that has not been requested to date and we believe there is a sound basis to understand the site and how it developed and on which to make an assessment of the application.

Interestingly, there is relatively little historic information available about the church and site. There are some drawings (but very few), a small range of early photos, but almost no documentary evidence about the site. Consequently, the assessment we prepared while using the sources that have been well-researched over a long period of time, also looked at and analysed the site itself and how it relates within the town setting. This is a sound and proper approach to heritage analysis.

It is also important to see a site such as this within a long historical context. The land that included the now adjacent oval and facilities, graveyard and the paddocks to the east was granted for church purposes. A church was built, later a Sunday school hall was built and it can be imagined that there were ideas to build a rectory and perhaps other church facilities over time. The graveyard use expanded to the south, the oval was excised from the site and the church has occupied only part of the site for church activities including burials. That is the historical pattern of development of church sites. The proposed addition of a church facility at this point is no different to adding the Sunday School Hall in the past, it is part of the slow evolution of church sites as they meet the demands of their local communities. The proposal is within the purpose of the land use and is consistent with the ongoing life and use of the parish.

The matters to be considered are not whether development can take place but is the proposal sound in the siting of a new element, the form of a new element, the integration of access and parking, the addition of landscaping etc.

All of this has to be assessed against the planning scheme provisions related to heritage. This is an objective process where matters of significance, use and potential impacts are set out and considered. As the place has high heritage significance the design and siting and related elements are the critical elements to consider and assess.

The heritage issues that need to be and have been considered are:

- does the work physically impact the church building and if it does is this acceptable;
- does it affect the graveyard;
- do the church and Sunday school hall buildings remain the dominant visual and spatial elements of the site and;
- is the hierarchy of built form appropriate so that a new element is subservient, secondary and respectful.

It is our view, having carefully considered the site and the proposal and having given guidance during the design process, that the application is sound, has very low heritage impact, provides a needed facility for the future of the place and resolves access, parking and landscape with care and finesse.

The proposal has no unacceptable impacts on heritage values and is a very finely designed building in its own right which is another key aspect of working on significant sites.

I refrain from addressing the various detailed comments as I can see no value or purpose as they all simply oppose any change to the site.

Please do not hesitate to contact me if you require any further explanation, input or response.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'Paul Davies', written over a vertical line that extends from the signature down to the printed name below.

Paul Davies

B Arch MBEnv Bldg Cons AIA
Chartered Architect
Heritage Consultant



14.3 PLN21-0062: 145-173 MARLBOROUGH STREET, LONGFORD

File: 109300.658; PLN21-0062
Responsible Officer: Des Jennings, General Manager
Report prepared by: Danielle Gray, Planning Consultant

1 INTRODUCTION

This report assesses an application for a 44-lot subdivision, 3 x new roads and associated services, building demolition (vary lot size, Bushfire Prone Area, Road & Railway Assets Code, Attenuation Area) at 145 Marlborough Street (CT-157278/2), 153 Marlborough Street (CT- 173613/1), 173 Marlborough Street (CT-173613/2), 10 Anstey Street (CT-173613/6), Cracroft Street road reserve (no CT reference), Catherine Street Road Reserve (no CT reference), 119 Catherine Street (CT-104455/3), 344 Cressy Road (CT-104455/4), Cressy Road road reservation (no CT reference), unnamed road reserve (no CT reference), Marlborough Street road reservation (no CT reference) and Brickendon Street road reserve (no CT reference).

2 BACKGROUND

Applicant:

Carlton Dixon

Zone:

Low Density Residential

Classification under the Scheme:

Discretionary

Deemed Approval Date:

20 November 2021

Owner:

Zeekap (No 102) Pty Ltd & New Norfolk Hotels Pty Ltd, Twisted Hotels Pty Ltd, Anna Hayward

Codes:

Bushfire Prone Areas Code, Road and Railway Assets Code, Recreation and Open Space Code and Attenuation Code

Existing Use:

Vacant, horse agistment and horse stables and outbuildings (proposed to be demolished)

Recommendation:

Approve

Discretionary Aspects of the Application:

- Reliance on the performance criteria of the Low Density Residential Zone.
- Reliance on the performance criteria of the Road and Railway Assets Code.
- Reliance on the performance criteria of the Attenuation Code.
- Reliance on the performance criteria of the Recreation and Open Space Code.
- Reliance on the performance criteria of the Bushfire Prone Areas Code.

Planning Instrument:

Northern Midlands Interim Planning Scheme 2013, Version 35, Effective from 26 April 2021.

Preliminary Discussion

Prior to submission of the application, the applicant held discussions with Council officers regarding the proposal.

3 STATUTORY REQUIREMENTS

The proposal is an application pursuant to section 57 of the *Land Use Planning & Approvals Act 1993* (i.e. a discretionary application). Section 48 of the *Land Use Planning & Approvals Act 1993* requires the Planning Authority to observe and enforce the observance of the Planning Scheme. Section 51 of the *Land Use Planning & Approvals Act 1993* states that a person must not commence any use or development where a permit is required without such permit.



4 ASSESSMENT

4.1 Proposal

The proposed development seeks approval for demolition of existing structures (horse stables and outbuildings) and a proposed subdivision of 44 lots as well as associated services.

The proposed development where subdivision is proposed to create new lots involves three properties. These are 145 Marlborough Street (CT-157278/2), 153 Marlborough Street (CT- 173613/1) and 173 Marlborough Street (CT-173613/2). Collectively, these lots combined provide a total site area of 6.254 hectares.

To ensure the proposed subdivision is fully serviced, the proposal also seeks approval for the extension of services through the following titles in an updated services proposal plan from 6ty dated 2 August 2021: 10 Anstey Street (CT-173613/6), Cracraft Street road reserve (no CT reference), Catherine Street Road Reserve (no CT reference), 119 Catherine Street (CT-104455/3), 344 Cressy Road (CT-104455/4), Cressy Road road reservation (no CT reference), unnamed road reserve (no CT reference), Marlborough Street road reservation (no CT reference) and Brickendon Street road reserve (no CT reference).

Of the three affected properties where the proposed new lots are to be subdivided, only 145 Marlborough Street contains development while 153 and 173 Marlborough Street are both vacant.

145 Marlborough Street contains horse racing stables and horse shelters as well as fenced paddocks. These are proposed to be demolished as part of the application

The proposed subdivision seeks approval for a total of 44 lots that range in size from 1200sqm to marginally over 1500sq. Most lots are an average size of approximately 1200sqm.

The subject site comprising three properties to be subdivided is wholly located within the Low Density Residential zone.

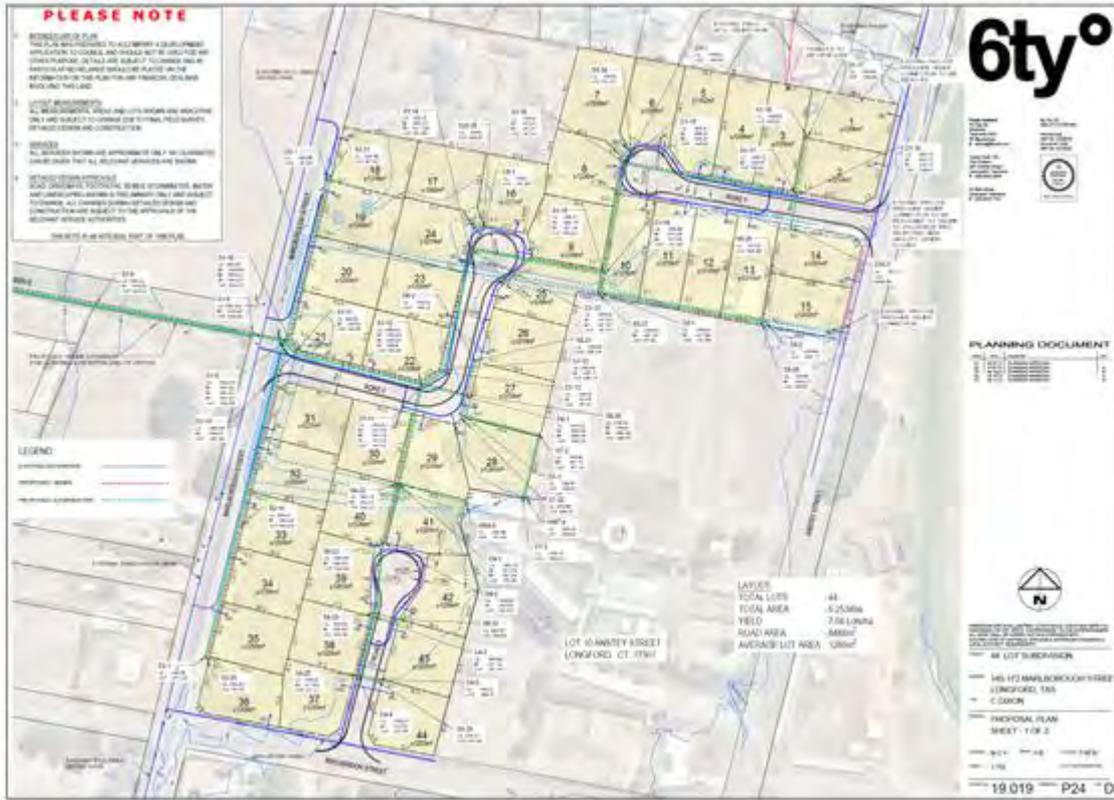
The proposal also seeks to create three internal roads including a total of three cul-de-sacs to provide access to legal access and frontage some of the proposed lots. Some of the proposed lots will gain their access from Anstey Street, Marlborough Street or Brickendon Street.

In addition to the proposal plan prepared by 6ty (dated 3 November 2021) and servicing plans for the proposal (dated 2 August 2021), the planning application accompanying the proposed development includes the following consultant reports submitted to Council:

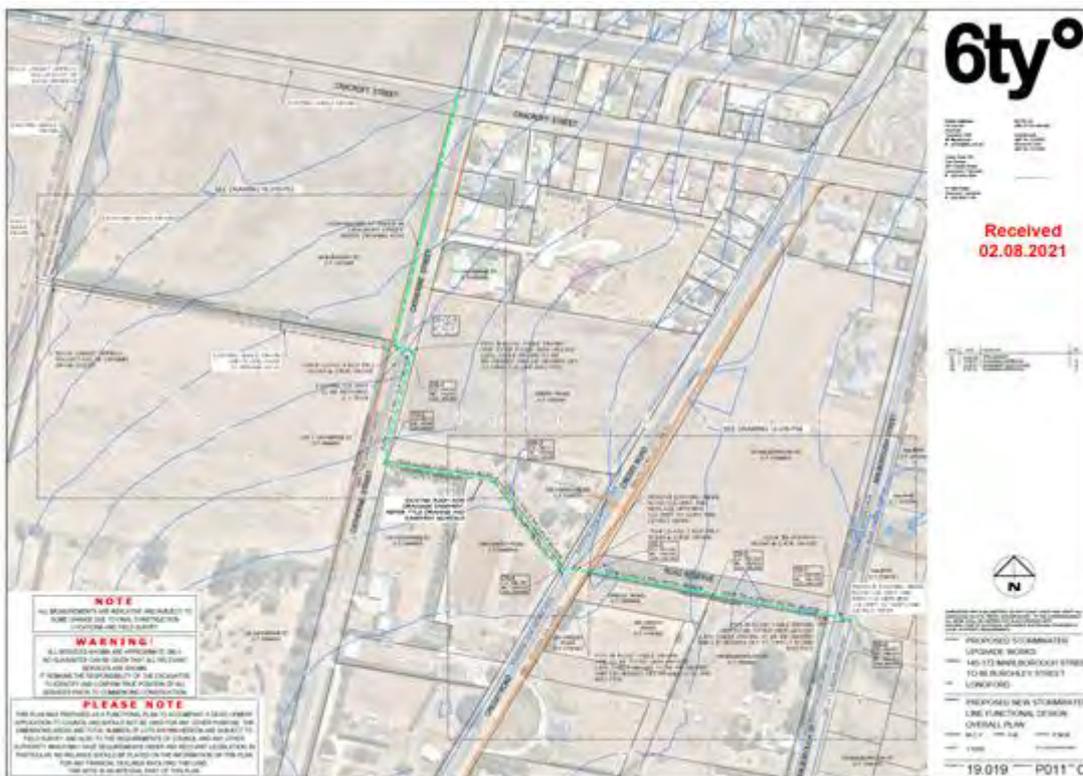
- Planning report prepared by Ms Chloe Lyne of CPD and dated: 4 March 2021;
- Bushfire assessment (version 2) prepared by Mr Scott Livingston and dated 3 November 2021; and
- Noise and Dust Assessment prepared by Pitt and Sherry and dated 20 September 2021; and
- Traffic Impact Assessment prepared by GHD and dated March 2021.

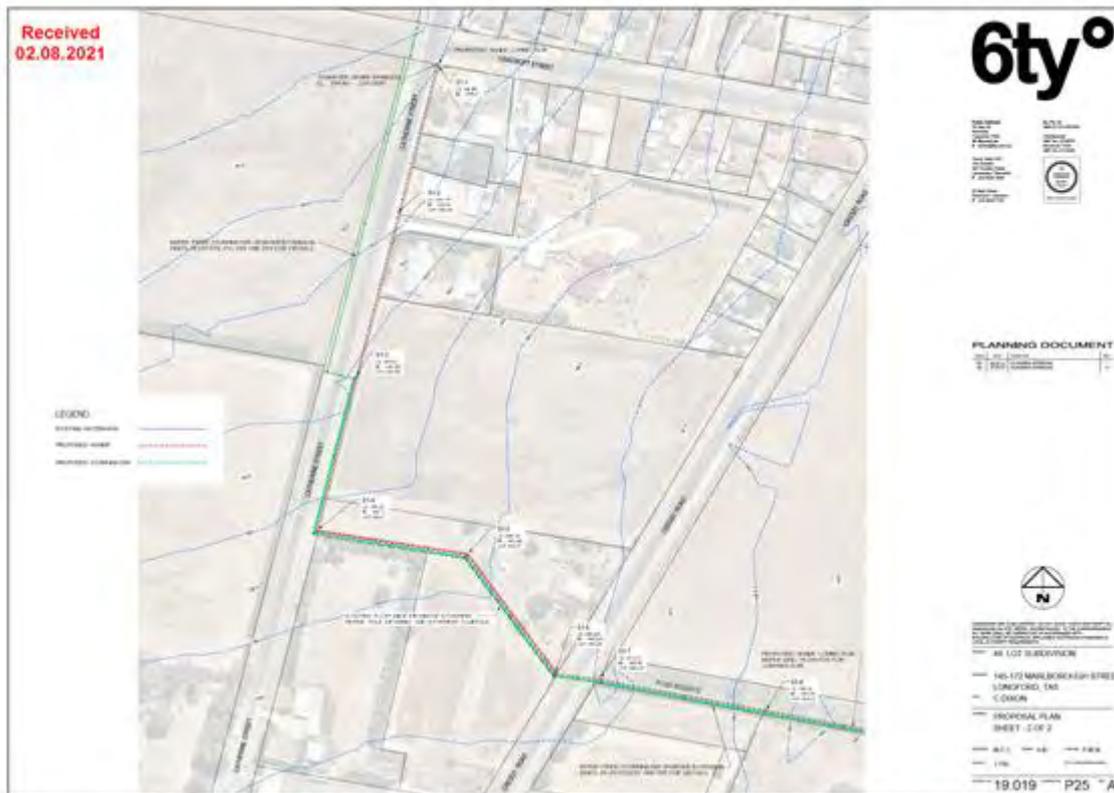


Subdivision Plan (received 03 November 2021)



Servicing plans (dated 2 August 2021)





4.2 Zone and Land Use

Zone Map – General Residential Zone (red) to the north of the subject sites, Low Density Residential zone (pink) which includes the subject site, General Industrial zone (purple) to the south west of the subject site, Recreation zone (Green) to the east of the subject site.



The land where the proposed new lots are to be subdivided is zoned wholly Low Density Residential Zone and due to the presence of a single overlay, is also subject to the Bushfire Prone Areas Code.



Owing to the presence of operating Brickworks in the surrounding area, the proposal is also subject to the Attenuation Code.

The relevant Planning Scheme definition is:

<i>subdivision</i>	<i>means the act of subdividing or the lot subject to an act of subdividing.</i>
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4.3 Subject Site and Locality

The subject site comprising three lots, is in an area south in the Longford township and in an area best described as a primarily residential area on the edge of the urban fringe with higher density residential development to the north and a variety of residential lot sizes south and west of the subject site.

The subject site is currently used for agistment for horses as well as stables located opposite the race course in Anstey Street.

Development to the north of the subject site comprises predominantly single dwellings on lots typically in the range of 600sqm to 800sqm in area.

There is no characteristic lot size or clearly characteristic pattern of development for lots zoned Low Density Residential with lots ranging from 1000sqm in area to well over 2 hectares in area.

There are other uses in the area including the Longford Racecourse which is located immediately east of the subject site. The Racecourse is the oldest continuously operating racecourse in Australia.

There is also the Austral Brickworks operating southwest of the subject site at Cressy Road.

Aerial photograph of area with the subject sites to be subdivided being outlined:



Photographs of subject site

The subject site was inspected by the consultant planner undertaking the assessment and recommendation of the proposed development on 24 September 2021. The following photographs were taken at that inspection.



Above: The corner of the subject site (right and centre) at the corner of Brickendon and Marlborough Streets. Source: Gray Planning, September 2021.



Above: Looking west toward the subject site (centre) in Anstey Street, opposite the Longford racetrack. The outbuildings shown are not on the subject site but are located on the immediate neighbour at 10 Anstey Street. Source: Gray Planning, September 2021



Above: The subject site looking east from Marlborough Street. Source: Gray Planning, September 2021



Above: The subject site looking east from Marlborough Street. Source: Gray Planning, September 2021.



Above: The subject site looking northeast from Marlborough Street. Source: Gray Planning, September 2021



Above: The subject site (right) looking north east from Marlborough Street. Neighbouring residential development can be seen (centre) while residential development to the north of the site can be also seen (left). Source: Gray Planning, September 2021



Above: The subject site looking east from Marlborough Street. Source: Gray Planning, September 2021.



Above: Looking north along Catherine Street where services are proposed to be located to service the proposed subdivision. Source: Gray Planning, September 2021



Above: Residential development north of the subject site looking north east from Marlborough Street. Source: Gray Planning, September 2021.



Above: Residential development opposite the racetrack in Anstey Street. Source: Gray Planning, September 2021.



Above: Residential development north subject site in Cracroft Street. Source: Gray Planning, September 2021.



Above: The Longford racetrack in Anstey Street, opposite the subject site. Source: Gray Planning, September 2021.

4.4 Permit/Site History

The subject site has a history of planning applications proposing subdivision and these are summarised below.



The planning permit history includes:

- PLN19-0093: 29 lot subdivision at 153 Marlborough Street (application withdrawn);
- PLN20-0174: 5 lot subdivision at 173 Marlborough Street (application placed on hold by the applicant).

4.5 Representations

Notice of the application was given in accordance with Section 57 of the *Land Use Planning & Approvals Act 1993*.

After legal advice was received by Council from their solicitor that readvertising was required to ensure all affected land including Council road reservations and land proposed to contain new services was included as part of the notice, the application was readvertised from 18 September 2021 until 1 October 2021.

A review of Council's ECM system after completion of the public exhibition period revealed that twelve (12) representations (attached) were received from:

- Ed Spiden (no address provided)
- Tasmania Fire Service (withdrawn 1 November 2021)
- Austral Bricks (Cressy Road, Longford)
- Tanya Hanson (34B Anstey Street, Longford)
- Alana Fulton (74 Brumby Street, Longford)
- Neil Tubb (54 Marlborough Street, Longford)
- Ron Baker (77 Catherine Street, Longford)
- Mark Rhodes (no address provided)
- Richard Archer (Brickendon, Longford)
- Harry Galea, 21 Cracraft Street, Longford
- Sam Chugg (no address provided)
- Michael Morris, 97 Brickendon Street, Longford
- Dee Alty, Longford (no address provided)
- Rickie and Sarah Rudling, 143 Marlborough Street
- Thomas Baird (no address provided)

Map showing location of representor properties (containing circles and arrowed) in relation to subject site where new lots are proposed (outlined)



Disclaimer and Copyright Notice



Above: The location of representor's addresses (where known) are indicated with a blue circle (and arrowed due to scale of map) while the subject site where proposed lots will occur are outlined.

The matters raised in the representations are outlined below followed by the planner's comments.

Issue 1

- The GHD report submitted as part of the application makes reference to rural road with no kerb and gutter. Appropriate LGAT subdivision standards are urban roads in terms of this proposal.

Planner's comment:

The Council engineering assessment has made the assessment under the appropriate LGAT subdivision standards as has the submitted servicing drawings.

Issue 2

- The development seeks to bypass the strategic intent of the Low Density Residential zone which was to provide a buffer between residential use and development and the horse racing sector and other heavy industry.

Planner's comment:

Regardless of the strategic intent at the time of determining zones for the Longford area prior to the introduction of the current Interim Planning Scheme, the proposal can only be determined under the applicable development standards for subdivision and any triggered Codes with consideration of the objectives of the Low Density Residential zone. None of these make any mention of avoiding conflict of uses unless they are uses specifically mentioned in the Attenuation Code.

The Low Density Residential zone makes no mention of avoidance of land use conflict in either the Zone Purpose Statements or the Local Area Objectives for the zone.

There is no specific mention of horse racing use in the Planning Scheme and furthermore, no specific mention of this existing use being required to be considered in terms of avoidance of land use conflict when it comes to the use and development of adjacent residential zoned land.

Issue 3

- The 1200sqm minimum lot size fails to comply with the minimum 1ha lot size and the historic treatment of low density residential classification in Longford.

Planner's comment:

The proposed 1200sqm lot size as proposed for the subdivision does not comply with the Acceptable Solution of clause 12.4.3.1.A1.1 and therefore the proposal has been assessed under the associated P1.1 Performance Criteria. These Performance Criteria make no mention of a minimum lot size and focusses on the ability of proposed lots to cater for future residential development so that it is 'conveniently located' as well as not being out of character with surrounding development and streetscape as well as consideration of amenity.

There is no specific reference to compliance with development standards being required or inferred in the P1.1 Performance Criteria.

Issue 4

- The smaller lot sizes will preclude most non residential uses in the surrounding area.

Planner's comment:

The zoning of the land provides for consideration and assessment of specific land use. Where land is zoned residential (General Residential and Low Density Residential), the Use Table of allowable uses is what determines what uses can be considered, rather than lot sizes per se.

Issue 5

- The proposed development will have a negative impact on the horse racing industry in Longford both directly through the conversion of stables to residential lots and indirectly through reduction of suitable land for the industry.

Planner's comment:

There unfortunately is no ability to consider the impact on the horse racing industry as the Low Density Residential zone fails to make mention of consideration of any non residential use or development and horse racing is not a use specifically mentioned in the Attenuation Code. The Planning Scheme is entirely silent on the protection of non residential uses in the surrounding area except where they are a use mentioned in the Attenuation Code.



Issue 6

- Development standards for building lots in the zone will not be able to be met on the lots proposed due to the larger setbacks required for the Low Density Residential zone.

Planner's comment:

The compliance or otherwise with development standards for the Low Density Residential zone is not specifically noted or required in the triggered Performance Criteria, only that future dwellings are able to be erected in a 'convenient and hazard free location'. The subject site has no known or mapped hazards and it is considered that a minimum lot size of 1200sqm would be able to provide adequate room for a dwelling to be located in a 'convenient' location so as to provide for the needs and amenity of future occupants.

Issue 7

- The proposed development will result in poor infrastructure outcomes for Longford (for example roads with not enough width for off street parking and no footpaths etc).

Planner's comment:

The documentation submitted with the application includes engineering drawings to upgrade infrastructure as part of the proposed development. The assessment of whether these proposed upgrades are appropriate has been considered by Council's Development Engineer as part of their assessment of the proposed development.

Issue 8

- It is unclear if the proposed 44 lots will be able to be catered for in terms of stormwater without significant upgrades.

Planner's comment:

The documentation submitted with the application includes engineering drawings to upgrade infrastructure as part of the proposed development. The assessment of whether these proposed upgrades are appropriate has been considered by Council's Development Engineer as part of their assessment of the proposed development.

Issue 9

- The development application fails most of the acceptable solutions in the Planning Scheme and fails to provide any strong evidence for the creation of a 'medium' density residential zone.

Planner's comment:

Any proposed development not complying with Acceptable Solutions requires assessment against Performance Criteria. Failure to comply with Acceptable Solutions does not in itself justify refusal of a proposal. Refusal of a proposal can occur where it is satisfied that a proposal fails to meet relevant triggered Performance Criteria.

Issue 10

- The request for cash in lieu instead of public open space provision results in higher densities and further exacerbates poor land use outcomes.

Planner's comment:

Typically, where public open space is proposed as part of a subdivision, it is in the form of a pocket park of a comparable lot size to lots proposed and to a minimum of 5% of the total unimproved area of the overall subdivision or may comprise walkways connecting to existing walkways and pedestrian networks. Council has the ability to require public open space where it is considered by Council as public open space they are prepared to take over and then maintain. There is no relationship between proposed lot sizes and whether public open space is proposed as part of a development. Council can only ask for a maximum of public open space equivalent to 5% under the *Local Government (Building and Miscellaneous Provisions) Act 1993*, Section 116. The issue of public open space has been considered in more detail later in this report.

Issue 11

- There is a high degree of reputation risk expose to Council associated with an approval if it is perceived that the planning rules have changed as it is well understood in the broader community that the developer has preemptively purchased much of the low density residential zoned land at prices reflective of the understood zoning restrictions.

Planner's comment:

The application has been assessed by an independent planning consultant and has been assessed under current Planning Scheme requirements for subdivision in the applicable zone that applies to the sites where lots are proposed.



Issue 12

- The proposal will push out the racing industry and make it hard to survive and future residences may not support the existing racing activity and use. The proposal will result in land use conflict and is not in accordance with Section 32 of the Act.

Planner's comment:

It is unclear what Act is being referred to as Section 32 of the Land Use planning and Approvals Act 1993 relates to LPS (Local Provisions Schedules). As the draft LPS for Northern Midlands is not yet approved and in operation, the draft LPS cannot be applied to the assessment of this application.

The application of the Low Density Residential directly adjacent to land zoned Recreation and used for the racing industry may be considered has been noted by multiple representations as not being ideal. However, it should be noted that other major racing tracks in Tasmania are located directly adjacent to established residential use and development such as Elwick in Hobart, Devonport Racing Club at Spreyton and the Mowbray Racecourse at Mowbray.

Issue 13

- Any subdivided land must be in accordance with the interim planning scheme which means it must have a use associated with the racing industry.

Planner's comment:

This is incorrect. The use and development standards for the Low Density Residential zone under the Interim Planning Scheme does not make any reference at all with any uses associated with the racing industry.

Issue 14

- The proposed density is excessive and out of character with the surrounding area.

Planner's comment:

The character of the area zoned Low Density Residential is not characterized by a typical and dominant lot size. As previously noted, lot sizes in the surrounding low density zoned area range in size from 1000sqm to well over 1 hectare while lots to the immediate north zoned General Residential are characteristically 600 to 800sqm in area and have a consistent character and pattern of development.

Issue 15

- The proposal is in conflict with the decision of the Tasmanian Planning Commission which recently refused Draft amendment 04-2020 with these refusal reasons pertinent to the proposal.

Planner's comment:

This matter relates to a proposed Planning Scheme amendment which sought to reinstate specific uses in the use table for the Low Density Residential zone. The Tasmanian Planning Scheme determined this was not appropriate. This decision and the issues associated with this proposal confirmed what uses are considered to be appropriate in residential zones according to the Tasmanian Planning Commission. This decision from the Tasmanian Planning Commission and the issues considered are considered to be a related issue but not a decision which has any application in this development application for subdivision.

Issue 16

- If the subdivision were allowed, it would result in uses that have been existing since 1845 being compromised. There needs to be a buffer between residential development and racing uses.

Planner's comment:

The matter of a buffer being applied between residential use and development and racing uses is an issue which is recommended to be considered by Council for the draft Local Provisions Schedule for Northern Midlands Council.

As it stands, the current application can only be assessed under current zone use and development standards which are for the Low Density Residential zone.

As already noted, other major racing tracks in Tasmania are located directly adjacent to established residential use and development such as Elwick in Hobart, Devonport Racing Club at Spreyton and the Mowbray Racecourse at Mowbray.

Issue 17

- The proposal requests a lot of discretions which leads to the question: why is the proposal being entertained at this time.

Planner's comment:

The number of discretions being proposed is irrelevant of Council's legal requirement to assess and make a decision on a valid Development Application.



Issue 18

- We are concerned with future traffic increases.

Planner's comment:

The developer has submitted a Traffic Impact Assessment which has been considered by Council's Development Engineer as part of the assessment of the proposal. It is considered that existing and proposed street networks and new works will cater for expected traffic volumes as the existing street network caters for higher density residential use and development immediately north of the proposed development.

Issue 19

- We are concerned with how stormwater will be effectively managed.

Planner's comment:

The developer has submitted engineering drawings to upgrade stormwater services and to enable the proposed development to be serviced. The assessment of these proposed engineering drawings has been considered by Council's Development Engineer as part of the assessment of the proposal.

Issue 20

- We are concerned that future construction on the proposed lots will impact our amenity and years of construction noise right next to us after years of having no neighbours.

Planner's comment:

Future construction of the proposed lots is not a relevant consideration as part of the assessment of these lots. The development of any such lots would be assessed and considered under applicable Planning Scheme standards at the time. Where a future development for which planning approval is sought does not comply with Acceptable Solutions, such a proposal would be advertised and afford a neighbour the right to make representation.

Issue 21

- I do not support these overly small lots on the fringe area of Longford.

Planner's comment:

The size of the proposed lots has been assessed under the applicable Performance Criteria which make no mention of a minimum lot size under the Performance Criteria and concern themselves only with the ability of proposed lots to 'conveniently' locate and cater for future residential development as well as not being out of character with surrounding development and streetscape as well as consideration of amenity. This southern part of Longford does not have a distinct pattern of residential development in the Low Density Residential zone where lots vary from 1000sqm to over 2 hectares.

Issue 22

- The proposed development fails to comply with the E1.0 Bushfire Prone Areas Code. The Tasmania Fire Service has no issue with the approval of the proposed subdivision provided it complies with this Code. The TFS raised these issues with the Bushfire Hazard Practitioner in early August when the application was advertised and recommended the issues be addressed. It appears the practitioner has made no effort to address these concerns and amend the documentation to achieve compliance.

Planner's comment:

This matter has been discussed under the Bushfire Code assessment of the report.

Issue 23

- Austral Bricks has been operating at its current site in Longford for 45 years and is concerned about the encroachment of residential development which may in turn impact upon the long term viability of the brickworks.

Planner's comment:

The proposed development is in an area already zoned for residential use and development. The brickworks is effectively protected and considered as part of the planning assessment by application of the Attenuation Code. The developer has submitted a Noise and Dust Assessment that confirms the brickwork operations are unlikely to be affected by the proposed development and further, that the future residences on such lots will not be unreasonably affected by any environmental impact including dust or dust emissions.

Issue 24

- It is our understanding that the proposed development will be directed to Back Creek. Has appropriate modelling been undertaken by the developer to ensure that appropriate stormwater management will be provided as part of the development?



Planner's comment:

The proposed development (including the location of all services) is not located as being mapped in a Flood Prone Area. Stormwater management has been addressed in detailed engineering designs submitted as part of the development.

Issue 25

- We are concerned about road traffic and the impact of traffic on the racecourse, particularly the Anstey Street access. There is also concern about the cul-de-sac off Brickendon Street and the impact on racing participant traffic.

Planner's comment:

The developer has submitted a Traffic Impact Assessment for the proposed development which demonstrates compliance with all traffic and access standards in the Planning Scheme including sight distances for new accesses.

Issue 26

- We are concerned about the addition of 44 more houses and that children may play at the racecourse.

Planner's comment:

The lack of public open space in the surrounding area has been considered and if approved, the proposed development should include a condition requiring public open space to be provided as part of the development.

Issue 27

- How does the Longford Racecourse Master Plan accord with the proposed development along with proposed time schedules.

Planner's comment:

The Longford Racecourse Master Plan is not a planning document included as part of the Planning Scheme or a plan that currently must be considered as part of strategic planning. Assessment has been provided in this report of the proximity of residential development to other major racecourses in the state.

Issue 28

- Land quality – we question the suitability of the land for residential development given it has been used for horses and disposal of horse manure.

Planner's comment:

Land used for horse stables and agistment is not considered to be 'contaminated' land under the Planning Scheme in the Potentially Contaminated Land Code (Code E2). Table E2.1 does not include horse agistment as being a Potentially Contaminating Activity.

Issue 29

- Approving this plan would contradict the direction Tasracing are proposing for the racetrack by way of their infrastructure program.

Planner's comment:

Tasracing were made aware of the proposed development by Council staff and provided no feedback, informal or formal.

Issue 30

- The current zoning is unsuitable.

Planner's comment:

Council are required to assess the proposed development against the applicable zone standards for subdivision that apply to the site. In this case the land is currently zoned Low Density Residential and Council cannot apply alternative zoning standards to the development.

Issue 31

- The zoning in this area allows Council to reject the application as there is a discretionary factor in the Low Density Residential zone.

Planner's comment:

The proposal has triggered multiple Performance Criteria and these have been discussed in detail in this assessment. The recommendation at the end of this report has been based on this assessment and non-compliance under applicable standards.



4.6 Referrals

The following referrals were required:

Council's Works and Infrastructure Department

Council's Works & Infrastructure Department (Leigh McCullagh/Jonathan Galbraith) reported that approval of the proposed development can be supported from an engineering perspective and their recommended conditions are included in the conditions of approval.

TasWater

The application was referred to Taswater on 27 July 2021, and a revised Submission to Planning Authority Notice was issued on 26 October 2021 (Taswater Ref: TWDA 2021/01573-NMC). This Submission from Taswater outlined conditions of approval.

Department of State Growth

The application was referred to State Growth on 6 August 2021, and a response to referral was issued on 10 August 2021. This Submission from State Growth outlined a condition of approval with respect to all works proposed in Cressy Road which is a State Road.

TasRacing

While Tasracing are not a statutory authority, Council planning staff alerted Tasracing to the application prior to advertising, to provide any feedback regarding the creation of new lots adjacent to the Longford Racecourse. No Submission was received from Tasracing.

4.7 Planning Scheme Assessment

LOW DENSITY RESIDENTIAL ZONE
ZONE PURPOSE
<p><i>To provide for residential use or development on larger lots in residential areas where there are infrastructure or environmental constraints that limit development.</i></p> <p><i>To provide for non-residential uses that compatible with residential amenity.</i></p> <p><i>To ensure that development respects the natural and conservation values of the land and is designed to mitigate any visual impacts on public views.</i></p>
<p>Assessment: The subject site is not considered to have any natural or conservation values and the proposal is considered to meet the zone purpose.</p>
LOCAL AREA OBJECTIVES
<p><i>To make provision for any additional future needs in low-density residential development at Avoca, Campbell Town, Cressy, Devon Hills and Longford by the incremental expansion of those areas already established for the purpose.</i></p>
<p>Assessment: The proposal meets the local area objectives as the proposed subdivision will result in three lots being subdivided to provide lower density residential development opportunities.</p>

Development Standards For Subdivisions In Low density Residential Zone

12.4.3 SUBDIVISION

10.4.4.1 Lot Area, Building Envelopes and Frontage

<p><i>Objective</i></p> <p><i>To ensure:</i></p> <p><i>a) the area and dimensions of lots are appropriate for the zone; and</i></p> <p><i>b) the conservation of natural values, vegetation and faunal habitats; and</i></p> <p><i>c) the design of subdivision protects adjoining subdivision from adverse impacts; and</i></p> <p><i>d) each lot has road, access, and utility services appropriate for the zone.</i></p>	
Acceptable Solutions	Performance Criteria
<p>A1.1</p> <p><i>Each lot must:</i></p> <p><i>a) have a minimum area of 1ha; and</i></p> <p><i>b) have new boundaries aligned from buildings that satisfy</i></p>	<p>P1.1 <i>Each lot for residential use must provide sufficient useable area and dimensions to allow for:</i></p> <p><i>a) a dwelling to be erected in a convenient and hazard free location; and</i></p>



<p><i>the relevant acceptable solutions for setbacks; or</i></p> <p><i>c) be required for public use by the Crown, a an agency, or a corporation all the shares of which are held by Councils or a municipality; or</i></p> <p><i>d) be for the provision of public utilities; or</i></p> <p><i>e) for the consolidation of a lot with another lot with no additional titles created; or</i></p> <p><i>f) to align existing titles with zone boundaries and no additional lots are created.</i></p> <p><i>A1.2 Subdivision at Devon Hills will not result in any new lots.</i></p>	<p><i>b) on-site parking and manoeuvrability; and</i></p> <p><i>c) adequate private open space; and</i></p> <p><i>d) reasonable vehicular access from the carriageway of the road to a building area on the lot, if any; and e) development that would not adversely affect the amenity of, or be out of character with, surrounding development and the streetscape.</i></p> <p><i>P1.2 Land in Devon Hills must not be further subdivided.</i></p>
<p>Comment: The proposal does not comply with the A1 Acceptable Solution as the proposed lots are all less than 1 hectare.</p> <p>A1.2 is not relevant as the subject site is not at Devon Hills. Assessment is therefore required under the P1 Performance Criteria.</p>	<p>Comment:</p> <p>The subject site does not have any known or mapped hazards.</p> <p>On this basis, future development will not be situated in a location containing hazards.</p> <p>The P1.1 Performance Criteria are not helpful when it comes to determining an appropriate alternative lot size where lots do not comply with the 1 hectare Permitted minimum. No guidance is given or implied to an alternative Discretionary minimum lot size. Instead, the Criteria require consideration of the ability to ‘conveniently’ locate future development (which will be single dwellings given that multiple dwellings are prohibited in the zone) and consideration of existing patterns of character and development in the surrounding area.</p> <p>It is also noted that the minimum Discretionary lot size for new lots in a serviced area in the Low Density Residential zone under the upcoming Tasmanian Planning Scheme is 1200sqm. None of the proposed lots are below this.</p> <p>It is also considered that minimum Discretionary lot sizes throughout Tasmania under existing Interim Planning Schemes vary considerably with many Schemes having no definitive minimum Discretionary size stated while others state minimum Discretionary lot sizes ranging from 1000sqm to 5000sqm. Some such as the <i>Derwent Valley Interim Planning Scheme 2015</i> place a maximum Acceptable Solution Permitted lot size of 2500sqm for the Low Density Residential zone.</p> <p>Where minimum Discretionary lot sizes are stated in Interim Planning Scheme still in operation, lots in serviced areas are generally between 1000sqm and 2500sqm in area.</p> <p>Comments are provided against each of the criteria as follows:</p> <p>(a) Future development must be located in a ‘convenient’ location. ‘Convenient is defined as fitting in well with activities, plans or needs as well as being easy to get to or use. It is considered that each of the lots being at least 1200sqm in area and up to 1500sqm will be able to reasonably able to locate a future dwelling (multiple dwellings being prohibited</p>



	<p>in the Low Density Residential zone) that would afford appropriate residential amenity for occupants and neighbours. Compliance with the Acceptable Solution for development standards in the zone is not a requirement or consideration specifically mentioned or alluded to in the Performance Criteria nor is there any direct reference to development standards to the zone.</p> <p>(b) Future development for the proposed lots will be a single dwelling per lot. The Planning Scheme requires 2 spaces for dwelling. It is considered that the proposed lots are of sufficient areas and dimensions and should reasonably be able to accommodate a single dwelling and 2 spaces, noting manoeuvring is not required under the Parking Code where a development has less than 5 spaces.</p> <p>(c) Future development must be able to provide adequate private open space. Again, it is considered that owing to the proposed lot sizes and dimensions, reasonable north facing private open space should reasonably be able to be provided in future development.</p> <p>(d) Reasonable vehicular access is proposed to be provided as part of the development with the creation of new roads to service lot. Other lots front onto existing Council maintained roads. All lots are easily able to provide a 6m (or more) frontage to either existing or new road networks.</p> <p>(e) The subject site is located in an area where the primary use and development is residential. Lot sizes to the west and south of the subject site vary considerably. To the north, lot sizes are around 600 to 800 sqm in area. It is considered that the proposed lot sizes are a transition between higher residential lots to the north and lower density residential lots and development to the west and south. The proposed lots are not considered to be out of character with such existing residential development. The amenity of the area is primarily residential and further residential development will still be subject to assessment in terms of amenity and development standards. Further comments are provided below about the proximity of the proposed subdivision to the Longford race course.</p>
<p>A2 <i>Each lot must have a frontage of at least 6m.</i></p>	<p>P2 <i>No Performance Criteria.</i></p>
<p>Comment: The proposal complies with the A2 Acceptable Solution as the proposed lots have a minimum 6m frontage to either existing roads or to new roads and cul-de-sacs proposed as part of the development.</p>	<p>N/A</p>
<p>A3</p>	<p>P3</p>



<p><i>Each lot must be connected to a reticulated:</i></p> <p>a) <i>water supply; and</i></p> <p>b) <i>sewerage system</i></p>	<p><i>Lots that are not provided with reticulated water and sewerage services must be:</i></p> <p>a) <i>in a locality for which reticulated services are not available or capable of being connected; and</i></p> <p>b) <i>capable of accommodating an on-site wastewater management system.</i></p>
<p>Comment: The proposal complies with the A3 Acceptable Solution as engineering and servicing plans have been provided that demonstrate all proposed lots will be fully serviced with a water supply and sewerage system as part of the proposed development.</p>	<p>N/A</p>
<p>A4</p> <p><i>Each lot must be connected to a reticulated stormwater system.</i></p>	<p>P4</p> <p><i>Stormwater may only be discharged from the site in a manner that will not cause an environmental nuisance, and that prevents erosion, siltation or pollution of any watercourses, coastal lagoons, coastal estuaries, wetlands or inshore marine areas, having regard to:</i></p> <p>a) <i>the intensity of runoff that already occurs on the site before any development has occurred for a storm event of 1% Annual Exceedance Probability (pre-development levels); and</i></p> <p>b) <i>how the additional runoff and intensity of runoff that will be created by the subdivision for a storm event of 1% Annual Exceedance Probability, will be released at levels that are the same as those identified at the pre-development levels of the subdivision; and</i></p> <p>c) <i>whether any on-site storage devices, retention basins or other Water Sensitive Urban Design (WSUD) techniques are required within the subdivision and the appropriateness of their location; and d) overland flow paths for overflows during extreme events both internally and externally for the subdivision, so as to not cause a nuisance.</i></p>
<p>Comment: The proposal complies with the A4 Acceptable Solution as engineering and servicing plans have been provided that demonstrate all proposed lots will be fully serviced with stormwater infrastructure as part of the proposed development.</p>	<p>N/A</p>

4.8 Proximity of the proposed subdivision to the Longford racecourse

It is noted that multiple representations have raised the issue of the proximity of the proposed development comprising a total of 44 new residential lots to be located in close proximity to the Longford Racecourse in Anstey Street.

Some of the proposed lots (lots 1, 2, 14 and 15) are proposed to have frontage directly onto Anstey Street and will be located directly opposite the racecourse.

Horse racing and horse stables are not uses, development or activities specifically mentioned in the Attenuation Code in the Planning Scheme.

On that basis, other major racecourses in Tasmania were considered as part of the assessment of this proposal.

In addition to the Longford Racecourse, there are three other primary racecourses in the state.

These are:



- Elwick Racecourse, located at Goodwood Road, Glenorchy, which has operated from this site since 1874;
and
- Launceston Racecourse, located at Mowbray in Launceston; and
- Devonport Racecourse (also known as Spreyton Racecourse) located at Racecourse Road in Devonport.

All of these racecourses are located in residential areas where directly adjacent land is zoned General Residential, and in some cases, have residential properties directly abutting the racetrack.

On this basis, it is difficult to mount an argument that the proposed new subdivision to be located in close proximity to the Longford Racecourse will, without fail, result in racing activities at the Racecourse having a likelihood of being detrimentally affected, given that all other major racecourses in the state are located in primarily residential localities.

In the case of Elwick in Hobart, the racecourse was in existence well before the area was subdivided and developed for residential properties in the mid-20th century.

There would appear to be no conflict of land uses that impacts upon the viability of Elwick to continue as a major horse racing venue, despite residential properties being located directly adjacent to the racetrack with no buffer such as a road, landscaping, other buildings or development or topography.



Above: Elwick Racecourse at Goodwood in the northern Hobart suburbs with residential development located to the west, south and northeast of the site. The red overlay is land zoned General Residential (NE and South of the track) while dark red is land zoned Inner Residential zone (west of the track). Source: TheList, sourced October 2021.



Above: Devonport Racecourse at Spreyton with residential development located to the north and east of the site. The red overlay is land zoned General Residential (North and East of the track). Source: TheList, sourced October 2021.



Above: Launceston Racecourse at Mowbray with residential development located to the north, west and south of the site. The red overlay is land zoned General Residential (North and South of the track) while dark red is land zoned Inner Residential zone (west of the track). Source: TheList, sourced October 2021.

4.9 Public Open Space for the proposed development

The proposed development does not seek approval for any public open space with a total of 44 lots provided. All of these are intended to be private residential lots for future residential development.



Under Section 116 and 117 of the *Building and Miscellaneous Provisions Act 1993*, Council is able to require public open space in a proposed subdivision amounting to a maximum of 5% in total.

In the event that Council makes a decision to approve the proposed development, consideration should be given to the application of a condition requiring that 5% of the overall subject site is provided to Council as public open space in the form of a single lot that has frontage onto an existing road, instead of a 5% cash in lieu contribution.

Given the overall site area is 6.254 hectares, 5% of the site area would be 3127sqm. Such private open space should front onto an existing street so that it is readily identifiable and accessible to residents and residential properties in the surrounding area, not just the lots proposed.

Public Open Space is also dealt with under Code E10.0 of the Planning Scheme, specifically clause E10.6.1 and compliance of the proposed development has been further assessed under the Codes section of this report.

CODES	
E1.0 BUSHFIRE PRONE AREAS CODE	See assessment below.
E2.0 POTENTIALLY CONTAMINATED LAND	N/A
E3.0 LANDSLIP CODE	N/A
E4.0 ROAD AND RAILWAY ASSETS CODE	Complies
E.5.0 FLOOD PRONE AREAS CODE	N/A
E6.0 CAR PARKING AND SUSTAINABLE TRANSPORT CODE	N/A
E7.0 SCENIC MANAGEMENT CODE	N/A
E8.0 BIODIVERSITY CODE	N/A
E9.0 WATER QUALITY CODE	N/A
E10.0 RECREATION AND OPEN SPACE CODE	Complies subject to application of a condition on a permit of approval
E11.0 ENVIRONMENTAL IMPACTS & ATTENUATION CODE	Complies
E12.0 AIRPORTS IMPACT MANAGEMENT CODE	N/A
E13.0 LOCAL HISTORIC HERITAGE CODE	N/A
E14.0 COASTAL CODE	N/A
E15.0 SIGNS CODE	N/A

**ASSESSMENT AGAINST E1.0
(BUSHFIRE-PRONE AREAS CODE)**

E1.6 Development Standards

E1.6.1 Subdivision: Provision of hazard management areas

<i>Objective:</i> <i>Subdivision provides for hazard management areas that:</i> <i>(a) facilitate an integrated approach between subdivision and subsequent building on a lot;</i> <i>(b) provide for sufficient separation of building areas from bushfire-prone vegetation to reduce the radiant heat levels, direct flame attack and ember attack at the building area; and</i> <i>(c) provide protection for lots at any stage of a staged subdivision.</i>	
Acceptable Solutions	Performance Criteria
<p>A1 <i>(a) TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant the provision of hazard management areas as part of a subdivision; or</i> <i>(b) The proposed plan of subdivision:</i> <i>(i) shows all lots that are within or partly within a bushfire-prone area, including those developed at each stage of a staged subdivision;</i> <i>(ii) shows the building area for each lot;</i></p>	<p>P1 <i>A proposed plan of subdivision shows adequate hazard management areas in relation to the building areas shown on lots within a bushfire prone area, having regard to:</i> <i>(a) the dimensions of hazard management areas;</i> <i>(b) a bushfire risk assessment of each lot at any stage of staged subdivision;</i> <i>(c) the nature of the bushfire-prone vegetation including the type, fuel load, structure and flammability;</i> <i>(d) the topography, including site slope;</i></p>



<p>(iii) shows hazard management areas between bushfire-prone vegetation and each building area that have dimensions equal to, or greater than, the separation distances required for BAL 19 in Table 2.4.4 of Australian Standard AS 3959 – 2009 Construction of buildings in bushfire prone areas; and</p> <p>(iv) is accompanied by a bushfire hazard management plan that addresses all the individual lots and that is certified by the TFS or accredited person, showing hazard management areas equal to, or greater than, the separation distances required for BAL 19 in Table 2.4.4 of Australian Standard AS 3959 – 2009 Construction of buildings in bushfire prone areas; and</p> <p>(c) If hazard management areas are to be located on land external to the proposed subdivision the application is accompanied by the written consent of the owner of that land to enter into an agreement under section 71 of the Act that will be registered on the title of the neighbouring property providing for the affected land to be managed in accordance with the bushfire hazard management plan.</p>	<p>(e) any other potential forms of fuel and ignition sources;</p> <p>(f) separation distances from the bushfire-prone vegetation not unreasonably restricting subsequent development;</p> <p>(g) an instrument that will facilitate management of fuels located on land external to the subdivision; and</p> <p>(h) any advice from the TFS</p>
<p>Comment: The bushfire assessment indicates that the subject site will be subject to risk and a bushfire hazard management plan has been provided as part of the practitioner’s assessment and report.</p> <p>Therefore the proposal does not comply with A1(a).</p> <p>The Tasmania Fire Service have submitted a representation opposing the approval of the proposed development on the basis it fails to comply with the Bushfire Code.</p> <p>On the basis of concerns about non compliance, the applicant has submitted an amended bushfire hazard management plan as well as an amended plan of subdivision on 3 November 2021.</p> <p>The amended submitted bushfire report does not provide sufficient information to address (b) or (c) and therefore the proposal has been assessed under the P1 Performance Criteria.</p>	<p>Comment: The planning report submitted with the documentation states that the proposal complies with the A1 Acceptable Solution (b).</p> <p>The amended Bushfire Hazard Assessment submitted to Council on 3 November 2021 by the developer’s bushfire practitioner makes a more detailed assessment against Performance Criteria clause requirements in the Code than the previously submitted assessment and plan. Additionally as a result of more information and an amended plan of subdivision being submitted, the Tasmania Fire Service notified Council on 1 November 2021 that they withdrew their objection subject to a condition approval being made.</p> <p>Additionally, clause E1.6.1.P1 is now considered to be sufficiently addressed in the bushfire practitioner’s amended report,</p> <p>Owing to the Tasmania Fire Service’s representation received during the public notification period which now has been withdrawn owing to changes made by the developer providing a conditional support of the proposed development it is considered the proposal sufficiently complies subject to conditions being placed on a permit of approval. On this basis, the proposal is considered to demonstrate compliance with E1.6.1.P1.</p>

E1.6.2 Subdivision: Public and fire fighting access

<p><i>Objective:</i></p> <p><i>Access roads to, and the layout of roads, tracks and trails, in a subdivision:</i></p> <p><i>(a) allow safe access and egress for residents, fire fighters and emergency service personnel; (b) provide access to the bushfire-prone vegetation that enables both property to be defended when under bushfire attack and for hazard management works to be undertaken;</i></p>



- (c) are designed and constructed to allow for fire appliances to be manoeuvred;
 (d) provide access to water supplies for fire appliances; and
 (e) are designed to allow connectivity, and where needed, offering multiple evacuation points.

Acceptable Solutions	Performance Criteria
<p>A1</p> <p>(a) TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant specific measures for public access in the subdivision for the purposes of fire fighting; or</p> <p>(b) A proposed plan of subdivision showing the layout of roads, fire trails, and the location of property access to building areas is included in a bushfire hazard management plan that:</p> <p>(i) demonstrates proposed roads will comply with Table E1, proposed private accesses will comply with Table E2 and proposed fire trails will comply with Table E3; and</p> <p>(ii) is certified by the TFS or accredited person.</p>	<p>P1</p> <p>A proposed plan of subdivision shows access and egress for residents, fire-fighting vehicles and emergency service personnel to enable protection from bushfires, having regard to:</p> <p>(a) appropriate design measures, including: (i) two way traffic;</p> <p>(ii) all weather surfaces;</p> <p>(iii) height and width of any vegetation clearances;</p> <p>(iv) load capacity;</p> <p>(v) provision of passing bays;</p> <p>(vi) traffic control devices;</p> <p>(vii) geometry, alignment and slope of roads, tracks and trails;</p> <p>(viii) use of through roads to provide for connectivity;</p> <p>(ix) limits on the length of cul-de-sacs and dead-end roads;</p> <p>(x) provision of turning areas;</p> <p>(xi) provision for parking areas; (xii) perimeter access; and (xiii) fire trails;</p> <p>(b) the provision of access to:</p> <p>(i) bushfire-prone vegetation to permit the undertaking of hazard management works; and</p> <p>(ii) fire fighting water supplies; and</p> <p>(c) any advice from the TFS.</p>
<p>Comment: The bushfire hazard management plan confirms risk and therefore A1(a) is not met. Part of (b) requires endorsement from the Tasmania Fire Service. That endorsement has not been provided and therefore the proposal must be assessed under the P1 Performance Criteria.</p>	<p>Comment:</p> <p>The Tasmania Fire Service submitted a representation during the public notification period that provided the following comment about the compliance of the proposed development:</p> <p><i>The application fails to demonstrate compliance with E1.6.2 A1 of the Planning Scheme. Despite the Bushfire Risk Assessment Report stating that roads must comply with Table E1, neither the Bushfire Hazard Management Plan by Livingston Natural Resources nor the subdivision plan by 6tyo demonstrate that the proposed cul-de-sacs provide a turning circle with a minimum 12m outer radius in accordance with Table E1. In its conclusion the report refers to 18m diameter turning circles requiring trafficable turning provisions. The TFS is of the view that even with trafficable turning provisions such as mountable kerbs and trafficable footpaths the proposed 18m diameter (9m radius) cul-de-sacs may not achieve the DTS 12m outer radius required.</i></p> <p>The Tasmania Fire Service's representation dated 24 September 2021 also provided the following further observation:</p> <p><i>The BHMP shows 16 lots with a BAL-LOW/BAL 12.5 mix, but only 5 of those could realistically accommodate BAL-LOW. The TFS is concerned that the lots which are part BAL-12.5/part BAL-LOW may cause difficulties at the building stage because AS3959 Part 3.5 does not allow construction requirements for an elevation not exposed to the source of bushfire attack to be reduced to below BAL-12.5.</i></p>



	<p>When clarification was sought from the Tasmania Fire Service as part of the assessment of the proposed development, the following additional comments were made:</p> <p><i>Dot point 1 states that compliance with clause E1.6.2.A1 has not been met and additionally, sufficient information has not been given to demonstrate compliance with P1.</i></p> <p>As a result of the above feedback from the Tasmania Fire Service about the compliance or otherwise of the proposed development under the Bushfire Code, on 3 November 2021 the developer submitted an amended bushfire hazard management plan and an amended plan of subdivision with respect to turning circles and dimensions for access to address the concerns of the Tasmania Fire Service.</p> <p>These amended plans and hazard management assessment was referred to the Tasmania Fire Service who provided the following comments on 1 November 2021:</p> <p><i>I can confirm that the revised document resolves the issues TFS detected and we would like to withdraw our representation.</i></p> <p><i>The report identifies the cul-de-sac heads and interim turning heads have a 9m radius and rely on mountable kerbs and trafficable footpaths to achieve a 12m outer radius. TFS is concerned that the turning provisions may be overlooked and we advise Council that the detailed civil design must include the necessary measures to ensure the cul-de-sac are trafficable, including no parking signs, mountable kerbs, 20t load capacity for footpaths, 2m horizontal clearance etc. We are hoping Council will address this matter as a condition on the permit.</i></p> <p>It is considered that owing to the amended Bushfire hazard management plan and assessment as well as an amended plan of subdivision prepared by 6ty and accredited bushfire practitioner Scott Livingston dated 3 November 2021 now providing sufficient information to substantially address P1 of clause E1.6.2 as well as the Tasmania Fire Service’s conditional approval of the ;proposal in their advice to withdraw their representation, it is considered the proposal satisfies this clause subject to a condition of approval on a planning permit.</p>
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E1.6.3 Subdivision: Provision of water supply for fire fighting purposes

<p><i>Objective:</i> Adequate, accessible and reliable water supply for the purposes of fire fighting can be demonstrated at the subdivision stage and allow for the protection of life and property associated with the subsequent use and development of bushfire-prone areas.</p>	
Acceptable Solutions	Performance Criteria
<p>A1 In areas serviced with reticulated water by the water corporation: (a) TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant the provision of a water supply for fire fighting purposes; (b) A proposed plan of subdivision showing the</p>	<p>No Performance Criteria</p>



<p>layout of fire hydrants, and building areas, is included in a bushfire hazard management plan approved by the TFS or accredited person as being compliant with Table E4; or</p> <p>(c) A bushfire hazard management plan certified by the TFS or an accredited person demonstrates that the provision of water supply for fire fighting purposes is sufficient to manage the risks to property and lives in the event of a bushfire.</p>	
<p>Comment: The planning report submitted with the application states that the proposal complies with the A1 Acceptable Solution (b) and (c). However, the report confirms risk and also fails to provide a TFS endorsement. In the amended bushfire hazard management plan submitted 3 November 2021, fire hydrants are now specifically noted in the submitted plan in terms of their location with reference to the available water supply for fire fighting purposes. On this basis, it is considered that sufficient information has now been provided to demonstrate compliance with the A1 Acceptable Solution of clause E1.6.3.</p>	N/A
<p>A2</p> <p><i>In areas that are not serviced by reticulated water by the water corporation:</i></p> <p>(a) <i>The TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant provision of a water supply for fire fighting purposes;</i></p> <p>(b) <i>The TFS or an accredited person certifies that a proposed plan of subdivision demonstrates that a static water supply, dedicated to fire fighting, will be provided and located compliant with Table E5;</i></p> <p>or</p> <p>(c) <i>A bushfire hazard management plan certified by the TFS or an accredited person demonstrates that the provision of water supply for fire fighting purposes is sufficient to manage the risks to property and lives in the event of a bushfire.</i></p>	Not relevant as the subject site is in an area serviced by reticulated water services.

**Assessment against E4.0
(Road and Railway Assets Code)**

E4.6.1 Use and road or rail infrastructure

<p><i>Objective:</i></p> <p><i>To ensure that the safety and efficiency of road and rail infrastructure is not reduced by the creation of new accesses and junctions or increased use of existing accesses and junctions.</i></p>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A2</p> <p><i>For roads with a speed limit of 60km/h or less the</i></p>	<p>P2</p> <p><i>For roads with a speed limit of 60km/h or less, the level of use,</i></p>



<p><i>use must not generate more than a total of 40 vehicle entry and exit movements per day.</i></p>	<p><i>number, location, layout and design of accesses and junctions must maintain an acceptable level of safety for all road users, including pedestrians and cyclists.</i></p>
<p>Comment: The proposal does not comply with the A1 Acceptable Solution as the proposed lots will generate more than 40 traffic movements per day. Assessment is therefore required under the P1 Performance Criteria.</p>	<p>The documentation submitted to Council includes a Traffic Impact Assessment prepared by GHD and dated March 2021 that confirms compliance with the P2 Performance Criteria.</p>

E4.7.2 Management of Road Accesses and Junctions

<p><i>Objective:</i> <i>To ensure that the safety and efficiency of roads is not reduced by the creation of new accesses and junctions or increased use of existing accesses and junctions.</i></p>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1 <i>For roads with a speed limit of 60km/h or less the development must include only one access providing both entry and exit, or two accesses providing separate entry and exit.</i></p>	<p>P2 <i>For roads with a speed limit of 60km/h or less, the number, location, layout and design of accesses and junctions must maintain an acceptable level of safety for all road users, including pedestrians and cyclists.</i></p>
<p>Comment: The proposal complies with the A1 Acceptable Solution as the proposed development seeks approval for lots which propose a single access point.</p>	<p>N/A</p>

E4.7.4 Sight Distance at Accesses, Junctions and Level Crossings

<p><i>Objective:</i> <i>To ensure that use and development involving or adjacent to accesses, junctions and level crossings allows sufficient sight distance between vehicles and between vehicles and trains to enable safe movement of traffic.</i></p>	
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1 <i>Sight distances at</i> <i>a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.7.4;</i> <i>and</i> <i>b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia; or</i> <i>c) If the access is a temporary access, the written consent of the relevant authority has been obtained.</i></p>	<p>P2 <i>The design, layout and location of an access, junction or rail level crossing must provide adequate sight distances to ensure the safe movement of vehicles.</i></p>
<p>Comment: The proposal complies with the A1 Acceptable Solution. All roads surrounding and fronting the proposed new lots are 50kmph roads. Each new access has a sight distance of no less than 80m in any direction as confirmed by the submitted TIA. Likewise, the new cul-de-sac access also exceed 80m. Compliance is therefore achieved.</p>	<p>N/A</p>

**Assessment against E10.0
(Recreation and Open Space Code)**



E10.6.1 Provision of Public Open Space

<p><i>Objective:</i></p> <p><i>a) To provide public open space which meets user requirements, including those with disabilities, for outdoor recreational and social activities and for landscaping which contributes to the identity, visual amenity and health of the community; and</i></p> <p><i>b) To ensure that the design of public open space delivers environments of a high quality and safety for a range of users, together with appropriate maintenance obligations for the short, medium and long term.</i></p>	
Acceptable Solutions	Performance Criteria
<p>A1</p> <p><i>a) Include consent in writing from the General Manager that no land is required for public open space but instead there is to be a cash payment in lieu.</i></p>	<p>P2</p> <p><i>Provision of public open space, unless in accordance with Table E10.1, must:</i></p> <p><i>a) not pose a risk to health due to contamination; and</i></p> <p><i>b) not unreasonably restrict public use of the land as a result of:</i></p> <ul style="list-style-type: none"> <i>i) services, easements or utilities; and</i> <i>ii) stormwater detention basins; and</i> <i>iii) drainage or wetland areas; and</i> <i>iv) vehicular access; and</i> <p><i>c) be designed to:</i></p> <ul style="list-style-type: none"> <i>i) provide a range of recreational settings and accommodate adequate facilities to meet the needs of the community, including car parking; and</i> <i>ii) reasonably contribute to the pedestrian connectivity of the broader area; and</i> <i>iii) be cost effective to maintain; and</i> <i>iv) respond to the opportunities and constraints presented by the physical characteristics of the land to provide practically useable open space; and</i> <i>v) provide for public safety through Crime Prevention Through Environmental Design principles; and</i> <i>vi) provide for the reasonable amenity of adjoining land users in the design of facilities and associated works; and</i> <i>vii) have a clear relationship with adjoining land uses through treatment such as alignment, fencing and landscaping; and</i> <i>ix) create attractive environments and focal points that contribute to the existing or desired future character statements, if any.</i>
<p>Comment: The proposal does not comply with the A1 Acceptable Solution as while the General Manager signed their consent for the application to be submitted in a letter of consent provided to the developer and dated 3 August 2021, this consent specifically stated that the consent was given only for the purposes of making the application.</p> <p>Assessment is therefore required under the P1 Performance Criteria.</p>	<p>No public open space has been proposed as part of the application and no consent has been provided by the General Manager for a cash in lieu contribution.</p> <p>The area was inspected for existing public open space in the form of parks and public gardens able to be used for recreational purposes for residents and none were cited within at least 1km of the subject site. The surrounding area is predominantly used for residential use and development and the General Residential and Low Density Residential zones are applied extensively throughout the surrounding area. It would therefore appear that the surrounding area is demonstrably deficient in public open space for the use of residents and locals as well as future residents of proposed lots.</p> <p>Therefore, in order for the proposed development to comply with</p>



	<p>the P1 Performance Criteria, it is recommended that a condition of approval be applied to any permit of approval that requires an area of land to be used for the purposes of public open space be provided as part of the development, equivalent to 5% of the area of the overall subject site.</p> <p>In order to comply with (a), (b) and (c) of the above Performance Criteria for any approval of the proposed development, it is further recommended that the public open space front onto Anstey Street, comprise a single lot in a rectangular configuration and comprise an area no less than 5% of the overall area to be subdivided.</p> <p>Final plans submitted for sealing must show this designated public open space and be to the satisfaction of the General Manager.</p>
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Assessment against E11.0

(Environmental Impacts and Attenuation Code)

E11.6.1 Attenuation Distances

<p><i>Objective:</i> To ensure that potentially incompatible use or development is separated by a distance sufficient to ameliorate any adverse effects.</p>	
Acceptable Solutions	Performance Criteria
<p>A1 No Acceptable Solution.</p>	<p>P2 Sensitive use or subdivision for sensitive use within an attenuation area to an existing activity listed in Tables E11.1 and E11.2 must demonstrate by means of a site specific study that there will not be an environmental nuisance or environmental harm, having regard to the:</p> <ul style="list-style-type: none"> a) degree of encroachment; and b) nature of the emitting operation being protected by the attenuation area; and c) degree of hazard or pollution that may emanate from the emitting operation; and d) the measures within the proposal to mitigate impacts of the emitting activity to the sensitive use.
<p>Comment: The proposal is required to be assessed under the P1 Performance Criteria.</p>	<p>The proposed development involving the creation of new lots for a sensitive use (sensitive being residential use as defined by the Planning Scheme) is located within the attenuation of the nearby Brickworks located at 15 Weston Street Longford. On this basis, the application has provided a Noise and Dust Assessment prepared by Pitt and Sherry dated 20 September 2021.</p> <p>This assessment concluded that there is unlikely to be any adverse impact on the ongoing operation of the Brickworks as a result of the proposed development.</p> <p>Likewise, the recommendation in this report also states that the Brickworks will not result in any adverse environmental impacts with respect to noise and dust on future residential development of the proposed lots.</p> <p>On this basis, it is considered the proposed development complies with the P1 Performance Criteria.</p>



SPECIFIC AREA PLANS		
F1.0	TRANSLINK SPECIFIC AREA PLAN	N/A
F2.0	HERITAGE PRECINCTS SPECIFIC AREA PLAN	N/A
SPECIAL PROVISIONS		
9.1	Changes to an Existing Non-conforming Use	N/A
9.2	Development for Existing Discretionary Uses	N/A
9.3	Adjustment of a Boundary	N/A
9.4	Demolition	Demolition proposed with this application.
9.5	Change of Use of a Place listed on the Tasmanian Heritage Register or a heritage place	N/A
9.6	Change of Use	N/A
9.7	Access and Provision of Infrastructure Across Land in Another Zone	N/A
9.8	Buildings Projecting onto Land in a Different Zone	N/A
9.9	Port and Shipping in Proclaimed Wharf Areas	N/A

State Policies
The proposal is consistent with all State Policies.

Objectives of Land Use Planning & Approvals Act 1993
The proposal is consistent with the objectives of the <i>Land Use Planning & Approvals Act 1993</i> .

STRATEGIC PLAN/ANNUAL PLAN/COUNCIL POLICIES
<i>Strategic Plan 2017-2027</i> <ul style="list-style-type: none"><i>Statutory Planning</i>

5 SERVICES

Sewer & Water

The application was referred to TasWater regarding water and sewer infrastructure. Their certificate of consent dated 12 August 2021 is included as to this report and will be included as an attachment if a permit is issued.

Stormwater & Access

The application was referred internally to the Council's Works Department, who advised that the subdivision can be serviced by Council infrastructure. Their recommended conditions of approval will be included if a permit is issued.

Provision of Services

Prior to the sealing of the final plan of subdivision, the applicant would be required to provide water services, sewer and stormwater services to the property boundaries of all lots (as required by TasWater and Council's Works Department Section's conditions).

Public Open Space



In addition, it is considered appropriate to apply the public open space requirement as specified in the *Local Government (Building & Miscellaneous Provisions) Act 1993* as this subdivision is in a township area, in accordance with Council's Policy.

If the development is approved, a condition has been recommended that public open space be taken to be transferred to Council in accordance with Section 117 of the *Local Government (Building and Miscellaneous Provisions) Act 1993* and be equivalent to 5% of the overall area of the subject site.

6 LOCAL GOVERNMENT (BUILDINGS AND MISCELLANEOUS PROVISIONS) ACT 1993

Section 83	Approval of plan of subdivision	Yes	No
83 (1)(a)	Does the council require the owner to sell to it for a nominal consideration any land shown on the plan as set apart for a public open space or for drainage purposes?	R	
83(1)(b)	Does the council require the owner to mark on the plan in respect of any proposed way, the words "to be acquired by the highway authority"?	R	
83(5)(a)(ii)	Does the council require the final plan of subdivision to note, in respect of a block, that the council cannot or will not provide means of drainage for all or some specified kind of effluent from the block?		R
83(5)(a)(iii)	Does the council require the final plan of subdivision to note, in respect of a block, that the council cannot or will not permit a septic tank?		R
83(5)(b)(i)	Does the council require the final plan of subdivision to note, in respect of a block, that the council may permit a septic tank?		R
83(5)(b)(ii)	Does the council require the final plan of subdivision to note, in respect of a block, that the council may permit a specific form of on-site sewerage treatment?		R
83(7)	Does the council require the final plan of subdivision to note, in respect of a block, that the council has been advised by a regulated entity, within the meaning of the Water and Sewerage Industry Act 2008 , that the entity cannot or will not –		
83(7)(a)	provide a supply of water to the block?		R
83(7) (b)	provide means of sewerage for all or some specified kind of effluent from the block?		R
Section 84	Council not to approve subdivision	Yes	No
84(1)(c)	Does the subdivision include any road or other works whereby drainage will be concentrated and discharged into any drain or culvert on or under any State highway, and the Minister administering the Roads and Jetties Act 1935 has first not approved so much of the application as affects the drainage?		R
	If 'yes', refuse the subdivision.		
Section 85	Refusal of application for subdivision		
	Council may refuse the application for subdivision if it is of the opinion:		
85(a)	that the roads will not suit the public convenience, or will not give satisfactory inter-communication to the inhabitants both of the subdivision and the municipal area in which it is;		R
85(b)	that the drainage both of roads and of other land will not be satisfactorily carried off and disposed of;		R
85(ba)	that the land is not suitable for an on-site effluent disposal system for all or specified kinds of effluent from each block;		R
85(c)	that the site or layout will make unduly expensive the arrangements for supply of water and electricity, connection to drains and sewers and the construction or maintenance of streets;		R
85(d)	that the layout should be altered to include or omit –		
85(d)(i)	blind roads;		R
85(d)(ii)	alleys or rights of way to give access to the rear of lots;		R
85(d)(iii)	public open space;	R	



85(d)(iv)	littoral or riparian reserves of up to 30 metres in from the shore of the sea or the bank of a river, rivulet or lake;		R
85(d)(v)	private roads, ways or open spaces;	R	
85(d)(vi)	where the ground on one side is higher than on the other, wider roads in order to give reasonable access to both sides;		R
85(d)(vii)	licences to embank highways under the Highways Act 1951 ;		R
85(d)(viii)	provision for widening or deviating ways on or adjoining land comprised in the subdivision;		R
85(d)(ix)	provision for the preservation of trees and shrubs;		R
85(e)	that adjacent land of the owner, including land in which the owner has any estate or interest, ought to be included in the subdivision;		R
85(f)	that one or more of the lots is by reason of its shape in relation to its size or its contours unsuitable for building on;		R
85(g)	that one or more of the lots ought not to be sold because of –		
85(g)(i)	easements to which it is subject;		R
85(g)(ii)	party-wall easements;		R
85(g)(iii)	the state of a party-wall on its boundary.		R
Section 86	Security for payment	Yes	No
	Does council require security for payments and the execution of works for -		
86(2)(c)	if the land is not located within 30 metres of the existing public storm water system as shown on the map made available under section 12 of the <i>Urban Drainage Act 2013</i> , payment for a public storm water system by, from, or from within, the land as determined by the council so that all lots may have connecting drains and the concentrated natural water may be lawfully disposed of and for the laying of storm water connections from a place on the boundary of each lot to the public storm water system in accordance with the by-laws of the council and to the satisfaction of its engineer;	R	
86(2)(d)	the works required for the discharge of the owner's obligations under section 10 of the Local Government (Highways) Act 1982 in respect of the highways opened or to be opened on the subdivision;		R
86(2)(e)	the making and draining of footways that are not part of a road and of private roads and similar footways serving 3 lots or more;		R
86(2)(f)	the filling in of ponds and gullies;		R
86(2)(g)	the piping of watercourses.		R
	If 'yes':		
	council may refuse to approve the application until such security is given.		
	See section 86 (3) for the form of the security.		
	See section 86 (4) for when the works are to be executed.		
Section 107	Access orders	Yes	No
107 (2)	Is work of a substantial nature needed to provide access for vehicles from a highway onto the block?		R
	If 'yes', council may refuse to seal the final plan under which the block is created until the owner has carried out the work specified in the order within the specified period or given the council security for carrying out that work if called upon by it to do so.		
Section 108	Road widening	Yes	No
108 (1) (a)	Does council, in respect of an existing highway, require to obtain a dedication of land for widening or diverting? (compensation is not payable for the dedication of land which lies within 9 metres of the middle line of the highway of a parcel into which the land is subdivided and on which no building stands)		R



108 (1) (b)	Does council, in respect of an existing highway, require to obtain a licence to embank?		R
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7 FINANCIAL IMPLICATIONS TO COUNCIL

Not applicable to this application.

8 OPTIONS

Approve subject to conditions, or refuse and state reasons for refusal.

9 DISCUSSION

Council has discretion to refuse the application.

Conditions that relate to any aspect of the application can be placed on a permit.

10 CONCLUSION

The proposal for a 44 lot subdivision is generally considered to meet the applicable development standards for subdivision in the Low Density Residential zone.

The proposed development fails to meet the minimum Acceptable lot size of 1 hectare stated for the zone and therefore is required to be assessed under the applicable P1.1 Performance Criteria, which fail to provide a minimum Discretionary lot size and also a requirement that specifically states that proposed lots must meet development standards (Acceptable Solutions or Performance Criteria) for the zone.

Instead, the test for a lot size less than 1 hectare is that it should be able to 'conveniently' locate a dwelling as well as be in character with the surrounding area.

Given that all of the lots are at least 1200sqm it is considered feasible that a future standard sized single dwelling would be able to be located to as to serve the needs of future occupants.

The subject site is located on the fringe of the urban area of Longford where there is an established pattern of 600-800sqm residential lots to the immediate north.

Land zoned Low Density Residential adjacent to, and surrounding the subject site has a variety of lot sizes with lots varying from 1000sqm in area to in excess of 2 hectares.

On this basis, the lots are considered not to be out of keeping in an area where there are comparable sized lots.

Many of the representations stated a concern for the impact of the proposed development on the directly adjacent Longford Racecourse which has been in continued operations since the early Georgian Colonial era (1840's) and is therefore considered to be an important asset to the local community.

Unfortunately, the Planning Scheme currently fails to provide any protection of, or consideration of the equine industry as racing and agistment are uses and activities not specifically mentioned in either the applicable zone standards or in any Code.

Consideration was given to the location of other main racecourses in the state and all of the major racetracks are located in areas where residential development is directly adjacent to tracks, and accordingly zoned residential zones such as General Residential or Inner Residential.



Of the dozen representations received, one of those was from the Tasmania Fire Service who stated their non support of the proposal owing to the failure of the proposed development to sufficiently address or demonstrate compliance with the E1.0 Bushfire Prone Areas Code. In their representation, while the Tasmania Fire Service stated no objection to the proposal itself, it stated that the proposal plan and associated bushfire assessment did not sufficiently address or comply with the Code. Those concerns were raised to the practitioner and the planner acting for the developer concerned and as a result, an amended bushfire hazard management assessment and plan of subdivision were submitted to Council on 3 November 2021. Council staff were in active discussions with the Tasmania Fire Service who stated they were happy to withdraw their representation based on amended information being provided and a conditional approval being issued with respect to the Bushfire Code. On that basis, the proposal has been recommended for approval subject to conditions.

RECOMMENDATION

That land at 145 Marlborough Street (CT-157278/2), 153 Marlborough Street (CT- 173613/1), 173 Marlborough Street (CT-173613/2), 10 Anstey Street (CT-173613/6), Cracraft Street road reserve (no CT reference), Catherine Street Road Reserve (no CT reference), 119 Catherine Street (CT-104455/3), 344 Cressy Road (CT-104455/4), Cressy Road road reservation (no CT reference), un-named road reserve (no CT reference), Marlborough Street road reservation (no CT reference) and Brickendon Street road reserve (no CT reference) be approved to be developed and used for a 44-lot subdivision, 3 x new roads and associated services, building demolition in accordance with application PLN-21-0062, and subject to the following conditions:

1 LAYOUT NOT ALTERED

The use and development must be in accordance with the endorsed documents:

- **P0** Project 19.019, Drawing P010, Issue 02, 13.04.21, Rev. A
- **P1** Project 19.019, Drawing P011, Issue 04, 27.07.21, Rev. C
- **P2** Project 19.019, Drawing P012, Issue 03, 27.07.21, Rev. B
- **P3** Project 19.019, Drawing P013, Issue 02, 13.04.21, Rev. A
- **P4** Project 19.019, Drawing P014, Issue 01, 27.07.21, Rev. A
- **P5** Project 19.019, Drawing P24, Issue 05, 02.11.21, Rev. D
- **P6** Project 19.019, Drawing P25, Issue 02, 27.07.21, Rev. A
- **P7** Project 19.019, Drawing P26, Issue 01, 05.07.21, Rev. -
- **P8** Project 19.019, Drawing P27, Issue 01, 05.07.21, Rev. -
- **P9** Project 19.019, Drawing P28, Issue 02, 27.07.21, Rev. A
- **P10** Project 19.019, Drawing P29, Issue 01, 05.07.21, Rev. -
- **P11** Project 19.019, Drawing P30, Issue 01, 05.07.21, Rev. -
- **P12** Project 19.019, Drawing P31, Issue 01, 05.07.21, Rev. -
- **P13** Project 19.019, Drawing P32, Issue 01, 05.07.21, Rev. -
- **P14** Bushfire Hazard Management Report Stamped Revised V7, Received 27/10/2021.

2 TASWATER CONDITIONS

Water and sewerage services must be provided in accordance with TasWater's Submission to Planning Authority Notice (reference number TWDA 2021/00573-NMC, amended date 12/08/2021).

3 COUNCIL'S WORKS & INFRASTRUCTURE CONDITIONS

3.1 Stormwater

- Each lot must be provided with a connection to the Council's stormwater system, constructed in accordance with Council standards and to the satisfaction of Council's Works & Infrastructure Department.
- A stormwater design plan detailing a piped stormwater network (designed for the 10% Annual Exceedance Probability storm) and overland flow paths for the 1% Annual Exceedance Probability storm must be provided to the approval of the General Manager prior to the commencement of any works on site.

3.2 Access

- A concrete driveway crossover and concrete apron must be constructed for each lot from the edge of the street to the property boundary in accordance with Council standards.



3.3 Detailed engineering plans required

Before the commencement of any works for the subdivision, detailed engineering plans by a certified engineer, to the approval of Council's General Manager, must be lodged with Council.

The plans must include:

- An engineering design of the road including pavement long sections and cross sections;
- An engineering design of the drainage system including calculations; and
- Design details confirming compliance with the E1.0 Bushfire-Prone Areas Code as outlined further in condition 9 of this permit.

3.4 Roadworks

- All road works must be carried out in accordance with the Tasmanian Standard Drawings (Institute of Public Works Engineering Australia & Local Government Association of Tasmania).
- All seal works must be asphalt.
- A 1.8m wide concrete footpath to be constructed outside the frontage of all lots.

3.5 Planting of Street Trees

Before the Final Plan is sealed, the applicant must submit a landscape plan showing at least one street tree outside each frontage of each non-internal lot including the public open space lot.

The landscape plan must be to the satisfaction of and approved by Council's General Manager.

When approved, the landscape plan will be endorsed and will form part of this permit.

Before the Final Plan is sealed, the developer must provide Council with a bond or bank guarantee of \$250 per tree shown on the endorsed landscape plan.

The developer must plant the street trees in accordance with the endorsed landscape plan at the end of the 12 month maintenance period. If the trees are not planted in this timeframe, Council may use the bond/bank guarantee to ensure the plantings occur.

Each tree must be provided with a means of irrigation, a root guard to prevent damage to adjoining infrastructure and an anti-vandalism tie down to prevent removal and be coordinated with the construction plans of underground services and pavement works to provide sufficient clearances around each tree.

3.6 As constructed information

As Constructed Plans and Asset Management Information must be provided in accordance with Council's standard requirements.

3.7 Municipal standards & certification of works

Unless otherwise specified within a condition, all works must comply with the Municipal Standards including specifications and standard drawings. Any design must be completed in accordance with Council's subdivision design guidelines to the satisfaction of the Works & Infrastructure Department. Any construction, including maintenance periods, must also be completed to the approval of the Works & Infrastructure Department.

3.8 Works in road reserve

No works shall be undertaken within the public road reserve, including crossovers, driveways or kerb and guttering, without prior approval for the works by the Works & Infrastructure Manager. Twenty-four hours (24) notice shall be given to the Works & Infrastructure Department to inspect works within road reserve and before placement of concrete or seal. Failure to do so may result in rejection of the vehicular access or other works and its reconstruction.

3.9 Hydraulic separation

- Any existing pipes and stormwater connections must be located where required pipes are to be rerouted to provide an independent system for each lot.
- Certification must be provided that hydraulic separation between all lots has been achieved.

3.10 Easements to be created

Easements must be created over all Council-owned services in favour of the Northern Midlands Council. Such easements shall be created on the final plan to the satisfaction of the Planning & Development Manager.

3.11 Pollutants

- The developer/property owner must ensure pollutants such as mud, silt or chemicals are not released from the site.



- Prior to the commencement of the development works the developer/property owner must install all necessary silt fences and cut-off drains to prevent soil, gravel, and other debris from escaping the site. No material or debris is to be transported onto the road reserve (including the naturestrip footpath and road pavement). Any material that is deposited on the road reserve must be removed by the applicant. Should Council be required to clean or carry out works on any of their infrastructure because of pollutants being released from the site the cost of these works may be charged to the developer/property owner.

3.12 Bonds

The subdivision shall be subject to a maintenance period and a bond shall be held by Council until the completion of the maintenance period. The bond shall be calculated based on 5% of the total cost of works based on Council's standard road construction rates.

3.13 Naturestrips

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

4. SATISFACTORY COMPLETION OF INFRASTRUCTURE UPGRADES PRIOR TO SEALING OF TITLES

Prior to the sealing by Council of the final plan of subdivision, the proposed upgrades to the infrastructure to service the proposed subdivision must be fully completed to the satisfaction of the General Manager and in accordance with the plans that accompany the Development Application and form part of this approval.

5. LAND TO BE SET ASIDE FOR PUBLIC OPEN SPACE

In accordance with Section 117 of the *Local Government (Building and Miscellaneous Provisions) Act 1993*, when the Final Plan is submitted for sealing, lots 14, 15 and part of lot 13, totaling 3,127m² (5% of the area of 145, 153 and 173 Marlborough Street) must be shown as a single lot and dedicated as Public Open Space. Lots 10 - 13 may be reconfigured as a result.

6. CONVEYANCE OF PUBLIC OPEN SPACE

The Public Open Space lot must be conveyed to the Council upon the issue of titles. All costs involved in this procedure must be met by the Developer.

7. PUBLIC OPEN SPACE LANDSCAPING

The public open space lot must be levelled, topped with 100mm of good quality topsoil and sown with grass. Grass must be established and free of weeds prior to the final plan being sealed. All costs involved must be met by the Developer and works must be completed to the satisfaction of the General Manager.

8. SEALING OF PLANS

All conditions must be complied with prior to sealing of the final plan of survey. Council may, at the developer's request, accept a bond or bank guarantee, for particular works or maintenance, to enable early seal and release of the final plan of survey.

9. BUSHFIRE HAZARD MANAGEMENT

Final plan to show building area

The final plan of subdivision must show the building area for each lot and the hazard management area for each lot, in accordance with the endorsed document D1 – Bushfire Hazard Management Plan and Bushfire assessment prepared by Mr Scott Livingston and dated 3 November 2021. Prior to sealing of the Final Plan, a Certificate from a Bushfire Hazard Practitioner under Section 51(2)(d) of the Act endorsed and signed by the Tasmanian Fire Service must be submitted to Council to the satisfaction of the General Manager.

Detailed civil design plans required prior to sealing of plans



Detailed civil design must include the necessary measures to ensure the proposed cul-de-sacs are trafficable, include no parking signs, mountable kerbs, 20t load capacity for footpaths and 2m horizontal clearance in order to demonstrate compliance with the E1.0 Bushfire-Prone Areas Code, to the satisfaction of the General Manager.

10. DEMOLITION

The developer must obtain relevant building approvals for all demolition work for which approval is sought prior to undertaking any works and prior to the sealing of the final plans, to the satisfaction of the General Manager.

11. STATE GROWTH AND WORKS IN A STATE ROAD

Prior to sealing of the Final Plans, detailed engineering drawings showing the extent of the proposed stormwater main, in particular the road crossing of Cressy Road, and all associated works must be provided to the Department of State Growth for review and acceptance as part of a works permit application, see Note.

NOTE: A valid works permit is required for all works undertaken in the State road (Cressy Road) reservation. Details of the permit process and application forms can be found at:www.transport.tas.gov.au/roads_and_traffic_management/permits_and_bookings/service_works_gas_water_electricity. Applications must be received by the Department of State Growth a minimum of twenty (20) business days prior to the expected commencement date for works in order to allow sufficient time for the application to be assessed. No works are to be undertaken until a written permit has been issued.

PLANNING APPLICATION
Proposal

AMENDED

Description of proposal: 44 Lot Subdivision
.....
.....
.....
.....
.....
.....
(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. Barbara Court 2. 3.

Site address: 145-173 Marlborough St, unmade street (Queen St), 344 Cressy Rd,
119 Catherine St & Marlborough St, Cressy Rd, Catherine St and
Cracraft St road reserves, Longford
.....

CT no: 157278/2, 173613/1, 173613/2, 104455/4, 104455/3
.....

Estimated cost of project \$ 500,000 *(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 Stables

If variation to Planning Scheme provisions requested, justification to be provided:
.....
.....
.....
.....
.....
(attach additional sheets if necessary)

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

EXHIBITED



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME 157278	FOLIO 2
EDITION 2	DATE OF ISSUE 20-Jun-2021

SEARCH DATE : 17-Sep-2021

SEARCH TIME : 11.07 AM

DESCRIPTION OF LAND

Town of LONGFORD

Lot 2 on Sealed Plan 157278

Derivation : Part of Lot 2 Sec I.i. (3.599ha) Gtd to Walter
Roderick Learoyd & Pamela Mary Clark

Prior CT 238019/2

SCHEDULE 1

M892513 ASSENT to ANNA PATRICIA HAYWARD Registered
20-Jun-2021 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
SP157278 EASEMENTS in Schedule of Easements
SP157278 FENCING COVENANT in Schedule of Easements
M716532 CAVEAT by Carlton Patrick Dixon Registered
29-Aug-2018 at noon

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

EXHIBITED

Page 1 of 1

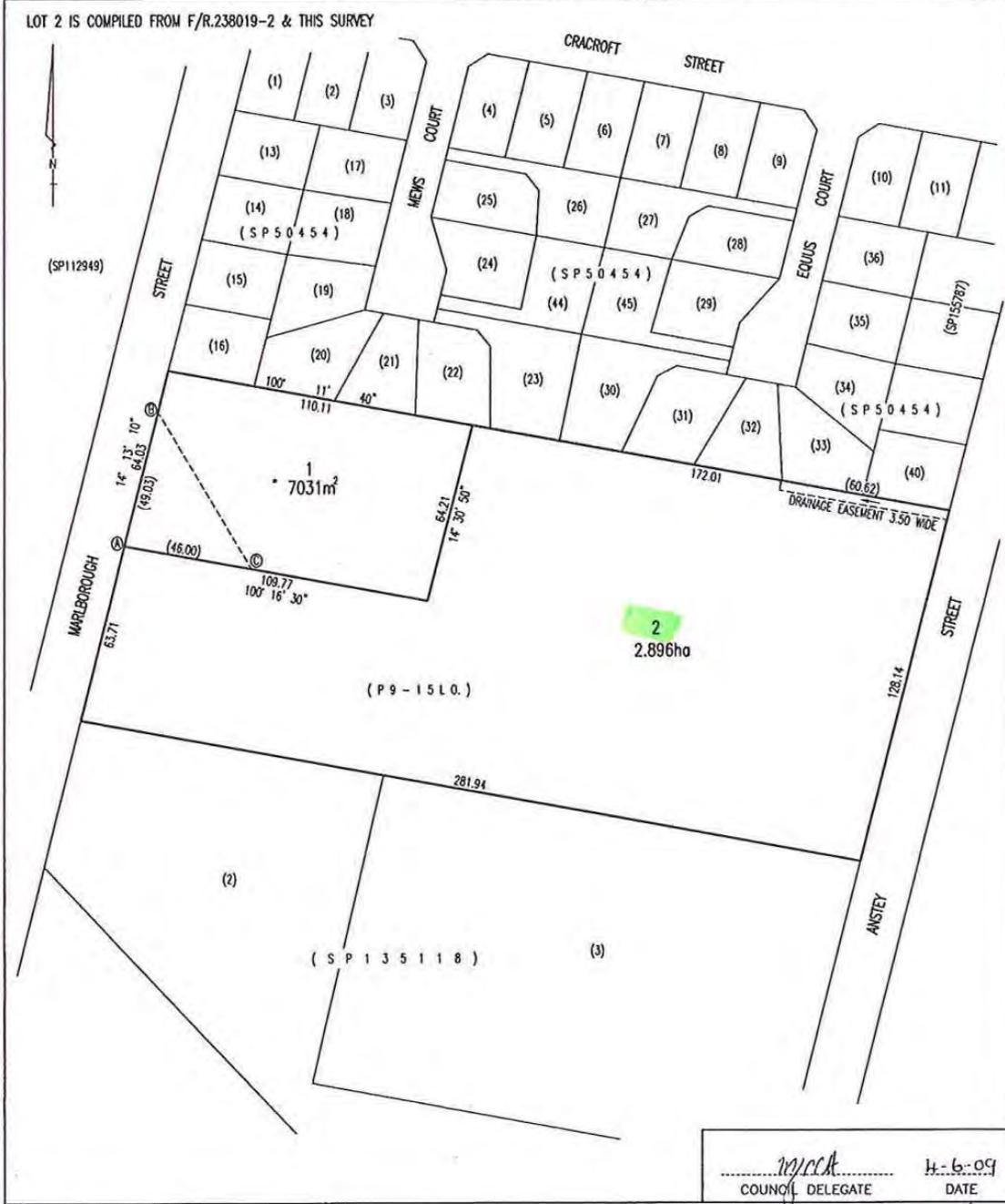


FOLIO PLAN
RECORDER OF TITLES
Issued Pursuant to the Land Titles Act 1980



OWNER N.P. STUBBS	PLAN OF SURVEY BY SURVEYOR PAUL HODGETTS of MICHELL HODGETTS & ASSOC. P/L Po.Box 712 DEVONPORT, 7310 LOCATION TOWN OF LONGFORD Sec. li SCALE 1:1250 LENGTHS IN METRES	REGISTERED NUMBER SP157278
FOLIO REFERENCE F/R 238019-2		APPROVED EFFECTIVE FROM 2 - JUL 2009 <i>Mick Law</i> Recorder of Titles
GRANTEE WHOLE OF LOT 2, Sec. li (3.599ha) GTD TO WALTER RODERICK LEARROYD & PAVELA MARY CLARK		

MAPSHEET MUNICIPAL (5039-43) CODE No. 123 123	LAST UPI No 5600158	LAST PLAN No. P238019	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN
--	---------------------	-----------------------	---



EXHIBITED



SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SCHEDULE OF EASEMENTS	Registered Number
NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.	SP 157278

PAGE 1 OF 1 PAGE/S

EASEMENTS AND PROFITS

Each lot on the plan is together with:-

- (1) such rights of drainage over the drainage easements shown on the plan (if any) as may be necessary to drain the stormwater and other surplus water from such lot; and
- (2) any easements or profits a prendre described hereunder.

Each lot on the plan is subject to:-

- (1) such rights of drainage over the drainage easements shown on the plan (if any) as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan; and
- (2) any easements or profits a prendre described hereunder.

The direction of the flow of water through the drainage easements shown on the plan is indicated by arrows.

Lot 2 on the Plan is subject to such rights of drainage over that portion of land marked "Drainage Easement 3.50 wide" shown on the Plan in favour of The Crown. The Crown land referred to herein is at the date hereof known as the Longford Race Course.

~~The area of Lot 1 on the Plan as bounded by "A B C" can not be serviced by sewer gravity system.~~

Fencing Covenant

The owner of each Lot shown on the Plan covenants with the Vendor that the Vendor shall not be required to fence.

SIGNED by NANCY PATRICIA STUBBS
as the registered proprietor of the land
comprised in Certificate of Title Volume
238019 Folio 2 in the presence of:

Witness:
Print Name: Michelle Smith
Occupation: law clerk
Address: Suite 15, Coulter Court
87-91 Brisbane St
Launceston

(USE ANNEXURE PAGES FOR CONTINUATION)

SUBDIVIDER: <u>Nancy Patricia Stubbs</u>	PLAN SEALED BY: <u>Northern midlands Council</u>
FOLIO REF: <u>238019/2</u>	DATE: <u>4 JUNE 2009</u>
SOLICITOR & REFERENCE: <u>Rae Partners (Scott Chellis)</u>	<u>27/003/528</u> REF NO. <u>POB-243</u>
 Council Delegate	
NOTE: The Council Delegate must sign the Certificate for the purposes of identification.	

EXHIBITED



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME 173613	FOLIO 1
EDITION 2	DATE OF ISSUE 28-Sep-2017

SEARCH DATE : 17-Sep-2021

SEARCH TIME : 11.07 AM

DESCRIPTION OF LAND

Town of LONGFORD

Lot 1 on Sealed Plan 173613

Derivation : Part of Lot 3, 7.194ha (Sec. Ii) Gtd to Walter Roderick Learoyd & Pamela Mary Clark

Prior CTs 135118/1, 135118/2 and 135118/3

SCHEDULE 1

M654945 TRANSFER to TWISTED HOTELS PTY LTD Registered
28-Sep-2017 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

SP173613 EASEMENTS in Schedule of Easements

SP173613 FENCING PROVISION in Schedule of Easements

SP135118 FENCING PROVISION in Schedule of Easements

E88374 AGREEMENT pursuant to Section 71 of the Land Use

Planning and Approvals Act 1993 Registered

10-Aug-2017 at noon

E107502 MORTGAGE to Westpac Banking Corporation Registered

28-Sep-2017 at 12.02 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

EXHIBITED

Page 1 of 1



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME 173613	FOLIO 2
EDITION 3	DATE OF ISSUE 15-Feb-2018

SEARCH DATE : 17-Sep-2021

SEARCH TIME : 11.08 AM

DESCRIPTION OF LAND

Town of LONGFORD

Lot 2 on Sealed Plan 173613

Derivation : Part of Lot 3, 7.194ha (Sec. Ii) Gtd to Walter Roderick Learoyd & Pamela Mary Clark

Prior CTs 135118/1 and 135118/2

SCHEDULE 1

M677197 TRANSFER to ZEEKAP (NO 102) PTY LTD and NEW NORFOLK HOTELS PTY LTD as tenants in common in equal shares Registered 15-Feb-2018 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

SP173613 FENCING PROVISION in Schedule of Easements

SP135118 FENCING PROVISION in Schedule of Easements

E88374 AGREEMENT pursuant to Section 71 of the Land Use

Planning and Approvals Act 1993 Registered

10-Aug-2017 at noon

E122581 MORTGAGE to Westpac Banking Corporation Registered

15-Feb-2018 at 12.01 PM

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

EXHIBITED



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME 173613	FOLIO 6
EDITION 2	DATE OF ISSUE 02-Oct-2017

SEARCH DATE : 17-Sep-2021

SEARCH TIME : 11.08 AM

DESCRIPTION OF LAND

Town of LONGFORD

Lot 6 on Sealed Plan 173613

Derivation : Part of Lot 3, 7.194ha (Sec. Ii) Gtd to Walter
Roderick Learoyd & Pamela Mary Clark

Prior CTs 135118/2, 135118/3 and 135118/1

SCHEDULE 1

A735038 TRANSFER to GEORGE EDWARD BLACKER and MARLENE JOYCE
BLACKER

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

SP173613 EASEMENTS in Schedule of Easements

SP173613 FENCING PROVISION in Schedule of Easements

SP135118 FENCING PROVISION in Schedule of Easements

E88374 AGREEMENT pursuant to Section 71 of the Land Use

Planning and Approvals Act 1993 Registered

10-Aug-2017 at noon

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

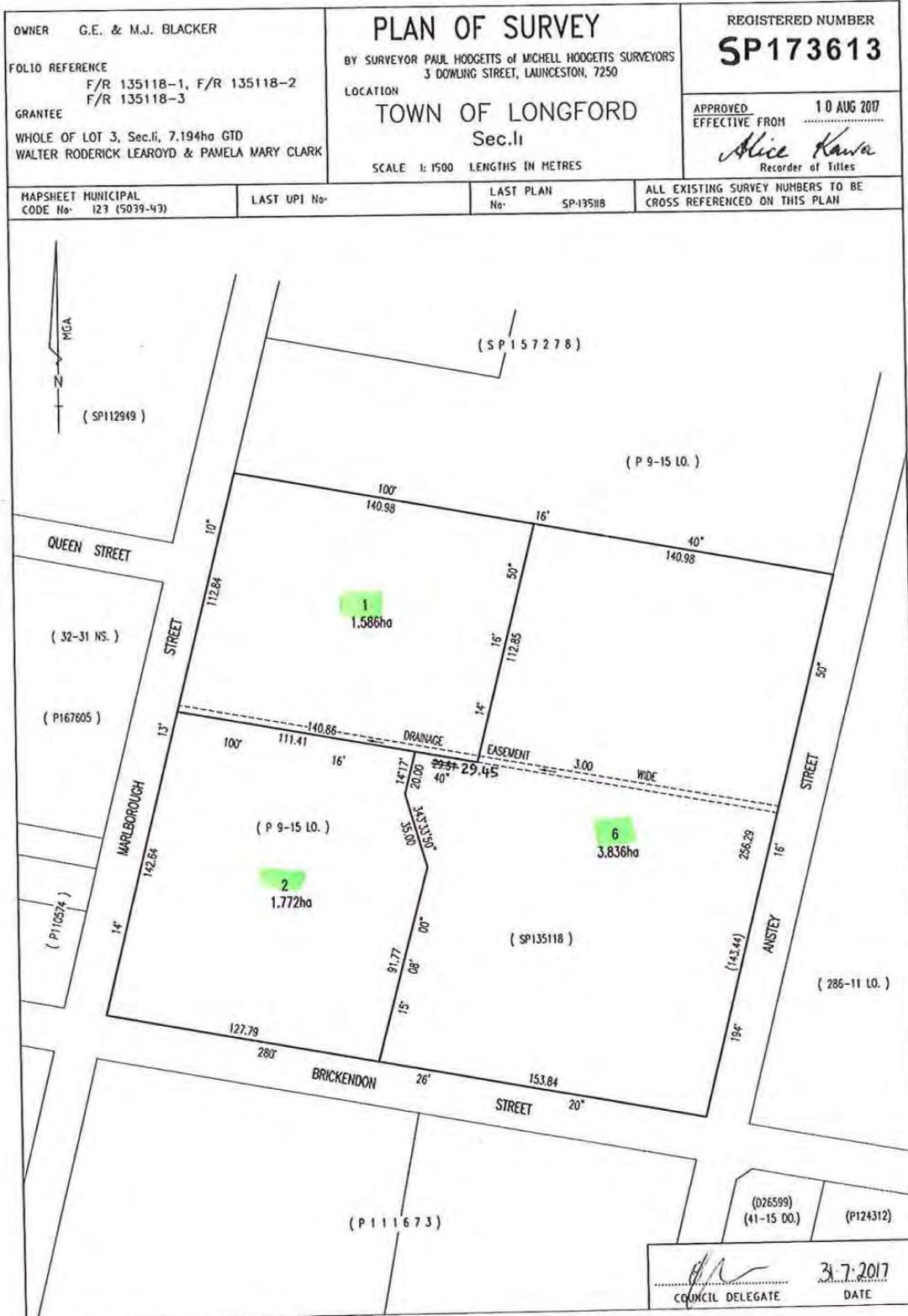
EXHIBITED

Page 1 of 1



FOLIO PLAN
RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



EXHIBITED



SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SCHEDULE OF EASEMENTS	Registered Number
NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS & MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.	SP 173613

PAGE 1 OF 1 PAGE

EASEMENTS AND PROFITS

Each lot on the plan is together with:-

- (1) such rights of drainage over the drainage easements shown on the plan (if any) as may be necessary to drain the stormwater and other surplus water from such lot; and
- (2) any easements or profits a prendre described hereunder.

Each lot on the plan is subject to:-

- (1) such rights of drainage over the drainage easements shown on the plan (if any) as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan; and
- (2) any easements or profits a prendre described hereunder.

The direction of the flow of water through the drainage easements shown on the plan is indicated by arrows.

Lot 1 is subject to a right of drainage (appurtenant to Northern Midlands Council) over the land marked DRAINAGE EASEMENT 3.00 WIDE passing through that lot on the plan

Lot 6 is subject to a right of drainage (appurtenant to Northern Midlands Council) over the land marked DRAINAGE EASEMENT 3.00 WIDE passing through that lot on the plan

FENCING PROVISION

In respect to the lots on the plan the vendor (George Edward Blacker and Marlene Joyce Blacker) shall not be required to fence

Signed by the said GEORGE EDWARD BLACKER & MARLENE JOYCE BLACKER being the registered proprietor of Folios 135118/1-3 in the presence of-

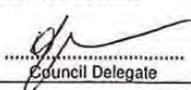
X Witness:

Print Full name: *Stephany Ann Adams*

Postal Address: *177 WILMORIS LANE
DUNSTON 7301*

G E Blacker
x
M J Blacker
x
M J B

(USE ANNEXURE PAGES FOR CONTINUATION)

SUBDIVIDER: G E & M J BLACKER	PLAN SEALED BY: NORTHERN MIDLANDS COUNCIL
FOLIO REF: 135118/1-3	DATE: 31-7-2017
SOLICITOR: RAE & PARTNERS (MLK)	P13-140 REF NO. 27/003/689
 Council Delegate	
NOTE: The Council Delegate must sign the Certificate for the purposes of identification.	

EXHIBITED



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME 104455	FOLIO 3
EDITION 3	DATE OF ISSUE 24-Dec-2004

SEARCH DATE : 17-Sep-2021

SEARCH TIME : 11.08 AM

DESCRIPTION OF LAND

Town of LONGFORD

Lot 3 on Sealed Plan 104455

Derivation : Part of Lot 3 Sec. H.H. Gtd. to W.Pitt

Prior CT 3146/12

SCHEDULE 1

C493169 TRANSFER to RAYMOND JOHN BEAN and BERYL MARGARET BEAN
Registered 24-Dec-2004 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
SP104455 EASEMENTS in Schedule of Easements

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

EXHIBITED



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME 104455	FOLIO 4
EDITION 2	DATE OF ISSUE 13-Jun-1995

SEARCH DATE : 17-Sep-2021

SEARCH TIME : 11.09 AM

DESCRIPTION OF LAND

Town of LONGFORD

Lot 4 on Sealed Plan 104455

(formerly Lots 1 & 2 on SP104455)

Derivation : Part of Lot 3 Sec. H.H. Gtd. to W.Pitt

Prior CTs 3146/12 and 3146/13

SCHEDULE 1

B875198 TRANSFER to ROY DAVID CONNELL Registered
13-Jun-1995 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

SP104455 EASEMENTS in Schedule of Easements

SP104455 COVENANTS in Schedule of Easements

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

EXHIBITED

Page 1 of 1



FOLIO PLAN

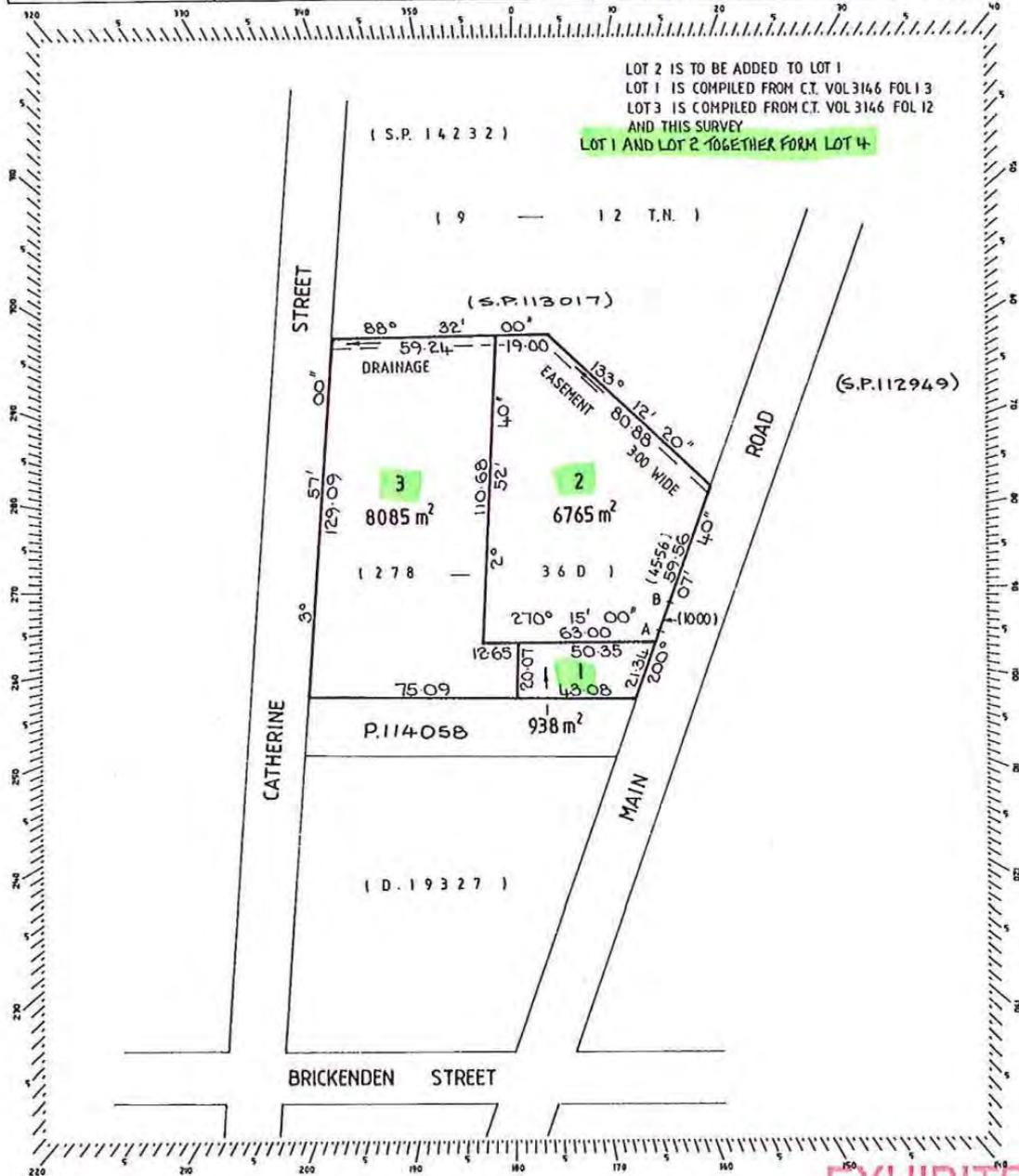
RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SP104455 (2348) 84/48

OWNER TEX JOHN CONNELL ROY DAVID CONNELL MARTIN DAVID CONNELL FOLIO REFERENCE C.T. VOL 3146 FOL 12 C.T. VOL 3146 FOL 13 GRANTEE PART OF LOT 3, 4, 1 & 10 ^D GRANTED TO WILLIAM PITT	PLAN OF SURVEY BY SURVEYOR M. S. GIUDICI OF COHEN & ASSOCIATES PTY. LTD., LAUNCESTON LOCATION TOWN OF LONGFORD SECTION Hh SCALE 1: 1500 LENGTHS IN METRES		REGISTERED NUMBER SP 104455 APPROVED EFFECTIVE FROM 3 MAY 1993 Recorder of Titles
	STATE MUNICIPAL CODE No. 56	LAST UPI No. 2871 2872	LAST SURVEY PLAN No. 278-36 D



EXHIBITED

SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

REGISTERED NUMBER

104455

**SCHEDULE OF EASEMENTS**

NOTE:—The Town Clerk or Council Clerk must sign the certificate on the back page for the purpose of identification.

The Schedule must be signed by the owners and mortgagees of the land affected. Signatures should be attested.

EASEMENTS AND PROFITS

Each lot on the plan is together with:—

- (1) such rights of drainage over the drainage easements shewn on the plan (if any) as may be necessary to drain the stormwater and other surplus water from such lot; and
- (2) any easements or profits à prendre described hereunder.

Each lot on the plan is subject to:—

- (1) such rights of drainage over the drainage easements shewn on the plan (if any) as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan; and
- (2) any easements or profits à prendre described hereunder.

The direction of the flow of water through the drainage easements shewn on the plan is indicated by arrows.

Lots 2 and 3 on the Plan are each subject to a right of drainage in favour of Her Majesty the Queen over the strip of land shown 3.00 wide on the said Lots 2 and 3 on the Plan.

Lots 1 and 2 on the Plan are together with a right of drainage over the said strip of land shown 3.00 wide on the said Lot 3 on the Plan.

Lot 3 on the Plan is subject to a right of drainage appurtenant to Lots 1 and 2 on the Plan over the strip of land shown 3.00 wide on the said Lot 3 on the Plan.

COVENANT

The owner of Lots 1 and 2 on the Plan covenants with the

EXHIBITED

vendor [Roy David Connell] and the owner or owners for the time being of the said Lot 3 on the Plan to the intent that the burden of this covenant may run with and bind the covenantors Lots and every part thereof and that the benefit thereof shall be annexed to and devolve with each and every part of the said Lot 3 on the Plan to observe the stipulation not to use any part of the said Lots 1 and 2 on the Plan as an access to the road shown "Main Road" on the Plan except between the positions marked A B on the Plan.

EXHIBITED



SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SIGNED by ROY DAVID CONNELL as Registered]

Owner in Certificate of Title Volume]

3146 Folio 12 in the presence of:-]

Roy David Connell

All Parties
ROGER DICKER / WOODER
BY SIGNED BY A FORD.

SIGNED by MARTIN DAVID CONNELL as]

Registered Owner in Certificate of Title]

Volume 3146 Folio 13 in the presence of:-]

Martin David Connell

All Parties
ROGER DICKER / WOODER
BY SIGNED BY A FORD.

This is the schedule of easements attached to the plan of ROY DAVID CONNELL AND MARTIN DAVID

(Insert Subdivider's Full Name)

CONNELL affecting land in

CERTIFICATES OF TITLE VOLUME 3146 FOLIOS 12 AND 13

(Insert Title Reference)

Municipality of Longford Sealed by on 5 31 19 23

Solicitor's Reference PMcM:LJL Council Clerk/Town-Clerk

EXHIBITED

COMMERCIAL PROJECT DELIVERY

Project + Development + Construction Management



PO Box 210

Newstead TAS 7250

July 1, 2021

Northern Midlands Council
P.O Box 156
Longford, TAS, 7301

Attn: Des Jennings

Dear Des

Consent for Cash in Lieu of Public Open Space – 145-172 Marlborough Street, Longford

I wish to formally request General Manager's Consent the lodgement of an application for subdivision at 145-172 Marlborough Street, Longford for the component which includes drainage works in the Catherine Street Road Reserve.

It is understood that at this stage, the consent for the making of the application is based on the developer being responsible for costs associated with the stormwater system upgrades.

Yours faithfully

Chloe Lyne
Planning and Development Consultant
Commercial Project Delivery
Mobile: +61 (0)408 397 393
www.cpdelivery.com.au

EXHIBITED

From: [Chloe Lyne](#)
To: [Carlton Dixon](#)
Subject: FW: Crown Landowner Consent SRA-21-75 - Application - Carlton Dixon - 153-173 Marlborough St, Longford
Date: Thursday, 24 June 2021 9:24:00 AM
Attachments: [image001.png](#)
[image003.png](#)

IS this the one?

Kind Regards

Chloe Lyne
Planning and Development Consultant
MPIA, RPIA
Commercial Project Delivery
Mobile – 0408 397 393
www.cpdelivery.com.au

COMMERCIAL PROJECT DELIVERY
Project + Construction Management

From: Carlton Dixon <cdixon@bnil.com.au>
Sent: Tuesday, 23 February 2021 4:07 PM
To: Chloe Lyne <chloe@cpdelivery.com.au>
Subject: FW: Crown Landowner Consent SRA-21-75 - Application - Carlton Dixon - 153-173 Marlborough St, Longford

F y i

Kind regards

Carlton Dixon
Investment & Lending Manager
Butler McIntyre Mortgage Fund
20 Murray St, Hobart, Tas, 7000
Tel: 03 6222 9430
Mobile 0488992827
Web: www.bnil.com.au

ButlerMcIntyre
INVESTMENTS LTD

From: Permits <permits@stategrowth.tas.gov.au>
Sent: Tuesday, 23 February 2021 3:23 PM
To: Carlton Dixon <cdixon@bnil.com.au>
Subject: Crown Landowner Consent SRA-21-75 - Application - Carlton Dixon - 153-173

EXHIBITED

Marlborough St, Longford

Good afternoon Carlton,

Thank you for your application.

It has been determined that in this instance Crown Landowner Consent is not required, however you will be required to apply for a Service Works Permit when you are nearing construction.

Please see link below for submitting a Service Works Permit application:

https://www.transport.tas.gov.au/roads_and_traffic_management/permits_and_bookings/service_works_gas_water_electricity

Regards,

Approvals Support Team

Support Services Branch | Department of State Growth
4 Salamanca Place TAS 7000 | GPO Box 536, Hobart TAS 7001
www.stategrowth.tas.gov.au



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Erin Miles

From: Chloe Lyne <chloe@cpdelivery.com.au>
Sent: Tuesday, 18 May 2021 10:18 AM
To: Erin Miles; NMC Planning
Cc: Carlton Dixon
Subject: PLN 21 -0062
Attachments: May 18.pdf; L210513 Queen Street, Longford Ownership 10May2021.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Morning Erin

As you are aware when we asked for Crown Consent for the works in the section of road reserve known as Queen St they came back and said it isn't Crown land. Brett Woolcott has conducted a register search and his findings are detailed in the attached letter.

I have also sent a letter to the last known owners (yes there is no known address either) to cover off on landowner notification.

Is Council happy with the rest of the information provided in response to the RFI and are you satisfied that we have made all reasonable attempts to notify the land owner of the road reserve?

Kind Regards

Chloe Lyne
Planning and Development Consultant
MPIA, RPIA
Commercial Project Delivery
Mobile – 0408 397 393
www.cpdelivery.com.au

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Project + Construction Management

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WOOLCOTT SURVEYS



EAST COAST
SURVEYING
CONSULTING SURVEYORS
P. O. BOX 1000 HOBART

Our Ref: L210513 Dixon

Date: 10 May 2021

Carlton Dixon

Sent via e-mail: cdixon@bmil.com.au

Dear Carlton,

RE: PLN-21-0062 – Proposed Subdivision, Longford

As per your request, investigation into the origin of ownership for Queen Street, Longford, situated between Cressy Road and Marlborough St has been completed.

From this investigation, we can summarise that Queen Street was not originally reserved for road purposes by the Crown and is not owned by the Crown.

The area of Queen Street in question, was originally granted as part of 19^A 3^R 1^P to William Hutchinson & Thomas Smith. The grant was Lots 1, 2, 3 & 4 of Section LL in the Town of Longford grants.

Since this time, various Surveys and Title Plans have recognised the strip as Queen Street, and it is currently fenced as such.

The current ownership of Queen Street can be assumed as being still under ownership by the estate of the original grantees. Queen Street is **not** crown land. Therefore Crown Consent is **NOT** required for your planning application to Council.

Please feel free to contact me should you have any questions, or require further comment regarding the ownership of Queen Street.

Kind regards,

Brett Woolcott
Managing Director
Registered Land Surveyor

LAUNCESTON

10 Goodman Crt, Invermay
PO Box 593, Mowbray TAS 7248
P 03 6332 3760

ST HELENS

48 Cecilia St, St Helens
PO Box 430, St Helens TAS 7216
P 03 6376 1972

HOBART

Rear Studio, 132 Davey St,
Hobart TAS 7000
P 03 6227 7968

DEVONPORT

2 Piping Lane,
East Devonport TAS 7310
P 03 6332 3760

ABN 63 159 760 479

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Project + Development + Construction Management

PO Box 210

Newstead TAS 7250

May 18, 2021

William Hutchinson and Thomas Smith

c:/ Queen St
Longford, TAS 7301

Dear Mr Hutchinson and Mr Smith

Lodgement of DA for subdivision

I wish to inform you that my client, Mr Carlton Dixon has lodged an application for subdivision which includes provision of sewer and stormwater through a strip of land known as Queen Street as per the map below. This letter serves as formal notification of the making of the application.



Yours faithfully

Chloe Lyne

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PO Box 210

Newstead TAS 7250

April 15, 2021

Northern Midlands Council
P.O Box 156
Longford, TAS, 7301

Attn: Des Jennings

Dear Des

Consent for Cash in Lieu of Public Open Space – 145-172 Marlborough Street, Longford

I wish to formally request General Manager's Consent for payment of cash in lieu of public open space in accordance with Clause E10.6.1 A1 (a) in relation to a 44 lot subdivision at 145-172 Marlborough St, Longford.

Yours faithfully

Chloe Lyne
Planning and Development Consultant
Commercial Project Delivery
Mobile: +61 (0)408 397 393
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COMMERCIAL PROJECT DELIVERY

Project + Development + Construction Management



PO Box 210

Newstead TAS 7250

March 4, 2021

Planning Department
Northern Midlands Council
PO Box 156
Longford, TAS 7301

Dear Sir/Madam

145-172 Marlborough Street, Longford – subdivision application

This letter is prepared to accompany an application for a 44 lot subdivision at 145-172 Marlborough Street, Longford. The letter provides an overview of the subject site, the proposal and an assessment against relevant planning scheme standards.

Subject Site and Surrounds

The subject site comprises three titles at 145-172 Marlborough Street, Longford with an overall area of 6.25ha. The site is located on the southern fringes of the township within an area of Low Density residential zoning and characterised by a diverse array of lot sizes. Figure 1 shows the location of the site in the context of the Longford township and Figure 2 shows the subject site.

The northern title (145 Marlborough Street) is currently developed with racing stables and associated horse paddocks and shelters. The remaining two titles are currently vacant.

There is a 3m wide drainage easement along the southern boundary of 153 Marlborough Street and a 3.5m wide drainage easement along the eastern section of the northern boundary of 175 Marlborough Street.

Immediately to the north of the site is land within the General Residential Zone which has lot sizes between 600m² and 800m² and are developed with single dwellings at typical urban densities.

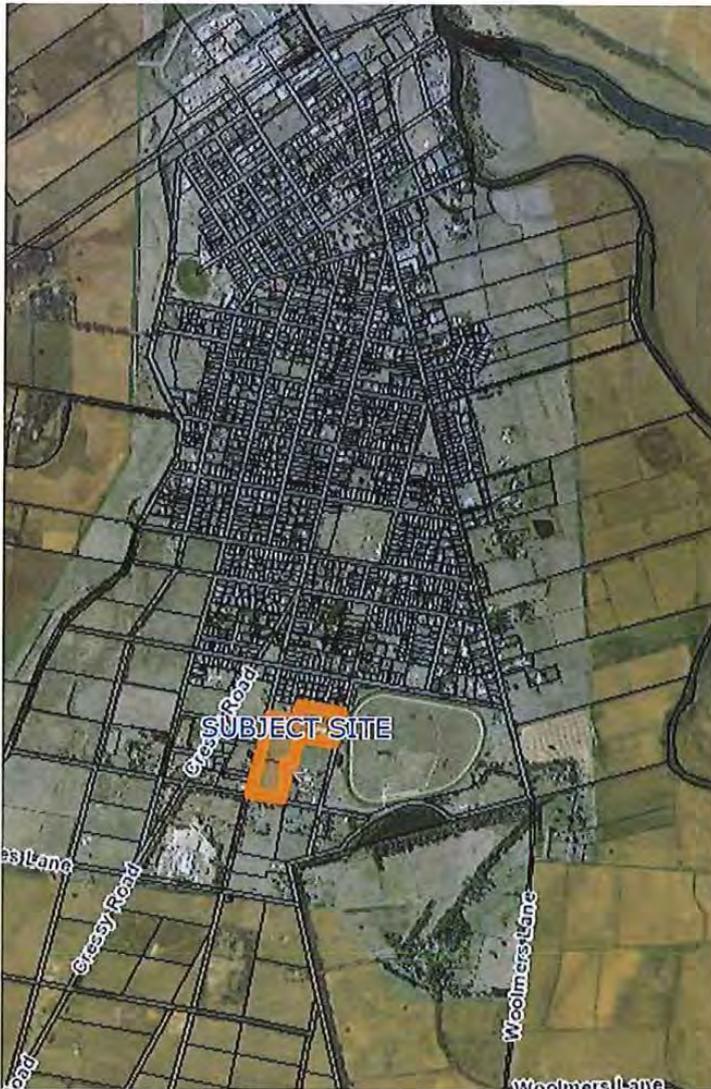
Land to the east on the opposite side of Anstey Street comprises the Longford Racecourse. The site directly adjoins an operational racing stable to the east (10 Anstey Street). Land on the opposite side of Marlborough Street to the site comprises lots ranging from 2000m² to 1.2ha which are developed with single dwellings and associated outbuildings. To the south of the site

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on the opposite side of Brickendon Street, the lots contain single dwellings and associated outbuildings and are 3+ha in size.

The area could be described as transitioning from higher to lower urban densities.

The site itself is free of hazards or environmental constraints.



Base image from theLIST (www.thelist.tas.gov.au). © State of Tasmania.

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Figure 1 – Site Context



Base image from theLIST (www.thelist.tas.gov.au). © State of Tasmania.

Figure 1 – Subject site

The proposed development application relates to the following title:

Address	Owner(s)	Title Reference	Land Area
145 Marlborough Street	Twisted Hotels Pty Ltd	157278/2	2.896ha
153 Marlborough Street	Twisted Hotels Pty Ltd	173613/1	1.586ha
173 Marlborough Street	Twisted Hotels Pty Ltd	173613/2	1.772ha

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A copy of the title and schedule of easements is included as an attachment to this correspondence.

Proposal

Approval is sought to subdivide the site into 44 lots ranging in size from 1200m² – 1508m² with an average lot size of 1280m²

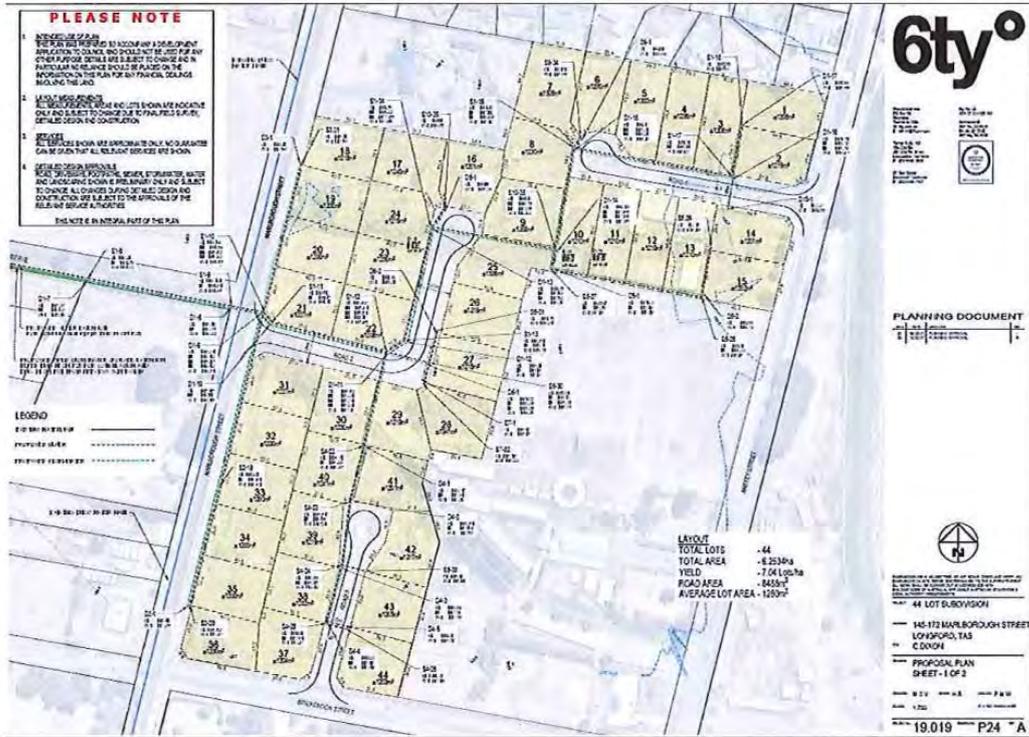
The lots will be accessed via three new cul-de-sacs one each from Marlborough Street, Brickendon Street and Anstey Street with some lots accessed directly from each of these streets.

Unlike previous proposals for this site, it is proposed to fully service all lots via connection to reticulated services.

It is proposed to connect to the water main directly from the existing main in Marlborough Street adjacent to the site.

The proponent's will extend the sewer from Cracroft Street, down Catherine Street, through land at 330 Cressy Road across Cressy Road and along a road reserve into Marlborough Street opposite the site. The stormwater will follow the same route however will not need to extend as far north up Catherine Street as the sewer. Details of the proposed servicing connections are provided on the proposal plans.

Figure 3 – Proposal Plan



EXHIBITED

Zoning and Overlay

The subject site is located in the Low Density Residential Zone (Figure 4) and subject to the bushfire prone area overlay (Figure 5).

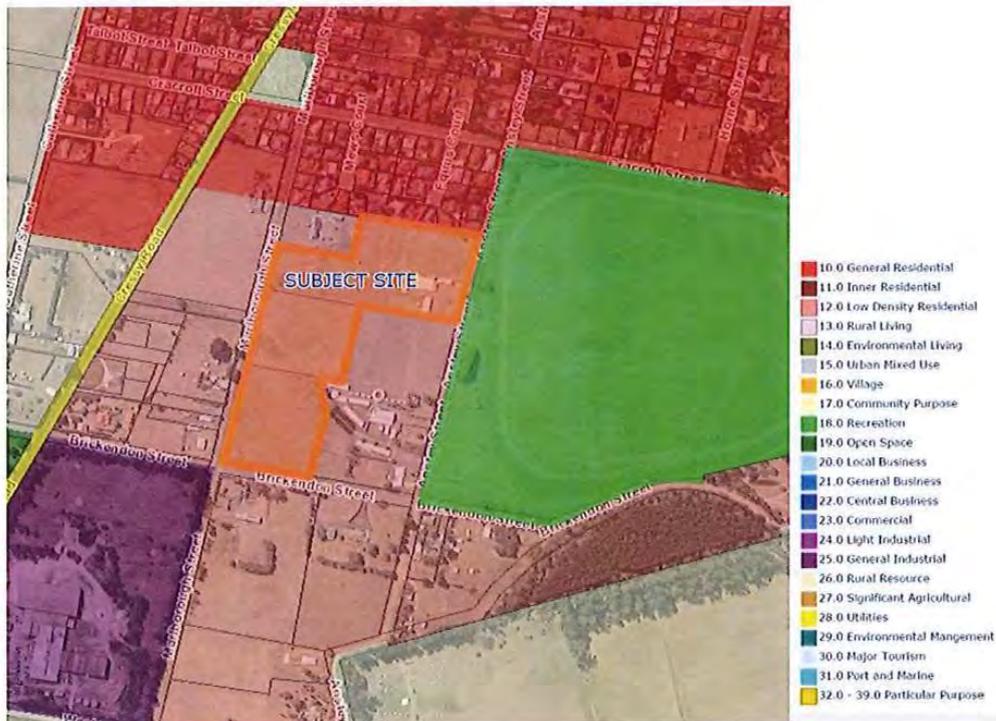


Figure 4 – Zoning Plan

EXHIBITED



Figure 5 - Overlay Plan - extent of Scenic Management shown by purple hatching

EXHIBITED

Planning Assessment

The proposed subdivision must be assessed against the subdivision provisions of the Low Density Residential Zone and is also subject to the following Codes:

- Bushfire Prone Area (refer to Bushfire Hazard Assessment Report)
- Road and Railway Asset Code (refer to Traffic Impact Assessment)
- Car Parking and Sustainable Transport Code (Refer to Traffic Impact Assessment)
- Environmental Impacts and Attenuation Code (Refer to Noise and Dust Assessment)
- Recreation and Open Space Code

An assessment of the proposal against the relevant provisions is provided below.

Low Density Residential Zone

12.1 Zone Purpose

12.1	Zone Purpose
12.1.1.1	<i>To provide for residential use or development on larger lots in residential areas where there are infrastructure or environmental constraints that limit development.</i>
12.1.1.2	<i>To provide for non-residential uses that are compatible with residential amenity.</i>
12.1.1.3	<i>To ensure that development respects the natural and conservation values of the land and is designed to mitigate any visual impacts of development on public views.</i>

Comment: The proposed subdivision meets the zone purpose statements. Specifically, it creates larger lifestyle lots on the urban fringe of Longford that will be connected to full reticulated services and have no environmental constraints.

12.4.3 Subdivision

12.4.3.1 Lot Area, Building Envelopes and Frontage	
Objective	To ensure: <ol style="list-style-type: none"> a) <i>The area and dimensions of lots are appropriate for the zone; and</i> b) <i>The conservation of natural values, vegetation and faunal habitats; and</i> c) <i>The design of subdivision protects adjoining subdivision from adverse impacts; and</i>

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- d) Each lot has road access, and utility services appropriate for the zone.

Acceptable Solution

A1.1 Each lot must:

- a) Have a minimum area of 1ha; and
- b) Have new boundaries aligned from buildings that satisfy the relevant acceptable solutions for setbacks; or
- c) Be required for public use by the Crown, an agency or corporation all the shares of which are held by Councils or a municipality; or
- d) Be for the provision of public utilities; or
- e) For the consolidation of a lot with another lot with no additional titles created; or
- f) To align titles with zone boundaries and no new lots are created.

A1.2 Subdivision at Devon Hills will not result in any new lots

Performance Criteria

P1.1 Each lot for residential use must provide sufficient useable area and dimensions to allow for:

- a) A dwelling to be erected in a convenient and hazard free location; and
- b) On-site parking and manoeuvrability; and
- c) Adequate private open space; and
- d) Reasonable vehicular access from the carriageway of the road to a building area on the lot, if any; and
- e) Development that would not adversely affect the amenity of, or be out of character with, surrounding development and the streetscape

P1.2 Land at Devon Hills must not be further subdivided.

Response: Complies with P1.1 and A1.2 not applicable

The proposed lots range in size from 1200m² to 1508m² with an average lot size of 1280m² It is submitted that the proposal meets the considerations under P1.1 as follows:

- a) The subject site is not located within a landslide hazard area and a Bushfire Hazard Management Plan has been prepared which confirms that there is sufficient area on all lots to provide for a BAL19 or lower or any future habitable dwellings. All lots with constructed dwellings must be managed as low threat in accordance with the Bushfire Hazard Management Plan. All lots are relatively flat and hazard free and have ample room for the erection of a dwelling.

- b) All lots are relatively flat and a min lot size of 1200m² is sufficient for provide vehicular access to a dwelling. All lots have road frontage with a minimum width of 6 metres.
- c) Whilst the Low Density Residential Zone doesn't have a requirement for provision of a minimum area for private open space to provide a guide, a typical dwelling is 200m² so even allowing for another 500m² for driveways and access areas, there is still a minimum balance area of 500m² to provide for private open space which is more than sufficient for a typical single dwelling.
- d) All lots have vehicular access to a road either via a new cul-de-sac or one of the existing streets that surround the site.
- e) It is submitted that the subdivision will provide an ideal density to transition the character from the General Residential Zoned land with 600m² lots to the north to the Low Density Zoned land to the south with larger lot sizes.

It is evident from the assessment above that the proposed subdivision meets all the requisite considerations under P1.1

Acceptable Solution

A2 Each lot must have a frontage of at least 6m

Performance Criteria

P2 No performance Criteria

Response: Complies with A2

All new lots are provided with a minimum road frontage of 6m either via the new cul-de-sacs or one of the existing surrounding streets.

Acceptable Solution

A3 Each lot must be connected to a reticulated:
 a) Water supply; and
 b) Sewerage system.

Performance Criteria

P3 Lots that are not provided with reticulated water and sewerage services must be:
 a) In a locality for which reticulated services are not available or capable of being connected; and
 b) Capable of accommodating an on-site wastewater management system.

Response: Complies with A3

EXHIBITED

The proposal plans provide detail of how the existing reticulated stormwater and sewerage mains will be extended from Cracroft Street to the site to enable all lots to be connected to full reticulated services.

Acceptable Solution

A4 Each lot must be connected to a reticulated stormwater system.

Performance Criteria

P4 Stormwater may only be discharged from the site in a manner that will not cause an environmental nuisance, and that prevents erosion, siltation or pollution of any watercourses, coastal lagoons, coastal estuaries, wetlands or inshore marine areas, having regard to:

- a) the intensity of runoff that already occurs on the site before any development has occurred for a storm event of 1% Annual Exceedance Probability (pre-development levels); and
- b) how the additional runoff and intensity of runoff that will be created by the subdivision for a storm event of 1% Annual Exceedance Probability, will be released at levels that are the same as those identified at the predevelopment levels of the subdivision; and
- c) whether any on-site storage devices, retention basins or other Water Sensitive Urban Design (WSUD) techniques are required within the subdivision and the appropriateness of their location; and
- d) overland flow paths for overflows during extreme events both internally and externally for the subdivision, so as to not cause a nuisance

Response: Complies with A1

The proposal plans provide detail of how the existing reticulated stormwater and sewerage mains will be extended from Cracroft Street to the site to enable all lots to be connected to full reticulated services

EXHIBITED

Bushfire Prone Area Code

E1.6 Development Standards

E1.6.1 Subdivision: Provision of hazard management areas

Objective	<p>Subdivision provides for hazard management areas that:</p> <ul style="list-style-type: none"> (a) facilitate an integrated approach between subdivision and subsequent building on a lot; (b) provide for sufficient separation of building areas from bushfire-prone vegetation to reduce the radiant heat levels, direct flame attack and ember attack at the building area; and (c) provide protection for lots at any stage of a staged subdivision.
------------------	--

Acceptable Solution

A1	<p>TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant the provision of hazard management areas as part of a subdivision; or</p> <p>(b) The proposed plan of subdivision:</p> <ul style="list-style-type: none"> (i) shows all lots that are within or partly within a bushfire-prone area, including those developed at each stage of a staged subdivision; (ii) shows the building area for each lot; (iii) shows hazard management areas between bushfire-prone vegetation and each
----	---

Performance Criteria

P1	<p>A proposed plan of subdivision shows adequate hazard management areas in relation to the building areas shown on lots within a bushfire-prone area, having regard to:</p> <ul style="list-style-type: none"> (a) the dimensions of hazard management areas; (b) a bushfire risk assessment of each lot at any stage of staged subdivision; (c) the nature of the bushfire-prone vegetation including the type, fuel load, structure and flammability; (d) the topography, including site slope; (e) any other potential forms of fuel and ignition sources; (f) separation distances from the
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EXHIBITED

building area that have dimensions equal to, or greater than, the separation distances required for BAL 19 in Table 2.4.4 of Australian Standard AS 3959 – 2009 Construction of buildings in bushfire-prone areas; and

- (iv) is accompanied by a bushfire hazard management plan that addresses all the individual lots and that is certified by the TFS or accredited person, showing hazard management areas equal to, or greater than, the separation distances required for BAL 19 in Table 2.4.4 of Australian Standard AS 3959 – 2009 Construction of buildings in bushfire-prone areas; and*

If hazard management areas are to be located on land external to the proposed subdivision the application is accompanied by the written consent of the owner of that land to enter into an agreement under section 71 of the Act that will be registered on the title of the neighbouring property providing for the affected land to be managed in accordance with the bushfire hazard management plan

bushfire-prone vegetation not unreasonably restricting subsequent development;

- (g) an instrument that will facilitate management of fuels located on land external to the subdivision; and*

any advice from the TFS

Response: Complies with A1

EXHIBITED

The accompanying Bushfire Hazard Management Report provides certification with Clause E1.6.1 (b).

E1.6.2 Subdivision: Public and fire fighting access

Objective Access roads to, and the layout of roads, tracks and trails, in a subdivision:

- (a) allow safe access and egress for residents, fire fighters and emergency service personnel;
- (b) provide access to the bushfire-prone vegetation that enables both property to be defended when under bushfire attack and for hazard management works to be undertaken;
- (c) are designed and constructed to allow for fire appliances to be manoeuvred;
- (d) provide access to water supplies for fire appliances; and

are designed to allow connectivity, and where needed, offering multiple evacuation points.

Acceptable Solution

A1 TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant specific measures for public access in the subdivision for the purposes of fire fighting; or

(b) A proposed plan of subdivision showing the layout of roads, fire trails, and the location of property access to building areas is included in a bushfire hazard management plan that:

- (i) demonstrates proposed roads will comply with Table E1, proposed private accesses will comply with Table E2 and proposed fire trails will

Performance Criteria

P1 A proposed plan of subdivision shows access and egress for residents, fire-fighting vehicles and emergency service personnel to enable protection from bushfires, having regard to:

- (a) appropriate design measures, including:
 - (i) two way traffic;
 - (ii) all weather surfaces;
 - (iii) height and width of any vegetation clearances;
 - (iv) load capacity;
 - (v) provision of passing bays;
 - (vi) traffic control devices;
 - (vii) geometry, alignment and slope of roads, tracks and

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<p>comply with Table E3; and (ii) is certified by the TFS accredited person</p>	<p>trails; (viii) use of through roads to provide for connectivity; (ix) limits on the length of cul-de-sacs and dead-end roads; (x) provision of turning areas; (xi) provision for parking areas; (xii) perimeter access; and (xiii) fire trails; (b) the provision of access to: (i) bushfire-prone vegetation to permit the undertaking of hazard management works; and (ii) fire fighting water supplies; and any advice from the TFS.</p>
---	--

Response: Complies with A1

The accompanying Bushfire Hazard Management Report provides certification with Clause E1.6.2 (a) and (b).

E1.6.3 Subdivision: Provision of water supply for fire fighting purposes

Objective Adequate, accessible and reliable water supply for the purposes of fire fighting can be demonstrated at the subdivision stage and allow for the protection of life and property associated with the subsequent use and development of bushfire prone areas.

Acceptable Solution
A2 In areas that are not serviced by reticulated water by the water corporation:
(a) The TFS or an accredited person certifies that there is an insufficient

Performance Criteria
P2 No Performance Criteria

EXHIBITED

increase in risk from bushfire to warrant provision of a water supply for fire fighting purposes;
 (b) The TFS or an accredited person certifies that a proposed plan of subdivision demonstrates that a static water supply, dedicated to fire fighting, will be provided and located compliant with Table E5; or
 (c) A bushfire hazard management plan certified by the TFS or an accredited person demonstrates that the provision of water supply for fire fighting purposes is sufficient to manage the risks to property and lives in the event of a bushfire.



Response: Complies with A2

The accompanying Bushfire Hazard Management Report provides certification with Clause E1.6.3 (b) and (c).

Road and Railway Assets Code

E4.6.1 Use of road or rail infrastructure

Objective To ensure that the safety and efficiency of road and rail infrastructure is not reduced by the creation of new accesses and junctions or increased use of existing accesses and junctions.

Acceptable Solution

A2 For roads with a speed limit of 60km/h or less the use must not generate more than a total of 40 vehicles entry and exit movements per day

Performance Criteria

P2 For roads with a speed limit of 60km/h or less, the level of use, number, location, layout and design of accesses and junctions must maintain an acceptable level of safety for all road users, including pedestrians and cyclists

Response: Complies with P2

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Refer to Section 4.6.1 of the TIA for a detailed assessment against P2.

E4.7.2 Management of Road Accesses and Junctions

Objective *To ensure that the safety and efficiency of roads is not reduced by the creation of new accesses and junctions or increased use of existing accesses and junctions.*

Acceptable Solution

A1 *For roads with a speed limit of 60km/h or less the development must include only one access providing both entry and exit, or two accesses providing separate entry and exit.*

Performance Criteria

P1 *For roads with a speed limit of 60km/h or less, the number, location, layout and design of accesses and junctions must maintain an acceptable level of safety for all road users, including pedestrians and cyclists.*

Response: Complies with A1

Each lot will be provided with a single crossover providing for both entry and exit.

E4.7.4 Sight Distance at Accesses, Junction and Level Crossings

Objective *To ensure that use and development involving or adjacent to accesses, junctions and level crossings allows sufficient sight distance between vehicles and between vehicles and trains to enable safe movement of traffic..*

Acceptable Solution

A1 *Sight distances at*

- a) *an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.7.4; and*
- b) *rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices -*

Performance Criteria

P1 *The design, layout and location of an access, junction or rail level crossing must provide adequate sight distances to ensure the safe movement of vehicles.*

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Railway crossings, Standards Association of Australia; or

- c) *If the access is a temporary access, the written consent of the relevant authority has been obtained.*

Response: Complies with A1

As per section 4.2 of the TIA, in accordance with Table E4.7.4 the minimum sight distances are as follows:

- Marlborough Street – 50km/h 80m
- Brickendon Street – 50km.h 80m
- Anstey Street – 50km/h 80m

Each of the new cul-de-sac junctions exceeds the required 80m sight distance.

Parking and Sustainable Transport Code

E6.6 Use Standards

E6.6.1 Car Parking Numbers

Objective *To ensure that an appropriate level of car parking is provided to service use.*

Acceptable Solution

A1 *The number of car parking spaces must not be less than the requirements of:*

- a) *Table E6.1; or*
- b) *a parking precinct plan contained in Table E6.6: Precinct Parking Plans (except for dwellings in the General Residential Zone).*

Performance Criteria

P1 *The number of car parking spaces provided must have regard to:*

- a) *the provisions of any relevant location specific car parking plan; and*
- b) *the availability of public car parking spaces within reasonable walking distance; and*
- c) *any reduction in demand due to sharing of spaces by multiple uses either because*

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- of variations in peak demand or by efficiencies gained by consolidation; and*
- d) the availability and frequency of public transport within reasonable walking distance of the site; and*
 - e) site constraints such as existing buildings, slope, drainage, vegetation and landscaping; and*
 - f) the availability, accessibility and safety of on-road parking, having regard to the nature of the roads, traffic management and other uses in the vicinity; and*
 - g) an empirical assessment of the car parking demand; and*
 - h) the effect on streetscape, amenity and vehicle, pedestrian and cycle safety and convenience; and*
 - i) the recommendations of a traffic impact assessment prepared for the proposal; and*
 - j) any heritage values of the site; and*
 - k) for residential buildings and multiple dwellings, whether parking is adequate to meet the needs of the residents having regard to:
 - i) the size of the dwelling and the number of bedrooms; and*
 - ii) the pattern of parking in the locality; and**

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iii) any existing structure on the land.

Response: Complies with A1

All 44 lots are capable of being provided with the requisite 1 space per bedroom or 2 spaces per 3 bedrooms for residential use in the Low Density Residential Zone.

Recreation and Open Space Code

E10.6.1 Provision of Public Open Space

E10.6.1 Provision of Public Open Space

Objective

a) To provide public open space which meets user requirements, including those with disabilities, for outdoor recreational and social activities and for landscaping which contributes to the identity, visual amenity

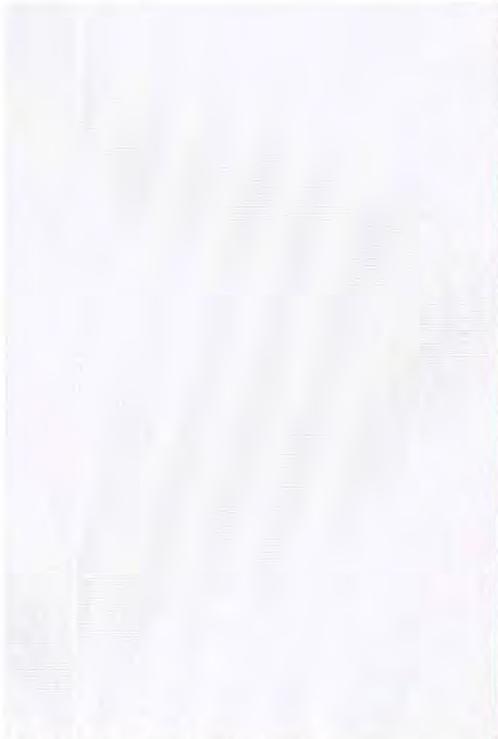
Acceptable Solution

A1 The application must:
 a) Include consent in writing from the General Manager that no land is required for public open space but instead there is to be a cash payment in lieu.

Performance Criteria

P1 Provision of public open space, unless in accordance with Table E10.1, must:
 a) not pose a risk to health due to contamination; and
 b) not unreasonably restrict public use of the land as a result of: i) services, easements or utilities; and ii) stormwater detention basins; and iii) drainage or wetland areas; and iv) vehicular access; and
 c) be designed to:
 i) provide a range of recreational settings and accommodate adequate facilities to meet the needs of the community, including car parking; and

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- ii) reasonably contribute to the pedestrian connectivity of the broader area; and
- iii) be cost effective to maintain; and
- iv) respond to the opportunities and constraints presented by the physical characteristics of the land to provide practically useable open space; and
- v) provide for public safety through Crime Prevention Through Environmental Design principles; and
- vi) provide for the reasonable amenity of adjoining land users in the design of facilities and associated works; and
- vii) have a clear relationship with adjoining land uses through treatment such as alignment, fencing and landscaping; and
- ix) create attractive environments and focal points that contribute to the existing or desired future character statements, if any

Response: Complies with A1

Consent from the General Manager for cash in lieu of public open space has been sought.

Environmental Impacts and Attenuation Code

Acceptable Solution

A1 No acceptable solution

Performance Criteria

- P1 Sensitive use or subdivision for sensitive use within an attenuation area to an existing activity listed in Tables E11.1 and E11.2 must demonstrate by means of a site specific study that there will not be an environmental nuisance or environmental harm, having regard to the:
- a) Degree of encroachment; and
 - b) Nature of the emitting operation being protected by the attenuation area; and

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- c) *Degree of hazard pollution that may emanate from the emitting operation; and*
- d) *The measures within the proposal to mitigate the impacts of the emitting activity to the sensitive use.*

Complies with P1

A Noise and Dust Assessment has been prepared by Pitt and Sherry which concludes that the residents of the proposed subdivision will not be exposed to unacceptable environmental harm of environmental nuisance as a result of noise or dust emissions from the brickworks. It may also be concluded that construction of the proposed subdivision will not impose any new compliance burden on the operation of the brickworks, relating to management of noise emissions. A copy of the report is attached to this letter.

Conclusion

Based on the above information it is submitted that the proposed subdivision meets all the relevant standards of the Planning Scheme and should be recommended for approval.

Yours faithfully



Chloe Lyne
Planning and Development Consultant
Commercial Project Delivery
Mobile: +61 (0)408 397 393
www.cpdelivery.com.au

Attachment: Copies of Title

Proposal Plan

Bushfire Hazard Management Report

Noise and Dust Assessment

Traffic Impact Assessment

EXHIBITED



Carlton Dixon

145-172 Marlborough Street, Longford
Transport Impact Assessment

March 2021

EXHIBITED

WATER | ENERGY & RESOURCES | ENVIRONMENT | PROPERTY & BUILDINGS | TRANSPORTATION

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1. Introduction

1.1 Background

GHD were engaged by Carlton Dixon to prepare a Transport Impact Assessment report for a proposed 44 lot residential subdivision at 145-172 Marlborough Street, Longford.

1.2 Purpose of This Report

The purpose of this report is to document the transport impacts of the subdivision, to assess the impacts against the relevant sections of the Planning Scheme and to identify any impact mitigation treatments that may be required.

1.3 Scope and Limitations

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1.4 Subject Site

The subject site comprises three titles at 145 Marlborough Street, 153 Marlborough Street and 173 Marlborough Street, Longford. The site is currently vacant and has previously been used for horse grazing. The site has frontage onto three roads: Marlborough Street, Brickendon Street and Anstey Street.

The subject site and surrounds are shown in Figure 1.

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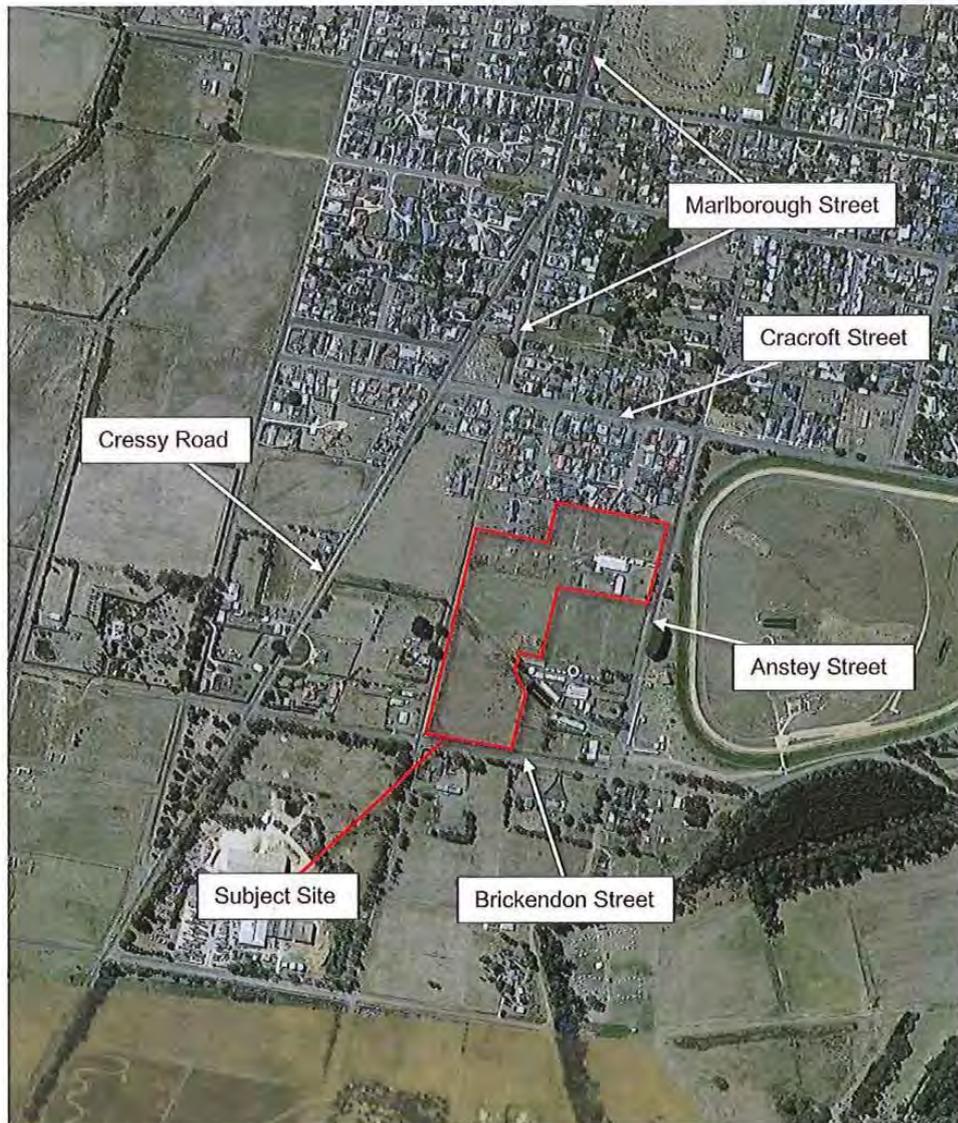


Figure 1 Subject Site

Base imagery obtained from TheLIST © State of Tasmania

1.5 Referenced Materials

This report references a range of documents and information including the following:

- *Northern Midlands Interim Planning Scheme 2013* (the Planning Scheme)
- *RTA Guide to Traffic Generating Developments*, Version 2.2, October 2002
- *RMS Guide to Traffic Generating Developments Updated Traffic Surveys*, TDT 2013/04, May 2013

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2. Existing Conditions

2.1 Transport Network

For the purpose of this assessment, the transport network is considered to include the following roads:

- Cressy Road
- Marlborough Street
- Brickendon Street
- Anstey Street

These roads are examined in detail in the following sections.

2.1.1 Cressy Road

Cressy Road is classified as a Category 4 Road in the Tasmanian State Road Hierarchy and under the jurisdiction of the Department of State Growth. The function of Category 4 roads is defined as follows:

"Category 4 Roads provide safe passenger vehicle and tourist movement within the regions of Tasmania.

Where the main road servicing the town is a state road, Category 4 Roads connect towns with a population of around 1,000 or more to Category 1, Category 2 and Category 3 Roads.

While some of these roads currently carry heavy freight traffic, they duplicate existing Category 1, Category 2 or Category 3 Roads and are not the Department of State Growth's strategically preferred heavy vehicle routes.

Category 4 Roads facilitate connection to Category 1, Category 2 and Category 3 Roads for:

- local commercial interaction*
- local freight movement*
- smaller regional resource bases*
- local passenger vehicle movement*
- tourists and major tourist destinations"*

(Source: Tasmanian State Road Hierarchy, Department of State Growth)

Cressy Road connects to Marlborough Street at the southern end of Longford and forms part of the Highway connecting between Illawarra Road (north of Longford) and the townships of Cressy and Poatina to the south. It is nominally a two-lane, two-way arterial road. The speed limit along Cressy Road changes near the subject site from 100 km/h to 80 km/h near the intersection with Brickendon Street and then 60 km/h on the northbound approach to Longford.

Cressy Road carries around 3,200 vehicles per day (two-way) with weekday peak volumes in the order of 260 vehicles per hour (two-way) in the morning and 320 vehicles per hour (two-way) in the afternoon. Cressy Road carries a relatively high proportion of heavy vehicles, with around 14% of traffic being classified as Austroads Class 3 and above.

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2.1.2 Marlborough Street

In the vicinity of the subject site, Marlborough Street is a local access road providing access to primarily rural residential land. North of the site (and north of its connection with Cressy Road), Marlborough Street forms part of the state arterial road network as a Category 4 road through Longford. The intersection of Marlborough Street with Cressy Road is designed to discourage through access to the south by restricting southbound access from Marlborough Street (north) to Marlborough Street (south). Access is instead provided via Cracroft Street.

The southern portion of Marlborough Street providing access to the subject site is a two-lane, two-way road with a sealed width of 5.5 m and open drains located within a wide, grassed verge. The road is straight and there are no significant obstructions to sight distance.

Traffic data was not available for Marlborough Street south of Cracroft Street. However, given that there are very few land uses accessing via this road, and that Cressy Road provides a more attractive parallel north-south route a short distance away, volumes are estimated to be no more than around 100 vehicle movements per day currently past the proposed subdivision.

The posted speed limit on Marlborough Street is 50 km/h.

2.1.3 Brickendon Street

Brickendon Street is a local access road connecting between Cressy Road and Wellington Street. It intersects with Marlborough Street and Anstey Street at give-way controlled crossroads. Brickendon Street is a two-lane, two-way road with a sealed width of 5.8 m and open drains located within a wide grassed verge. There is some equestrian activity on Brickendon Street due to the racecourse and associated facilities, and advisory warning signage is provided.

Traffic data was not available for Brickendon Street. However, given that there are very few land uses accessing via this road, existing traffic volumes are estimated to be no more than around 150 vehicles per day.

The posted speed limit on Brickendon Street is 50 km/h.

2.1.4 Anstey Street

Anstey Street is a local access road connecting between Lewis Street and Brickendon Street. It continues south of Brickendon Street as an unsealed road and becomes Brumby Street. Near the subject site, Anstey Street is a two-lane, two-way road with a sealed width of 5.9 m and open drains located within a grassed verge. There is some equestrian activity on Anstey Street due to the racecourse and associated facilities, and advisory warning signage is provided.

Traffic data was not available for Anstey Street south of Cracroft Street. However, given that there are very few land uses accessing via this road, existing traffic volumes are estimated to be no more than around 150 vehicles per day past the proposed subdivision.

The posted speed limit on Anstey Street is 50 km/h.

2.2 Road Safety Performance

Crash data was obtained from the Department of State Growth for the five-year period between 1 January 2016 and 31 December 2020. The following roads were examined:

- Cressy Road between Weston Street and Cracroft Street
- Brickendon Street between Cressy Road and Anstey Street
- Marlborough Street between Brickendon Street and Cracroft Street

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- Anstey Street between Brickendon Street and Cracroft Street

There were a total of three crashes recorded on these roads during the specified time period. Including two crashes on the section of Cressy Road north of Brickendon Street and one crash on Brickendon Street east of Anstey Street. None of the recorded crashes in the last five years resulted in injury, with all three resulting in property damage only.

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Note that due to the zoning of the site as low density residential, it has been assumed for the purpose of this assessment that all lots will be developed as a single dwelling, and no multi-unit developments are expected.

Traffic generated by the proposed subdivision will be dispersed through the network based on the location of access points on either of the three frontage roads. There are a number of routes available to and from Longford including:

- Anstey Street and Lewis Street
- Marlborough Street (using Cracraft Street and Cressy Road northbound)
- Brickendon Street and Cressy Road

It is likely that all three of these routes would accommodate some of the traffic load associated with the proposed development.

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4. Transport Impact Assessment

4.1 Access Arrangements

Individual lots within the proposed subdivision will be accessed via the three frontage roads as well as via the three cul-de-sacs connecting to each of these roads. The number of lots accessed via each road are summarised as follows:

- Marlborough Street 21 lots
 - Direct access 7 lots
 - Road 2 (Cul-de-sac) 14 lots
- Brickendon Street 9 lots
 - Direct access 1 lot
 - Road 3 (Cul-de-sac) 8 lots
- Anstey Street 14 lots
 - Direct access 2 lots
 - Road 1 (Cul-de-sac) 12 lots

Based on the above, traffic movements are relatively dispersed through the immediate area surrounding the site. The majority of lots are accessed via internal cul-de-sacs, thereby minimising the impacts of turning vehicles on through traffic on existing streets.

The proposed access arrangements are considered to appropriately accommodate the expected traffic activity associated with the development.

4.2 Sight Distance Assessment

Clause E4.7.4 of the Planning Scheme sets out sight distance requirements at accesses, junctions and level crossings. From Table E4.7.4, the minimum sight distances are as follows:

- Marlborough Street – 50 km/h 80 m
- Brickendon Street – 50 km/h 80 m
- Anstey Street – 50 km/h 80 m

In all cases, the streets are relatively straight with wide, grassed verges and there are no major obstructions to sight distances. The minimum sight distances at each of the proposed intersections on these roads are demonstrated in Figure 3.

The proposed development exceeds sight distance requirements at all access points with measured sight distances greater than 200 metres in all directions.

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Figure 3 Sight Distances

Base aerial obtained from TheLIST © State of Tasmania

4.3 Road Network Layout and Geometry

The proposed internal cul-de-sacs have minimum road reservation widths as follows:

- Road 1 – Antsey Street 18 m
- Road 2 – Marlborough Street 18 m
- Road 3 – Brickendon Street 15 m

These widths comply with the requirements set out in Table 1 of LGAT Standard Drawing TSD-R06-v1 (Urban Roads Typical Section and Pavement Widths) noting that Road 3 connecting to Brickendon Street have a total length of less than 150 m.

Sufficient space is also provided for:

- Cul-de-sac turning heads with minimum radius 9 m to meet Rural Type Cul-de-sac set out in LGAT Standard Drawing TSD-R08-v1 (Typical Cul-de-sac Detail Urban and Rural); and
- Splays at intersections with external roads to allow for standard intersection details.

It is noted that all intersections must be designed to include all statutory signage and linemarking as required for give-way controlled T-intersections.

With respect to frontage roads, LGAT Standard Drawing TSD-R02-v1 (Rural Roads Sealed) provides design standards as follows:

- For AADT 100-300 vehicles per day:
 - Sealed width 5.5 m
- For AADT 300-2000 vehicles per day
 - Sealed width 6.0 m

The expected traffic volumes on each of the frontage roads, having regard for the range of alternative routes available for traffic accessing the subject site, are summarised in Table 1.

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Table 1 Anticipated Traffic Volumes

Road	Existing Volume (AADT)	Proposed Volume (AADT)
Anstey Street	~150	+126 vehicles per day
Brickendon Street	~150	+91 vehicles per day
Marlborough Street	~100	+189 vehicles per day

In all cases above, the proposed traffic volumes are anticipated to remain below the 300 vehicle per day threshold and the appropriate design standard is for a 5.5 m wide seal. The existing roads comply with this requirement providing sealed widths between 5.5 m and 5.9 m.

It is noted that the existing roads do not provide shoulders, however the reduced overall pavement width is considered to be consistent with the speed limit of 50 km/h. The narrower roads provide some offset for the effect of straight road alignments and rural environment which can lead to higher speeds.

Based on the above, it is considered that the design standard and geometry of the existing roads surrounding the development site are suitable to accommodate the relatively low intensification of traffic activity due to the proposed development.

4.4 Transport Impacts

4.4.1 Impacts to Traffic Efficiency

Traffic volumes on all roads surrounding the subject site, including Marlborough Street, Brickendon Street and Anstey Street, will remain less than 300 vehicles per day. This is within the capacity of each of these roads based on the existing rural road geometry as described in Section 4.3 above.

Existing peak traffic volumes on Cressy Road are around 260 to 320 vehicles per hour. There are no capacity issues at either the intersections of Cressy Road with Brickendon Street or Cracraft Street noting that the nominal capacity of a simple give-way situation is typically in the range of 1,400 and 1,600 vehicles per hour (depending on turning movements).

It is anticipated that key intersections within the existing road network can absorb additional traffic generated by the proposed development of some 40-44 vehicles per hour during peak times with no loss of level of service.

4.4.2 Impacts to Road Safety

No significant detrimental road safety impacts are foreseen for the project. This is based on the following:

- The majority of lots are accessed via internal cul-de-sacs which will carry very low traffic volumes and connect to existing streets at new give-way controlled intersections with all statutory signage and line marking;
- There is sufficient sight distance at all access points in compliance with Planning Scheme requirements;
- There is sufficient capacity in the road network generally to accommodate the proposed traffic volumes with no loss of level of service expected; and

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- The crash history does not indicate any specific road safety deficiencies in the immediate area that might be exacerbated by the additional traffic generated by the proposed development.

4.4.3 Impacts to Active Transport Networks

The proposed development is unlikely to generate significant pedestrian or cycling activity in the surrounding road network. The level of use will be commensurate with the residential nature of the area, primarily consisting of recreational walking. There are no dedicated pedestrian or cycling facilities in the area (with the exception of a short trail alongside Anstey Street near the racecourse which is used for horse walking).

It is considered that the existing level of pedestrian provision is satisfactory given the low use, and the low-density residential nature of the area. Pedestrians can continue to utilise the grassed verge on either side of the road.

The level of cycling activity would not justify provision of bicycle lanes or off-road shared use paths. Given the low traffic volumes on all roads within the area, cyclists can utilise the road for any trips.

The increase in traffic around the racecourse will be minimal given that the majority of vehicles accessing the site would do so via the north and west and there would be only a small change in traffic activity near the intersection of Anstey Street and Brickendon Street.

4.5 Public Transport

Tassielink operate three services connecting to Longford:

- Route 794 – Longford to Launceston
- Route 795 – Cressy to Launceston
- Route 796 – Cressy to Launceston

Longford and Cressy services operate throughout the day, with typical frequency of 1 to 2 hours between services. The earliest service departs Longford at 6:50 am and the latest service arrives at 7:20 pm.

The closest bus stop is located at Marlborough Street approximately 700 m (10 mins) walk north of the subject site. The proposed subdivision is considered not to be well served by public transport at present and it is unlikely that public transport will be heavily utilised by residents of the area.

4.6 Planning Scheme Assessment

4.6.1 Road and Railway Assets Code (E4)

Clause E4.6.1-A2 of the Planning Scheme states that: *"For roads with a speed limit of 60km/h or less the use must not generate more than a total of 40 vehicle entry and exit movements per day."* This clause applies to Anstey Street with a speed limit of 50 km/h.

Similarly, Clause E4.7.2-A1 states that: *"For roads with a speed limit of 60 km/h or less the development must include only one access providing both entry and exit, or two accesses providing separate entry and exit."*

Given an increase by around 126 vehicles per day expected for Anstey Street, and the creation of more than one new access point, the proposed development relies on performance criteria for Clause E4.6.1-P2 and E4.7.2-P1 which are identical as follows:

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"For roads with a speed limit of 60km/h or less, the level of use, number, location, layout and design of accesses and junctions must maintain an acceptable level of safety for all road users, including pedestrians and cyclists."

With respect to Anstey Street:

- There would be only two properties with direct access onto Anstey Street with the remainder via a new, give-way controlled junction with all statutory line marking and signage;
- There is sufficient sight distance to meet the Planning Scheme requirements; and
- Pedestrian and cycling activity will be minimal and wide grassed verges are available for pedestrian access.

The proposed development is considered to comply with performance criteria Clause E4.6.1-P2 and Clause E4.7.2-P1.

Clause E4.6.1-A3 of the Planning Scheme states that: *"For roads with a speed limit of more than 60km/h the use must not increase the annual average daily traffic (AADT) movements at the existing access or junction by more than 10%."* This clause applies to Cressy Road, Marlborough Street and Brickendon Street.

It is noted that traffic volumes on Cressy Road would increase from around 3,200 vehicles per day to up to 3,480 vehicles per day, representing an increase by 8.75% which is lower than 10%. However traffic volumes on Marlborough Street and Brickendon Street will increase by significantly more than 10% of existing traffic.

Similarly, Clause E4.7.2-A2 of the Planning Scheme states that: *"For roads with a speed limit of more than 60 km/h the development must not include a new access or junction."*

The proposed development relies on performance criteria Clause E4.6.1-P3 and E4.7.2-P2 which are identical as follows:

"For limited access roads and roads with a speed limit of more than 60km/h:

- a) access to a category 1 road or limited access road must only be via an existing access or junction or the use or development must provide a significant social and economic benefit to the State or region; and*
- b) any increase in use of an existing access or junction or development of a new access or junction to a limited access road or a category 1, 2 or 3 road must be for a use that is dependent on the site for its unique resources, characteristics or locational attributes and an alternate site or access to a category 4 or 5 road is not practicable; and*
- c) an access or junction which is increased in use or is a new access or junction must be designed and located to maintain an adequate level of safety and efficiency for all road users.*

Both a) and b) are not applicable to either Marlborough Street or Brickendon Street. With respect to Marlborough Street and Brickendon Street:

- A minority of lots have direct access onto either of these roads, with the majority of access concentrated at new cul-de-sacs with new intersections designed as give-way controlled with all statutory line marking and signage;
- There is sufficient sight distance to meet the Planning Scheme requirements; and
- Pedestrian and cycling activity will be minimal and wide grassed verges are available for pedestrian access.

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The proposed development is considered to comply with performance criteria Clause E4.6.1-P3 and Clause E4.7.2-P2.

The proposed development is not located within 50 m of a railway, future road or railway, or a Category 1 or 2 road and therefore complies with Clause E4.7.1-A1.

The proposed development does not have access across a railway and therefore complies with Clause E4.7.3-A1.

Clause E4.7.4-A1 states that: "*Sight distances at ... an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.7.4.*" The proposed development complies with Clause E4.7.4-A1 based on the discussion provided in Section 4.2 of this report.

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5. Conclusions

This report has investigated the potential traffic impacts of a proposed 44-lot subdivision at 145-172 Marlborough Street, Longford. The key findings are as follows:

- The proposed development is anticipated to generate up to 396 two-way vehicle trips per day, with up to 40-44 trips per hour during peak periods;
- The additional traffic generated by the proposed development will be dispersed throughout the road network based on the spread of access points and the multiple routes available for access to Longford;
- The proposed access arrangements and internal road layouts are considered satisfactory and generally comply with LGAT Standards;
- Sufficient sight distance is provided at access points and junctions in compliance with the Planning Scheme;
- The existing design standards and geometry of surrounding streets, including Marlborough Street, Brickendon Street and Anstey Street, is suitable to accommodate the relatively low traffic volumes post-development.
- The proposed development complies with the requirements set out in Code E4 Road and Railway Access Code of the Planning Scheme.

Based on the findings of this assessment, and subject to any recommendations outlined above, the proposed development is supported on traffic grounds.

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Document Status

Revision	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
0	M. Petrusma	M. Smith	On file	M. Smith	On file	5/3/21

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Bushfire Hazard Management Report: Subdivision

Report for: CP& PC Dixon

Property Location: 145, 153, 173 Marlborough Street, Longford

Prepared by: Scott Livingston
Livingston Natural Resource Services
299 Relbia Road
Relbia, 7258

Date: 12th March 2021
Version 6



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Summary

Client: CP & PC Dixon

Current zoning: Low Density Residential, Northern Midlands Interim Planning Scheme 2013

Property

identification: CT 173613/1, PID 2964516, 145 Marlborough St Longford
Owner: NP Stubbs

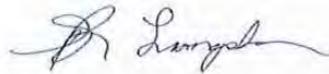
CT 173613/2, PID 2018204, 153 Marlborough St Longford
Owner: Twisted hotels Pty Ltd

CT 157278/2, PID 2018212, 173 Marlborough St Longford
Owner: New Norfolk Hotels Pty, Zeekap (No 102) Pty Ltd

Proposal: A 44 lot + roads subdivision is proposed from existing titles CT 173613/1 & 2, 157278/2: 145-153-173 Marlborough St Longford.

Assessment comments: A field inspection of the site was conducted to determine the Bushfire Risk and Attack Level.

Assessment by:



Scott Livingston,
Master Environmental Management,
Natural Resource Management Consultant.
Accredited Person under part 4A of the Fire Service Act 1979:
Accreditation # BFP-105.

Bushfire Report

Livingston Natural Resource Services

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DESCRIPTION

This report and BHMP supersedes BHMP SRL20/32S, dated 1/9/2020, for 4 lots on CT173613/2, and BHMP 19/35S dated 26/6/2019 for 29 lots on the 3 titles.

A 44 lot + roads subdivision is proposed from existing titles CT 173613/1 & 2, 157278/2, 145-153-173 Marlborough St Longford. The subdivision and surrounding land are mapped as bushfire prone in Planning Scheme overlays.

The subdivision fronts Marlborough, Brickendon and Anstey Streets. The properties are pasture with a stable complex on 145 Marlborough St, they contain no existing dwellings. Land to the north is developed residential lots, land to the south and west is low density residential land containing a mosaic of managed land and pasture. Land to the east of Anstey St is the Longford Racecourse. The area is serviced by a water reticulated supply.

See Appendix 1 for maps and site plan, and appendix 2 for photographs.

BAL AND RISK ASSESSMENT

The land is mapped as Bushfire Prone in Planning Scheme overlays.

VEGETATION AND SLOPE

Lot		North	East	South	West
all lots	Slope (degrees, over 100m)	Flat /upslope	Flat /upslope	Flat /upslope	Down slope 0-5°
1	Vegetation, within 100m of Lot boundaries	0-100m low threat	0-100m low threat	0-38m grassland, 38-100m low threat	0-100m grassland
	BAL rating at boundary (existing vegetation)	BAL Low	BAL Low	BAL Low	BAL FZ
	BAL rating with setbacks/hma	BAL Low	BAL Low	BAL Low	BAL Low
2	Vegetation, within 100m of Lot boundaries	0-25m grassland, 25-100m low threat	0-100m low threat	0-12m grassland, 12-72m low threat 72-100m grassland	0-100m grassland
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL Low	BAL Low	BAL FZ
	BAL rating with setbacks/hma	BAL Low	BAL Low	BAL Low	BAL Low

3~6	Vegetation, within 100m of Lot boundaries	0-100m low threat	0-45+m grassland, 45+-100m low threat	0-12m grassland, 12-72m low threat 72-100m grassland	0-31+m-grassland, 31+m-100m low threat
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL FZ	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL Low	BAL Low	BAL Low	BAL Low
7	Vegetation, within 100m of Lot boundaries	0-100m low threat	0-100m grassland	0-100m grassland	0-100m low threat
	BAL rating at boundary (existing vegetation)	BAL Low	BAL FZ	BAL FZ	BAL Low
	BAL rating with setbacks/hma	BAL Low	BAL Low	BAL Low	BAL Low
8	Vegetation, within 100m of Lot boundaries	0-50m grassland, 50-100m low threat	0-100m grassland	0-100m grassland	0-100m low threat
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL FZ	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL Low	BAL Low	BAL Low	BAL Low
9	Vegetation, within 100m of Lot boundaries	0-100m grassland	0-100m grassland	0-100m grassland	0-100m grassland
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL FZ	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL 12.5	BAL 12.5	BAL 12.5	BAL 12.5
10~13	Vegetation, within 100m of Lot boundaries	0-100m grassland	0-41m+ grassland, 41m+-100m low threat	0-100m grassland	0-100m grassland
	BAL rating at boundary	BAL FZ	BAL FZ	BAL FZ	BAL FZ

	(existing vegetation)				
	BAL rating with setbacks/hma	BAL 12.5/ BAL 19			
14, 15	Vegetation, within 100m of Lot boundaries	0-100m grassland	0-100m low threat	0-100m grassland	0-100m grassland
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL Low	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL 12.5	BAL 12.5	BAL 12.5	BAL 12.5
16	Vegetation, within 100m of Lot boundaries	0-100m low threat	0-100m grassland	0-100m grassland	0-77m grassland, 77-100m low threat
	BAL rating at boundary (existing vegetation)	BAL Low	BAL FZ	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL Low / BAL 12.5			
17	Vegetation, within 100m of Lot boundaries	0-100m low threat	0-100m grassland	0-100m grassland	0-40m grassland, 40-100m low threat
	BAL rating at boundary (existing vegetation)	BAL Low	BAL FZ	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL Low	BAL Low	BAL Low	BAL Low
18	Vegetation, within 100m of Lot boundaries	0-100m low threat	0-100m grassland	0-100m grassland	0-20m low threat, 20-100m grassland
	BAL rating at boundary (existing vegetation)	BAL Low	BAL FZ	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL 12.5	BAL 12.5	BAL 12.5	BAL 12.5

19~21	Vegetation, within 100m of Lot boundaries	0-30+m grassland, 30+m-100m low threat	0-100m grassland	0-100m grassland	0-20m low threat, 20-100m grassland
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL FZ	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL 12.5	BAL 12.5	BAL 12.5	BAL 12.5
22~24	Vegetation, within 100m of Lot boundaries	0-30+m grassland, 30+m-100m low threat	0-100m grassland	0-100m grassland	0-40m grassland, 40-60m low threat, 60-100m grassland
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL FZ	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL Low	BAL Low	BAL Low	BAL Low
25~28	Vegetation, within 100m of Lot boundaries	0-100m grassland	0-100m grassland	0-100m grassland	0-100m grassland
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL FZ	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL 12.5/ BAL 19	BAL 12.5/ BAL 19	BAL 12.5/ BAL 19	BAL 12.5/ BAL 19
29	Vegetation, within 100m of Lot boundaries	0-100m grassland	0-100m grassland	0-100m grassland	0-62m grassland, 62-82m low threat, 82-100m grassland
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL FZ	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL Low / BAL 12.5	BAL Low / BAL 12.5	BAL Low / BAL 12.5	BAL Low / BAL 12.5
30	Vegetation, within 100m of Lot boundaries	0-100m grassland	0-100m grassland	0-100m grassland	0-40m grassland, 40-60m low threat, 60-100m grassland
	BAL rating at boundary	BAL FZ	BAL FZ	BAL FZ	BAL FZ

	(existing vegetation)				
	BAL rating with setbacks/hma	BAL Low	BAL Low	BAL Low	BAL Low
31, 32	Vegetation, within 100m of Lot boundaries	0-100m grassland	0-100m grassland	0-100m grassland	0-20m low threat, 20-100m grassland
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL FZ	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL 12.5	BAL 12.5	BAL 12.5	BAL 12.5
33	Vegetation, within 100m of Lot boundaries	0-100m grassland	0-100m grassland	0-100m grassland	0-63m low threat, 63-100m grassland
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL FZ	BAL FZ	BAL Low
	BAL rating with setbacks/hma	BAL Low / BAL 12.5	BAL Low / BAL 12.5	BAL Low / BAL 12.5	BAL Low / BAL 12.5
34, 35	Vegetation, within 100m of Lot boundaries	0-100m grassland	0-100m grassland	0-25+m grassland, 25+m-100m low threat	0-63m low threat, 63-100m grassland
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL FZ	BAL FZ	BAL Low
	BAL rating with setbacks/hma	BAL Low	BAL Low	BAL Low	BAL Low
36, 37	Vegetation, within 100m of Lot boundaries	0-100m grassland	0-100m grassland	0-25+m grassland, 25+m-100m low threat	0-65m low threat, 65-100m grassland
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL FZ	BAL FZ	BAL Low
	BAL rating with setbacks/hma	BAL 12.5	BAL 12.5	BAL 12.5	BAL 12.5

38, 39, 40	Vegetation, within 100m of Lot boundaries	0-100m grassland	0-50m grassland, 50-100m low threat	0-30+m grassland, 30+m-100m low threat	0-40m grassland, 40-100m low threat
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL FZ	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL Low	BAL Low	BAL Low	BAL Low
41, 42	Vegetation, within 100m of Lot boundaries	0-100m grassland	0-100m low threat	0-60+m grassland, 60+m-100m low threat	0-10m grassland
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL Low	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL Low / BAL 12.5	BAL Low / BAL 12.5	BAL Low / BAL 12.5	BAL Low / BAL 12.5
43	Vegetation, within 100m of Lot boundaries	0-100m grassland	0-100m grassland	0--100m low threat	0-10m grassland
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL FZ	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL Low	BAL Low	BAL Low	BAL Low
44	Vegetation, within 100m of Lot boundaries	0-100m grassland	0-100m grassland	0-30+m grassland, 30+m-100m low threat	0-10m grassland
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL FZ	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL 12.5	BAL 12.5	BAL 12.5	BAL 12.5

BUILDING AREA BAL RATING

Setback distances for BAL Ratings have been calculated based on the vegetation that will exist after development and management of land within the subdivision and have also considered slope gradients. Where no setback is required for fire protection other Planning

Bushfire Report

Livingston Natural Resource Services

8
EXHIBITED

Scheme setbacks may need to be applied, other building constraints such as topography have not been considered.

The BAL ratings applied are in accordance with the Australian Standard AS3959-2009, *Construction of Buildings in Bushfire Prone Areas*, and it is a requirement that any habitable building, or building within 6m of a habitable building be constructed to the BAL ratings specified in this document as a minimum.

Bushfire Attack Level (BAL)	Predicted Bushfire Attack & Exposure Level
BAL-Low	Insufficient risk to warrant specific construction requirements
BAL-12.5	Ember attack, radiant heat below 12.5kW/m ²
BAL-19	Increasing ember attack and burning debris ignited by windborne embers together with increasing heat flux between 12.5-19kW/m ²
BAL-29	Increasing ember attack and burning debris ignited by windborne embers together with increasing heat flux between 19-29kW/m ²
BAL-40	Increasing ember attack and burning debris ignited by windborne embers together with increasing heat flux between 29-40kW/m ²
BAL-FZ	Direct exposure to flames radiant heat and embers from the fire front

BUILDING SETBACKS

BAL	Slope	Grassland
BAL Low	All slopes	50m
BAL 12.5	Flat/ Upslope	14m
	Down slope 0-5°	16m
BAL 19	Flat/ Upslope	10m
	Down slope 0-5°	11m

PROPOSED LOT BAL RATING

The setbacks shown below relies on hazard management on adjacent lots of the subdivision as per this report and BHMP.



Figure 1: Proposed Lots and building areas

Lot	Rating	Setback
1~8	BAL low	no setback required
9	BAL 12.5	no setback required
10~13	BAL 12.5	10m from southern boundary
	BAL 19	14m from southern boundary
14	BAL 12.5	no setback required
15	BAL 12.5	10m from southern boundary
	BAL 19	14m from southern boundary

Lot	Rating	Setback
16	BAL low	west of a line from 11m west of the SE corner of the lot to the corner of lot 8/9 on the eastern boundary
	BAL 12.5	no setback required
17	BAL low	no setback required
18~21	BAL low	east of a line 30m from the western boundary
	BAL 12.5	no setback required
22~24	BAL low	no setback required
25~28	BAL 12.5	10m from eastern boundary
	BAL 19	14m from eastern boundary
29	BAL low	west of a line from 11m east of the western boundary
	BAL 12.5	no setback required
30	BAL low	no setback required
31, 32	BAL low	east of a line 30m from the western boundary
	BAL 12.5	no setback required
33	BAL low	east of a line from the SW corner to a point 30m from the western corner on the northern boundary
	BAL 12.5	no setback required
34, 35	BAL low	no setback required
36, 37	BAL 12.5	no setback required
38, 39, 40	BAL low	no setback required
41	BAL low	west of a line from the eastern corner of the lot and road lot to a point 16m east of the NW Corner on the northern boundary
	BAL 12.5	no setback required
42	BAL low	south of a line from the NW corner of the lot to the direction change on the eastern boundary of the lot
	BAL 12.5	no setback required
43	BAL low	no setback required
44	BAL 12.5	no setback required

HAZARD MANAGEMENT AREA: STAGED DEVELOPMENT

Hazard management areas include the area to protect the buildings as well as the access and water supplies.

Low threat vegetation, includes maintained lawns (<100mm in height), gardens and orchards

All developed lots and roads and the balance lot within 50m of a developed lot must be managed as low threat vegetation from sealing of titles and in perpetuity.

The owner of a lot is responsible for management of vegetation within a lot.



Figure 2: Staged Hazard Management examples.

ROADS

Subdivision roads within bushfire prone areas must comply with the relevant elements of Table E1 Roads from *Planning Directive No. 5.1 Bushfire-Prone Areas Code*. No subdivision roads are required for lots having frontage to Marlborough, Anstey or Brickendon Streets.

The terminus of any dead-end road must meet turning circle provisions including a 12m outer radius, including any temporary dead end during staged construction. *Dead end roads must be 7min width*. Cul de sac heads must have no parking signs, where the carriageway is less than 12m outer radius, mountable kerbs and footpaths must be installed to provide compliant trafficable surface, all permanent turning circles show on the plan of subdivision are 18m diameter and will require trafficable turning provision on kerbs and footpaths.

Table E1: Standards for roads

Element	Roads	Requirement
A.		<p>Unless the development standards in the zone require a higher standard, the following apply:</p> <ul style="list-style-type: none"> (a) two-wheel road, all-weather construction; (b) load capacity of at least 20t, including for bridges and culverts; (c) minimum carriageway width is 7m for a through road, or 5.5m for a dead-end or cul-de-sac road; (d) minimum vertical clearance of 4m; (e) minimum horizontal clearance of 2m from the edge of the carriageway; (f) cross falls of less than 3 degrees (1:20 or 5%); (g) maximum gradient of 15 degrees (1:3.5 or 28%) for sealed roads, and 10 degrees (1:5.5 or 18%) for unsealed roads; (h) curves have a minimum inner radius of 10m; (i) dead-end or cul-de-sac roads are not more than 200m in length unless the carriageway is 7 metres in width; (j) dead-end or cul-de-sac roads have a turning circle with a minimum 12m outer radius; and (k) carriageways less than 7m wide have 'No Parking' zones on one side, indicated by a road sign that complies with <i>Australian Standard AS1743-2001 Road signs-Specifications</i>.

EXHIBIT

PROPERTY ACCESS

No access is required to water supply points and no specific design and construction requirements apply

Table E2: Standards for Property Access

Column 1 Element	Column Requirement
A. Property access length is less than 30 metres; or access is not required for a fire appliance to access a water connection point.	There are no specified design and construction requirements.
B. Property access length is 30 metres or greater; or access for a fire appliance to a water connection point.	The following design and construction requirements apply to property access: (1) All-weather construction; (2) Load capacity of at least 20 tonnes, including for bridges and culverts; (3) Minimum carriageway width of 4 metres; (4) Minimum vertical clearance of 4 metres; (5) Minimum horizontal clearance of 0.5 metres from the edge of the carriageway; (6) Cross falls of less than 3 degrees (1:20 or 5%); (7) Dips less than 7 degrees (1:8 or 12.5%) entry and exit angle; (8) Curves with a minimum inner radius of 10 metres; (9) Maximum gradient of 15 degrees (1:3.5 or 28%) for sealed roads, and 10 degrees (1:5.5 or 18%) for unsealed roads; and (10) Terminate with a turning area for fire appliances provided by one of the following: (a) A turning circle with a minimum inner radius of 10 metres; or (b) A property access encircling the building; or (c) A hammerhead "T" or "Y" turning head 4 metres wide and 8 metres long.
C. Property access length is 200 metres or greater.	The following design and construction requirements apply to property access: (1) The Requirements for B above; and (2) Passing bays of 2 metres additional carriageway width and 20 metres length provided every 200 metres.

EXHIBITED

<p>D. Property access length is greater than 30 metres, and access is provided to 3 or more properties.</p>	<p>The following design and construction requirements apply to property access:</p> <p>(1) Complies with Requirements for B above; and</p> <p>(2) Passing bays of 2 metres additional carriageway width and 20 metres length must be provided every 100 metres.</p>
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EXHIBITED

FIRE FIGHTING WATER SUPPLY

The subdivision is serviced by a reticulated supply. Lots are partially within 120m of existing hydrants located on Marlborough Street and Anstey Streets. Additional hydrants will be required to meet 120m hose lays for the majority of lots including some with frontage to existing roads. New hydrants must meet the requirements of Table 4 of Directive No. 5.1 Bushfire-Prone Areas Code prior to sealing of titles for any lot.

Table E4 Reticulated water supply for fire fighting

Element	Requirement
<p>A. Distance between building area to be protected and water supply.</p>	<p>The following requirements apply:</p> <p>(a) the building area to be protected must be located within 120m of a fire hydrant; and</p> <p>(b) the distance must be measured as a hose lay, between the fire fighting water point and the furthest part of the building area.</p>
<p>B. Design criteria for fire hydrants</p>	<p>The following requirements apply:</p> <p>(a) fire hydrant system must be designed and constructed in accordance with <i>TasWater Supplement to Water Supply Code of Australia WSA 03 – 2011-3.1 MRWA 2nd Edition</i>; and</p> <p>(b) fire hydrants are not installed in parking areas.</p>

C.	Hardstand	<p>A hardstand area for fire appliances must be:</p> <ul style="list-style-type: none"> (a) no more than 3m from the hydrant, measured as a hose lay; (b) no closer than 6m from the building area to be protected; (c) a minimum width of 3m constructed to the same standard as the carriageway; and (d) connected to the property access by a carriageway equivalent to the standard of the property access.
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EXHIBITED



Figure 3: Existing Water Supply coverage

CONCLUSIONS

A 44 lot + roads subdivision is proposed from existing titles CT 173613/1 & 2, 157278/2, 145-153-173 Marlborough St Longford. The subdivision and surrounding land are mapped as bushfire prone in Planning Scheme overlays.

There is sufficient area on all lot to provide for a BAL 19 or lower for any future habitable dwellings. Land within the subdivision and adjacent to lots that have habitable buildings constructed must be managed as low threat in accordance with this report and BHMP. Provided hazard management on adjoining lots is undertaken staged development on lots will not affect BAL Ratings of any lot.

All permanent turning circles show on the plan of subdivision are 18m diameter and will require trafficable turning provision on kerbs and footpaths. Any temporary dead end during road construction that services a developed lot must also meet turning provision if longer than 30m.

The subdivision is serviced by a reticulated supply with additional hydrants required to service lots including those with frontage to Marlborough and Brickendon Streets. New hydrants must meet the requirements of Table 4 of Directive No. 5.1 Bushfire-Prone Areas Code.

REFERENCES

Planning Commission (2017), Planning Directive No. 5.1 Bushfire-Prone Areas Code.

Standards Australia. (2009). *AS 3959-2009 Construction of Buildings in Bushfire Prone Areas*

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Livingston Natural Resource Services 18

EXHIBITED

APPENDIX 1 – MAPS

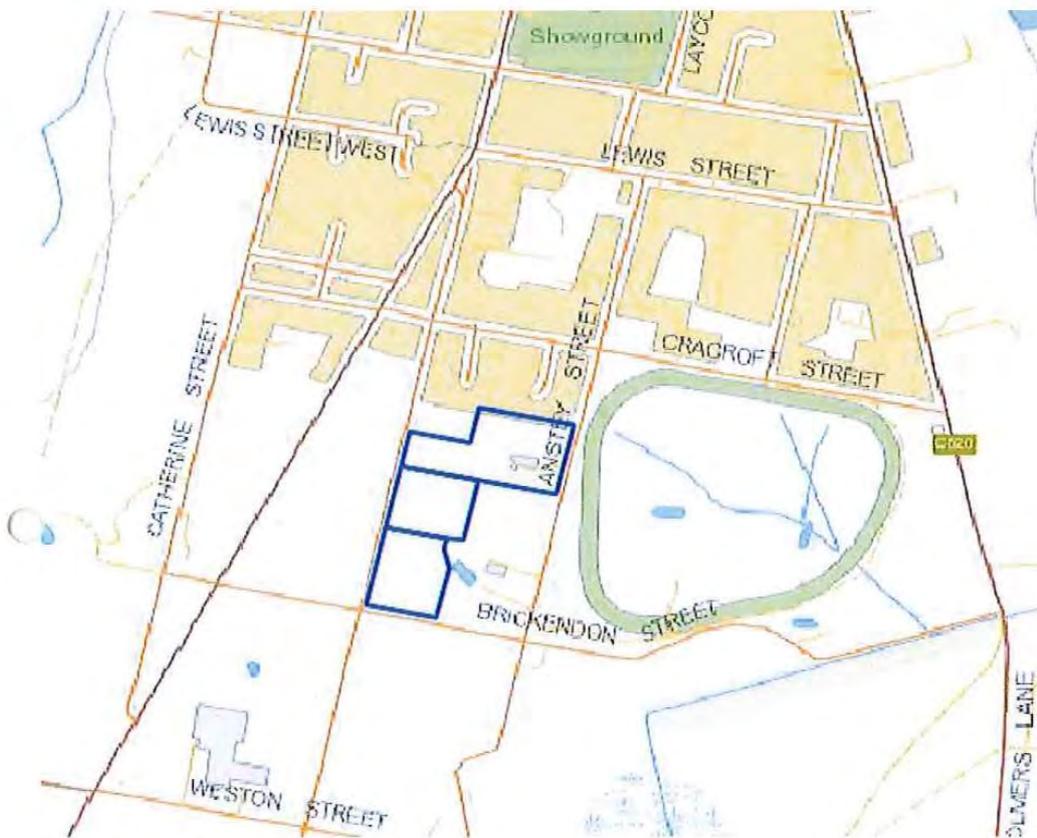


Figure 4: Location existing titles in blue

EXHIBITED



Figure 5: Aerial Image

EXHIBITED

APPENDIX 2 – PHOTO



Figure 7: south along Marlborough St from north of the subdivision



Figure 8: SW of Marlborough and Brickendon Sts

EXHIBITED



Figure 9: grassland south of Brickendon St

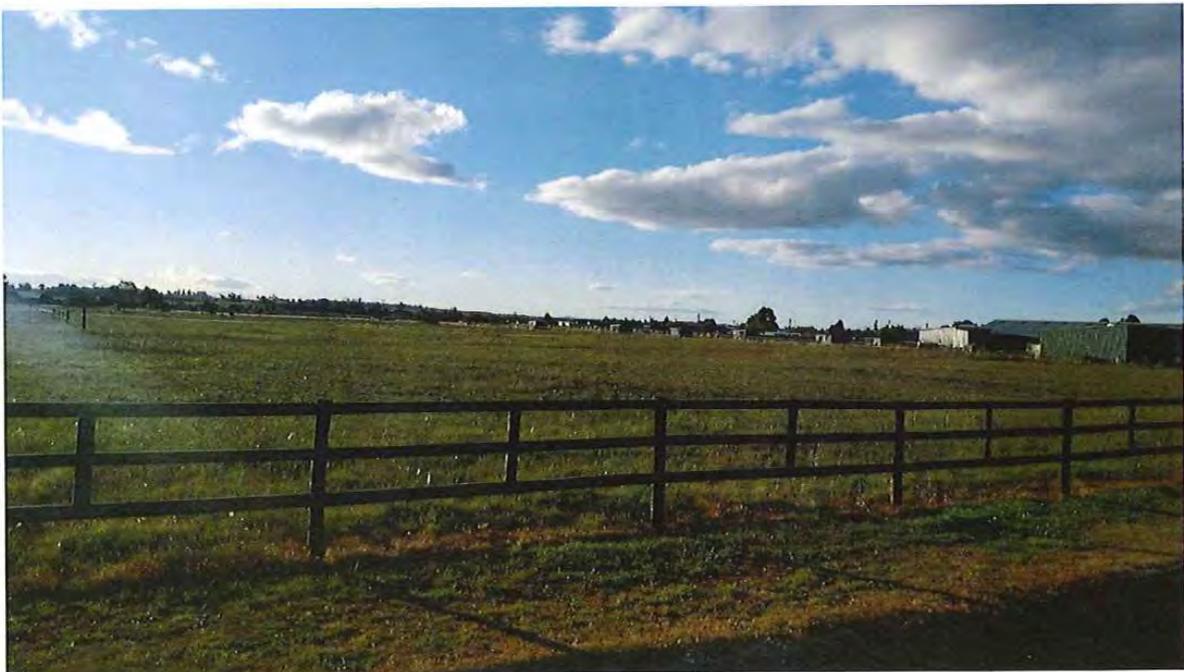


Figure 10: grassland east of subdivision Anstey St

EXHIBITED

Bushfire Hazard Management Plan:

Building Areas



Construction: BAL Low, BAL 12.5, BAL 19 as shown

Buildings in Bushfire Prone Area to be built in accordance with the Building Code of Australia and Australian Standard AS3959. Building setbacks / BAL ratings apply to habitable buildings (Class 1, 2, 3, 8 or 9) and class 10a buildings within 6m of a habitable building

Proposed Development	Subdivision, 44 lots & roads from 3 lots
Plan of Subdivision	CITY Pty Ltd Proposal Plan P24 A, 12/2/21
Property Owner	NP Strubbs Twisted Hotels Pty Ltd New Norfolk Hotels Pty Ltd, Zeekap (no 102) Pty Ltd
Address	145, 153 & 173, Marlborough St, Longford, 7301
CT	173613/1, 173613/2, 157278/2
PID	22964516, 2018204, 2018212

The following must be in place prior to sealing of titles for any stage and maintained in perpetuity:

- Hazard Management Areas including areas the balance lot
- Subdivision Road
- Water Supply

The owner of a lot is responsible for management of vegetation and maintenance of infrastructure within a lot, including staged HMA's on the balance lot.

See report table for individual lot BAL ratings and setback requirements

This BHMIP has been prepared to satisfy the requirements of the Northern Midlands Planning Scheme, 2013 and Planning Directive No. 5.1 Bushfire-Prone Areas Code.
 This plan should be read in conjunction with the report titled: Bushfire Hazard Management Report, 145 153 173 Marlborough St Longford vs. Livingston Natural Resource Services

Scott Livingston
 Accreditation: BP-P-105-1, 2, 3A, 3B, 3C
 Date 12/3/2021
 SRL20/3286

N
 L ↑ R
 S

EXHIBITED

Hazard Management Areas (HMA)

Hazard management areas include the area to protect the buildings as well as the access and water supplies. Low threat vegetation, includes maintained lawns (<100mm in height), gardens and orchards. All developed lots and roads and the balance lot within 50m of a developed lot must be managed as low threat vegetation from sealing of tiles and in perpetuity. The owner of a lot is responsible for management of vegetation within a lot including the balance lot at any stage of development.



Water Supply

The subdivision will be serviced by a reticulated supply, additional hydrant must be installed to the standards below. The building area to be protected must be located within 120 metres of a fire hydrant, and the distance must be measured as a hose lay, between the water connection point and the furthest part of the building area.

- Additional Hydrants must comply with:
2. Fire hydrant system must be designed and constructed in accordance with TasWater Supplement to Water Supply Code of Australia WSA US 2013:3.1 MKWA Edition 2.0; and
 - a. no more than 3m from the hydrant, measured as a hose lay;
 - b. no closer than six metres from the building area to be protected;
 - c. With a minimum width of three metres constructed to the same standard as the carriageway; and
 - d. Connected to the property access by a carriageway equivalent to the standard of the property access.

ROADS

All roads within the subdivision must comply with the following:

- a. two-wheel drive, all-weather construction;
 - b. load capacity of at least 20t, including for bridges and culverts;
 - c. minimum carriageway width is 7m for a through road, or 5.5m for a dead-end or cul-de-sac road;
 - d. minimum vertical clearance of 4m;
 - e. minimum horizontal clearance of 2m from the edge of the carriageway;
 - f. cross falls of less than 3 degrees (1:20 or 5%);
 - g. maximum gradient of 15 degrees (1:3.5 or 28%) for sealed roads, and 10 degrees (1:5.5 or 18%) for unsealed roads;
 - h. curves have a minimum inner radius of 10m;
 - i. dead-end or cul-de-sac roads are not more than 200m in length unless the carriageway is 7 metres in width;
 - j. dead-end or cul-de-sac roads have a turning circle with a minimum 12m outer radius; and
 - k. carriageways less than 7m wide have 'No Parking' zones on one side, indicated by a road sign that complies with *Australian Standard AS1743-2001 Road signs-Specifications*.
- The terminus of any dead-end road must meet turning circle provisions including a 12m outer radius, including any temporary dead end during staged construction. *Dead end roads must be 7m in width.* Cull de sac heads must have no parking signs, where the carriageway is less than 12m outer radius, mountable kerbs and footpaths must be installed to provide compliant trafficable surface, all permanent turning circles show on the plan of subdivision are 18m diameter and will require trafficable turning provision on kerbs and footpaths.

Turning provision must be installed on dead end staged roads.

EXHIBITED

Scott Livingston
 Accreditation: BFP – 105-1, 2, 3A, 3B, 3C
 Date 12/3/2021
 SR120/3256

BUSHFIRE-PRONE AREAS CODE

CERTIFICATE¹ UNDER S51(2)(d) LAND USE PLANNING AND APPROVALS ACT 1993

1. Land to which certificate applies

The subject site includes property that is proposed for use and development and includes all properties upon which works are proposed for bushfire protection purposes.

Street address: 145, 153 173 Marlborough St Longford

Certificate of Title / PID: CT 173613/1, PID 2964516,
CT 173613/2, PID 2018204,
CT 157278/2, PID 2018212

2. Proposed Use or Development

Description of proposed Use and Development: 44 lot subdivision from 3 existing titles

Applicable Planning Scheme: Northern Midlands Interim Planning Scheme 2013

3. Documents relied upon

This certificate relates to the following documents:

Title	Author	Date	Version
Bushfire Hazard Management Report, 145 153 173 Marlborough St Longford v6	Scott Livingston	12/2/2021	6
Bushfire Hazard Management Plan, 145 153 173 Marlborough St Longford v6	Scott Livingston	12/2/2021	6
Proposal Plan	6TY Pty Ltd	12/2/21	P024 A,

4. Nature of Certificate

The following requirements are applicable to the proposed use and development:

¹ This document is the approved form of certification for this purpose and must not be altered from its original form.

EXHIBITED

<input type="checkbox"/>	E1.4 / C13.4 – Use or development exempt from this Code	
	Compliance test	Compliance Requirement
<input type="checkbox"/>	E1.4(a) / C13.4.1(a)	Insufficient increase in risk

<input type="checkbox"/>	E1.5.1 / C13.5.1 – Vulnerable Uses	
	Acceptable Solution	Compliance Requirement
<input type="checkbox"/>	E1.5.1 P1 / C13.5.1 P1	<i>Planning authority discretion required. A proposal cannot be certified as compliant with P1.</i>
<input type="checkbox"/>	E1.5.1 A2 / C13.5.1 A2	Emergency management strategy
<input type="checkbox"/>	E1.5.1 A3 / C13.5.1 A2	Bushfire hazard management plan

<input type="checkbox"/>	E1.5.2 / C13.5.2 – Hazardous Uses	
	Acceptable Solution	Compliance Requirement
<input type="checkbox"/>	E1.5.2 P1 / C13.5.2 P1	<i>Planning authority discretion required. A proposal cannot be certified as compliant with P1.</i>
<input type="checkbox"/>	E1.5.2 A2 / C13.5.2 A2	Emergency management strategy
<input type="checkbox"/>	E1.5.2 A3 / C13.5.2 A3	Bushfire hazard management plan

<input checked="" type="checkbox"/>	E1.6.1 / C13.6.1 Subdivision: Provision of hazard management areas	
	Acceptable Solution	Compliance Requirement
<input type="checkbox"/>	E1.6.1 P1 / C13.6.1 P1	<i>Planning authority discretion required. A proposal cannot be certified as compliant with P1.</i>
<input type="checkbox"/>	E1.6.1 A1 (a) / C13.6.1 A1(a)	Insufficient increase in risk
<input checked="" type="checkbox"/>	E1.6.1 A1 (b) / C13.6.1 A1(b)	Provides BAL-19 for all lots (including any lot designated as ‘balance’)
<input type="checkbox"/>	E1.6.1 A1(c) / C13.6.1 A1(c)	Consent for Part 5 Agreement

<input checked="" type="checkbox"/>	E1.6.2 / C13.6.2 Subdivision: Public and fire fighting access	
	Acceptable Solution	Compliance Requirement

EXHIBITED

<input type="checkbox"/>	E1.6.2 P1 / C13.6.2 P1	<i>Planning authority discretion required. A proposal cannot be certified as compliant with P1.</i>
<input type="checkbox"/>	E1.6.2 A1 (a) / C13.6.2 A1 (a)	Insufficient increase in risk
<input checked="" type="checkbox"/>	E1.6.2 A1 (b) / C13.6.2 A1 (b)	Access complies with relevant Tables,

<input checked="" type="checkbox"/> E1.6.3 / C13.1.6.3 Subdivision: Provision of water supply for fire fighting purposes		
	Acceptable Solution	Compliance Requirement
<input type="checkbox"/>	E1.6.3 A1 (a) / C13.6.3 A1 (a)	Insufficient increase in risk
<input checked="" type="checkbox"/>	E1.6.3 A1 (b) / C13.6.3 A1 (b)	Reticulated water supply complies with relevant Table
<input checked="" type="checkbox"/>	E1.6.3 A1 (c) / C13.6.3 A1 (c)	Water supply consistent with the objective
<input type="checkbox"/>	E1.6.3 A2 (a) / C13.6.3 A2 (a)	Insufficient increase in risk
<input type="checkbox"/>	E1.6.3 A2 (b) / C13.6.3 A2 (b)	Static water supply complies with relevant Table
<input type="checkbox"/>	E1.6.3 A2 (c) / C13.6.3 A2 (c)	Static water supply consistent with the objective

EXHIBITED

5. Bushfire Hazard Practitioner

Name:	Scott Livingston	Phone No:	0438 951 021
Postal Address:	299 Relbia Road, Relbia, 7258	Email Address:	scottlivingston.lhra@gmail.com
Accreditation No:	BFP – 105	Scope:	1, 2, 3A, 3B, 3C

6. Certification

I certify that in accordance with the authority given under Part 4A of the *Fire Service Act 1979* that the proposed use and development:

- Is exempt from the requirement Bushfire-Prone Areas Code because, having regard to the objective of all applicable standards in the Code, there is considered to be an insufficient increase in risk to the use or development from bushfire to warrant any specific bushfire protection measures, or
- The Bushfire Hazard Management Plan/s identified in Section 3 of this certificate is/are in accordance with the Chief Officer’s requirements and compliant with the relevant **Acceptable Solutions** identified in Section 4 of this Certificate.

Signed:
certifier



Name:

Scott Livingston

Date:

12/3/2021

Certificate Number:

SRL 20/32S6

(for Practitioner Use only)

EXHIBITED

To: Owner /Agent
 Address
 Suburb/postcod

Form **55**

Qualified person details:

Qualified person:
 Address: Phone No:
 Fax No:
 Licence No: Email address:

Qualifications and Insurance details: (description from Column 3 of the Director of Building Control's Determination)

Speciality area of expertise: (description from Column 4 of the Director of Building Control's Determination)

Details of work:

Address: Lot No:
 Certificate of title No:

The assessable item related to this certificate: (description of the assessable item being certified)
 Assessable item includes –
 - a material;
 - a design
 - a form of construction
 - a document
 - testing of a component, building system or plumbing system
 - an inspection, or assessment, performed

Certificate details:

Certificate type: (description from Column 1 of Schedule 1 of the Director of Building Control's Determination)

This certificate is in relation to the above assessable item, at any stage, as part of - (tick one)
 building work, plumbing work or plumbing installation or demolition work:
 or
 a building, temporary structure or plumbing installation:

In issuing this certificate the following matters are relevant –

EXHIBITED

Documents:

- Bushfire Attack Level Assessment & Report

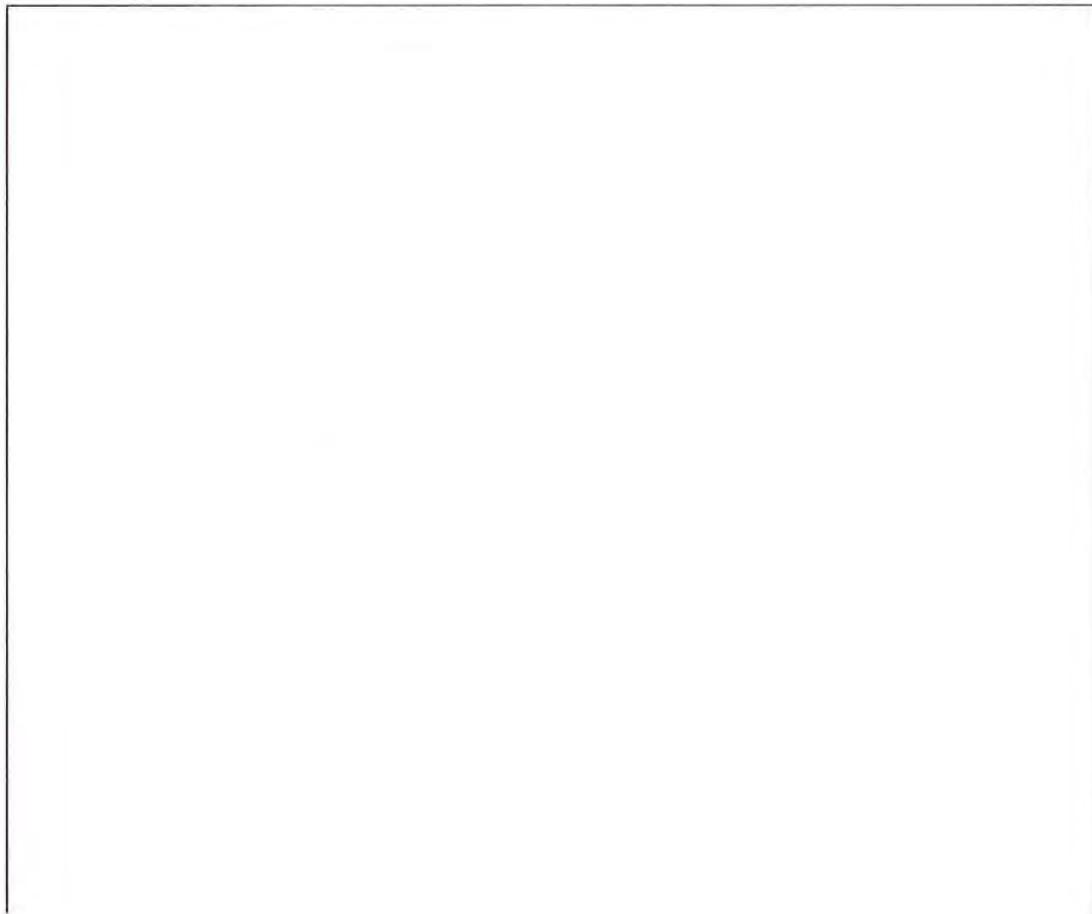
Relevant
calculations:

References:

- Australian Standard 3959
- Planning Directive No.5.1
- Building Amendment Regulations 2016
- Director of Building Control, Determinations
- Guidelines for development in bushfire prone areas of Tasmania

EXHIBITED

Substance of Certificate: (what it is that is being certified)



EXHIBITED

1. Assessment of the site Bushfire Attack Level (BAL) to Australian Standards 3959

Assessed as BAL Low, BAL 12.5, BAL 19

Proposal is compliant with DTS requirements, clauses 4.1, 4.2, 4.3 & 4.4 Directors Determination Requirements for Building in Bushfire Prone Areas (v2.1)

2. Bushfire Hazard Management Plan

Scope and/or Limitations

Scope:

This report was commissioned to identify the Bushfire Attack Level for the existing property. All comment, advice and fire suppression measures are in relation to compliance with Planning Directive No 5.1, Bushfire-Prone Areas Code issued by the Tasmanian Planning Commission, the Building Code of Australia and Australian Standards, AS 3959-2009, Construction of buildings in bushfire-prone areas.

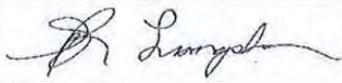
Limitations:

The inspection has been undertaken and report provided on the understanding that;-

1. The report only deals with the potential bushfire risk all other statutory assessments are outside the scope of this report.
2. The report only identifies the size, volume and status of vegetation at the time the site inspection was undertaken and cannot be relied upon for any future development.
3. Impacts of future development and vegetation growth have not been considered.

EXHIBITED

I certify the matters described in this certificate.

	<i>Signed:</i>	<i>Certificate No:</i>	<i>Date:</i>
Qualified person:		SRL20/32S6	12/3/2021

EXHIBITED

pitt&sherry

Specialist Knowledge.
Practical Solutions.

20 September 2019

Chloe Lynn
Planning and Development Consultant
Commercial Property Delivery
Launceston TAS 7250.

Dear Chloe,

Re: Noise and Dust Assessment – 153-172 Marlborough Street, Longford.

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

Phone 1300 748 874
info@pittsh.com.au
pittsh.com.au

Located nationally —
Melbourne
Sydney
Brisbane
Hobart
Launceston
Newcastle
Devonport
Wagga Wagga



We have completed our assessment of the potential impact of noise and dust from the Austral Bricks brickworks at 15 Weston Street, Longford, on the proposed residential subdivision at 152-172 Marlborough Street, Longford.

The proposed subdivision is located diagonally across the Brickendon Street / Marlborough Street intersection, from the brickworks property. This puts it within the 200m attenuation distance for brickworks, specified in the attenuation code of the Northern Midlands Interim Planning Scheme 2013, triggering the requirement for a noise assessment. The northern portion of the brickworks property is currently in use as pasture for horses, but the possibility exists that the brickworks operation could expand in the future, to utilise all of the block. The brickworks receives bulk clay deliveries and deliveries of bulk sawdust (which is used to fire the kilns) and dispatches palletised bricks. Heavy vehicle access is from Weston Street. The brickworks normally operates from Monday to Saturday, from 6am to 4pm, although operating hours may be extended during busy periods. Vehicle movements also vary seasonally, with more clay deliveries occurring during the summer months. Although most activities at the brickworks cease overnight and on Sundays, the ventilation and other systems associated with the brick kilns, remain operational 24 hours a day, 7 days a week.

Noise

The operation of the brickworks is required to comply with Environmental Protection Notice (EPN) 9568/1, issued to Austral Bricks by the Tasmanian Environmental Protection Agency, 30th May 2017. The EPN prescribes noise emissions limits for the operation. Noise emissions from the plant must not exceed 50 dB(A) between 0700 and 1800 and 45 dB(A) between 1800 and 0700, as measured at nearby noise sensitive premises. The nearest existing noise sensitive premises are residences, located at 214 and 241 Marlborough Street and 361 Cressy Road. These existing houses are all closer to the brickworks than the nearest lot in the proposed subdivision. 45 dB(A) corresponds to the guideline indicator level included in the Tasmanian Environmental Protection Policy (Noise) for avoiding sleep disturbance and 50 dB(A) to the indicator for avoiding "annoyance" for outdoor recreational activities.

A 10 minute long noise measurement was carried out, outside 241 Marlborough Street at 10:49 am on 13th September 2019, to check if the brickworks was meeting the EPN noise emissions limit. The noise measurement was made using a tripod mounted *Rion* NL-42 sound pressure meter. The weather was fine, overcast with a 7-14kmh breeze blowing from the north. Noise from the brickworks fans was audible along with reversing beepers, local and distant traffic noise, noise of the wind blowing in the trees and birds, horses and dogs. The total ambient noise level measured was 57.5 dB(A), expressed as an "Leq". An Leq can be thought of as the average noise level for a variable noise over a particular time period. This result includes a significant contribution from traffic driving past, close by on Marlborough Street. When the noise peaks corresponding to the vehicle movements were

ref: LN19281L001 Noise Assessment 31P Rep Rev01.docx/DGF

EXHIBITED Page 1 of 3

removed, the result reduced to 49.1 dB(A). It may be concluded that the brickworks was operating in compliance with the EPN at the time of the measurement. Note that even with the noise peaks from individual passing vehicles removed, the measured value still includes a significant contribution from wind noise and more distant traffic. The noise emissions just from the brickworks would be a few decibels lower. A night time measurement was not carried out for this noise assessment, but taking into account the other ambient noise present, this result suggests that the 45 dB(A) night time limit is also being met.

As all of the lots of the proposed subdivision are further away from the brickworks than the measurement position, the EPN limits would be being met at the locations of the proposed new residences. Should Austral Bricks plan to expand their operation onto the northern part of their property, they will need to include noise mitigation measures to ensure that the EPN limits continue to be met at the existing residences. This requirement would be assessed by the EPA as part the approval process for a plant expansion. This would also ensure that the limits would continue to be met at the subdivision's residences.

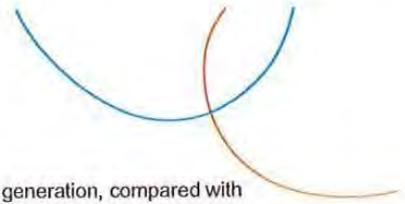


Figure 1 - Location of the Brickworks and the SW Extent of the Proposed Subdivision (Base image from theList)

Dust

The brickworks has the potential to generate some dust, mostly associated with the truck deliveries of sawdust and clay. The potential impact of these activities on the proposed subdivision is mitigated by a number of factors. These include:

- All vehicle access is via Weston Road, which is on the far side of the brickworks, about 450m from the nearest proposed residence. This separation distant along, with the plant buildings, the trees and other vegetation on the northern side of the plant, provide a barrier to the transmission of dust northward.
- Both sawdust and clay are stored under cover and are only occasionally stored externally when the under-cover storage areas are full.



- Both products have a moisture content, which reduces the tendency for dust generation, compared with completely dry products.
- The finished product storage area, carparks and main access roads are sealed. Onsite gravel roads are kept moist by rainfall or are watered if necessary to suppress dust generation.
- As part of its environmental management procedures, the brickworks actively monitors dust generation from all vehicles or fixed plant operations on site, and takes immediate action to suppress dust generation if and when required.

With these control measures in place, it is considered that dust emissions are highly unlikely to extend beyond the brickworks property boundary and adversely affect the proposed subdivision.

Conclusion

On this basis it may be concluded that residents of the proposed subdivision will not be exposed to unacceptable environmental harm or environmental nuisance, as a result of noise or dust emissions from the brickworks. It may also be concluded that construction of the proposed subdivision will not impose any new compliance burden on the operation of the brickworks, relating to management of noise emissions.

Please do not hesitate to contact me should you have any queries regarding this noise assessment.

Yours sincerely

Douglas Ford CPEng RPEQ 21624
Senior Mechanical Engineer / Noise Specialist

EXHIBITED

**Received
02.08.2021**



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Structural / Civil
ABP No. CC1633

GENERAL NOTES

- NOTICE TO TENDERER**
THE CONTRACTOR / TENDERER IS TO MAKE THEMSELVES AWARE OF THE LGAT STANDARDS AND WSAA CODES AS AMENDED BY TSWATER SUPPLEMENTS. CONSTRUCTION IS TO BE CARRIED OUT TO THESE STANDARDS. ALL ROAD & STORMWATER WORKS ARE TO BE UNDERTAKEN IN ACCORDANCE WITH THE TASMANIAN SUBDIVISION GUIDELINES AND THE DSG/D OF SG STANDARDS & GUIDELINES. THE TENDERER IS TO ALLOW FOR THESE STANDARDS DURING PRICING. COPIES OF THE STANDARDS ARE AVAILABLE FOR INSPECTION UPON REQUEST OR FROM THE COUNCIL, TSWATER OR DSG WEB SITE.
- NOTIFICATION**
THE CONTRACTOR IS TO NOTIFY ALL RELEVANT STATUTORY AUTHORITIES PRIOR TO COMMENCING ANY WORK FOR THE POSSIBLE LOCATION OF ANY EXISTING SERVICES NOT SHOWN ON THESE PLANS, AND IS TO NOTIFY THE SUPERINTENDENT OF THE SAME.
- EXISTING SERVICES**
ALL EXISTING SERVICES ARE TO BE PROTECTED DURING CONSTRUCTION. ANY DAMAGE TO EXISTING SERVICES IS TO BE MADE GOOD AT THE CONTRACTORS EXPENSE.
- CONSTRUCTION METHODOLOGY**
THE CONTRACTOR IS TO IDENTIFY AN APPROPRIATE AND SAFE CONSTRUCTION METHODOLOGY PRIOR TO TENDERING. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING APPROVALS FOR CONSTRUCTION METHODS FROM THE SUPERINTENDENT AND RELEVANT STATUTORY AUTHORITIES PRIOR TO CONSTRUCTION. ALL WORKS MUST BE MAINTAINED IN A SAFE CONDITION.
- DRAWINGS AND SPECIFICATIONS**
THESE DRAWINGS AND SPECIFICATIONS HAVE BEEN PREPARED FOR THE PURPOSE OF OBTAINING COUNCIL AND STATUTORY AUTHORITY APPROVALS AND CALLING OF TENDERS. THEY ARE NOT TO BE USED FOR CONSTRUCTION UNLESS SPECIFICALLY ENDORSED AND STAMPED AS "CONSTRUCTION ISSUE".

SAFETY

- PRE-START**
PRIOR TO CONSTRUCTION THE CONTRACTOR SHOULD UNDERTAKE A PROJECT SPECIFIC JOB SAFETY ANALYSIS THAT SHOULD IDENTIFY:
- THE TYPE OF WORK REQUIRED;
- SPECIFIC PROJECT RISKS TO HEALTH AND SAFETY;
- THE PROPOSED CONTROLS TO BE APPLIED TO ELIMINATE OR MINIMIZE THE RISKS IDENTIFIED;
- THE METHOD BY WHICH THE RISK CONTROL MEASURES ARE TO BE IMPLEMENTED;
- POSSIBLE HAZARDS RELATING TO THIS PROJECT**
THE CONTRACTOR SHOULD NOTE THAT THIS PROJECT IS LIKELY TO INVOLVE THE FOLLOWING HAZARDS:
- EXCAVATION AND EARTHWORKS
- CONTAMINATED SOILS
- CONSTRUCTION IN GROUND WITH HIGH WATER TABLE
- UNIDENTIFIED UNDERGROUND SERVICES OR STRUCTURES
- OVERHEAD/UNDERGROUND POWER LINES
- TRAFFIC MANAGEMENT

STORMWATER

- GENERAL**
ALL STORMWATER WORKS ARE TO BE UNDERTAKEN IN ACCORDANCE WITH THE TASMANIAN SUBDIVISION GUIDELINES AND STANDARDS AND GUIDELINES. ANY DEPARTURES FROM THESE STANDARDS REQUIRES THE PRIOR APPROVAL OF THE SUPERINTENDENT AND THE COUNCIL ENGINEER.
- TESTING**
ALL DRAINAGE WORKS SHALL BE SUBJECT TO THE TESTS PRESCRIBED BY THE AUTHORITIES HAVING JURISDICTION OVER THE VARIOUS SERVICES. ANY SECTION FAILING SUCH TESTS SHALL BE REMOVED AND PROPERLY INSTALLED AT THE CONTRACTOR'S EXPENSE.
- MANHOLES**
MANHOLES ARE TO BE 1050 I.D. PRECAST CONCRETE INSTALLED TO LGAT STANDARDS U.N.O. ALL MANHOLES IN TRAFFICKED AREAS ARE TO BE FITTED WITH CLASS 'D' GATIC COVERS AND SURROUNDS. ALL OTHER MANHOLES ARE TO BE FITTED WITH CLASS 'B' GATIC COVERS AND SURROUNDS. ALL MANHOLES ARE TO HAVE A 5 METRE LENGTH OF 75mm AG-PIPE CONNECTED TO THEM AND LAID IN THE UPSTREAM PIPE TRENCH IMMEDIATELY ADJACENT TO AND AT THE INVERT OF THE LOWEST PIPEWORK.
- TRENCHING AND BACKFILL**
ALL TRENCHES ARE TO BE EXCAVATED AND BACKFILLED IN ACCORDANCE WITH THE DRAWINGS AND THE LGAT STANDARDS.
- INSPECTIONS**
THE CONTRACTOR IS RESPONSIBLE FOR ORGANISING THE FOLLOWING INSPECTIONS WITH THE SUPERINTENDENT:
- PIPEWORK BEDDING
- INSTALLED PIPE PRIOR TO BACKFILLING
- BACKFILLING

48 HOURS NOTICE IS REQUIRED TO BE GIVEN TO THE SUPERINTENDENT PRIOR TO THE INSPECTION.
- AS INSTALLED DRAWINGS**
THE CONTRACTOR WILL BE RESPONSIBLE FOR PRODUCING "AS INSTALLED" DRAWINGS TO THE STANDARD REQUIRED BY COUNCIL. (HARD COPY AND ELECTRONIC) THE DRAWINGS SHALL BE CERTIFIED AS BEING CORRECT BY EITHER AN APPROVED CIVIL ENGINEER OR A REGISTERED SURVEYOR. 6ty CAN PROVIDE THIS SERVICE HOWEVER THE CONTRACTOR WILL BE CHARGED FOR THIS SERVICE AND SHOULD BE AWARE OF THIS WHEN PRICING.
- CCTV**
THE CONTRACTOR IS RESPONSIBLE FOR UNDERTAKING CCTV INSPECTIONS OF ALL STORMWATER MAINS INCLUDING JETTING & FLUSHING OF MAINS. THE CONTRACTOR SHALL PROVIDE A REPORT FOR ALL LENGTHS OF STORMWATER MAIN CONSTRUCTED.

ISSUE	DATE	ISSUED FOR	REV.
01	24.03.20	PRELIMINARY	-
02	13.04.21	PLANNING APPROVAL	A

EXHIBITED

DIMENSIONS ARE IN MILLIMETRES. DO NOT SCALE. CHECK AND VERIFY ALL DIMENSIONS ON SITE. REFER DISCREPANCIES TO THE SUPERINTENDENT. ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH BUILDING CODE OF AUSTRALIA, APPLICABLE AUSTRALIAN STANDARDS & LOCAL AUTHORITY REQUIREMENTS.

PROJECT: **PROPOSED STORMWATER UPGRADE WORKS**
ADDRESS: **145-172 MARLBOROUGH STREET TO 86 BURGHELEY STREET LONGFORD**

DRAWING: **GENERAL NOTES**

DESIGNED: **M.C.V.** DRAWN: **H.B.** CHECKED: **P.M.W.**

SCALE: **1:500** AT A1 SIZE DRAWING SHEET

PROJECT No. **19.019** DRAWING No. **P010** REV. **A**



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57 Best Street
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Received
02.08.2021

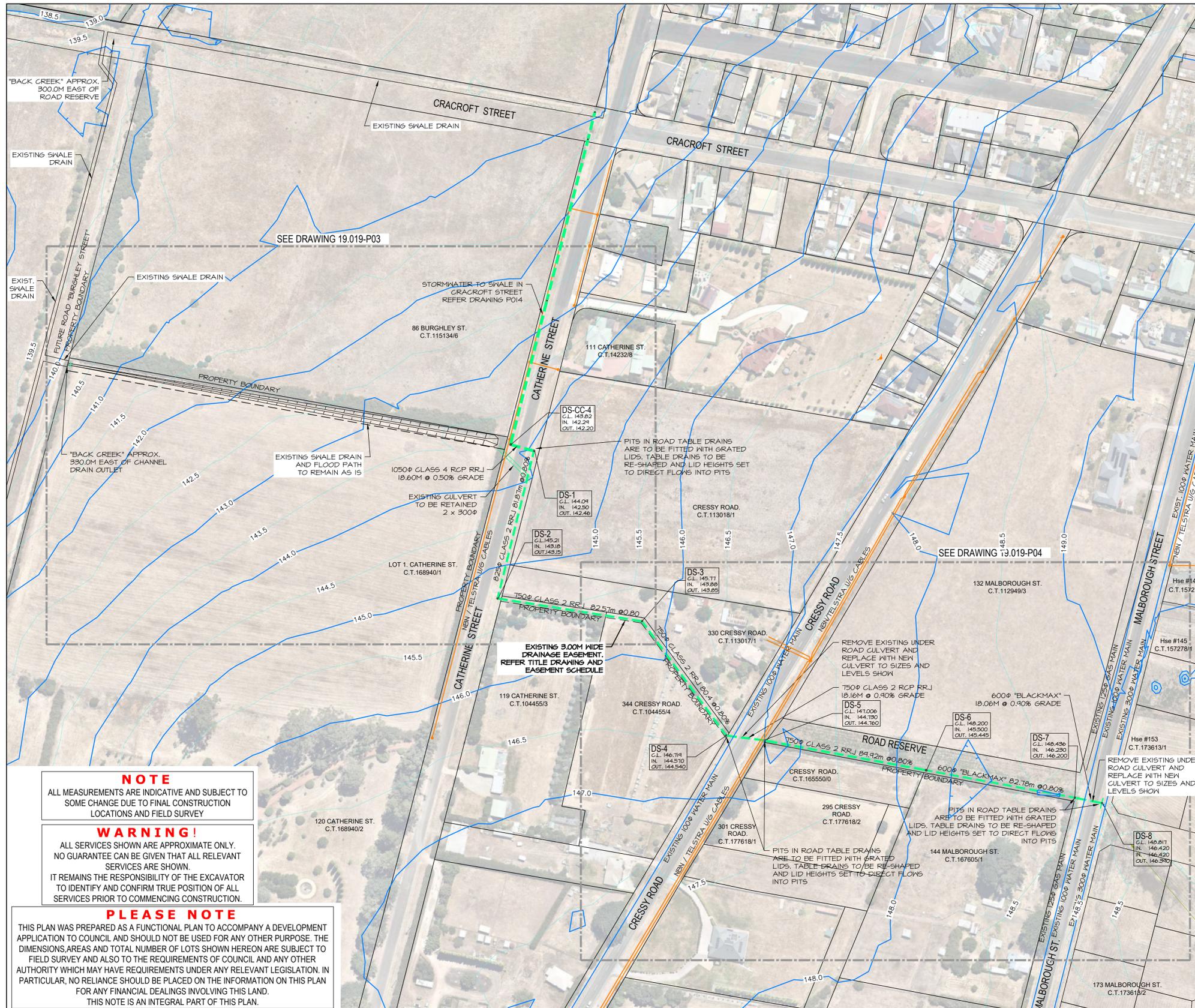
ISSUE	DATE	ISSUED FOR	REV.
01	24.03.20	PRELIMINARY	A
02	13.04.21	PLANNING APPROVAL	B
03	10.05.21	EASEMENT NOTE ADDED	
04	27.07.21	PLANNING APPROVAL	C

EXHIBITED



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PROJECT: PROPOSED STORMWATER UPGRADE WORKS
ADDRESS: 145-172 MARLBOROUGH STREET TO 86 BURGHELEY STREET
 LONGFORD
FOR:
DRAWING: PROPOSED NEW STORMWATER LINE FUNCTIONAL DESIGN OVERALL PLAN
DESIGNED: M.C.V. **DRAWN:** H.B. **CHECKED:** P.M.W.
SCALES: 1:1000 AT A1 SIZE DRAWING SHEET
PROJECT No: 19.019 **DRAWING No:** P011 **REV:** C



NOTE
 ALL MEASUREMENTS ARE INDICATIVE AND SUBJECT TO SOME CHANGE DUE TO FINAL CONSTRUCTION LOCATIONS AND FIELD SURVEY

WARNING!
 ALL SERVICES SHOWN ARE APPROXIMATE ONLY. NO GUARANTEE CAN BE GIVEN THAT ALL RELEVANT SERVICES ARE SHOWN. IT REMAINS THE RESPONSIBILITY OF THE EXCAVATOR TO IDENTIFY AND CONFIRM TRUE POSITION OF ALL SERVICES PRIOR TO COMMENCING CONSTRUCTION.

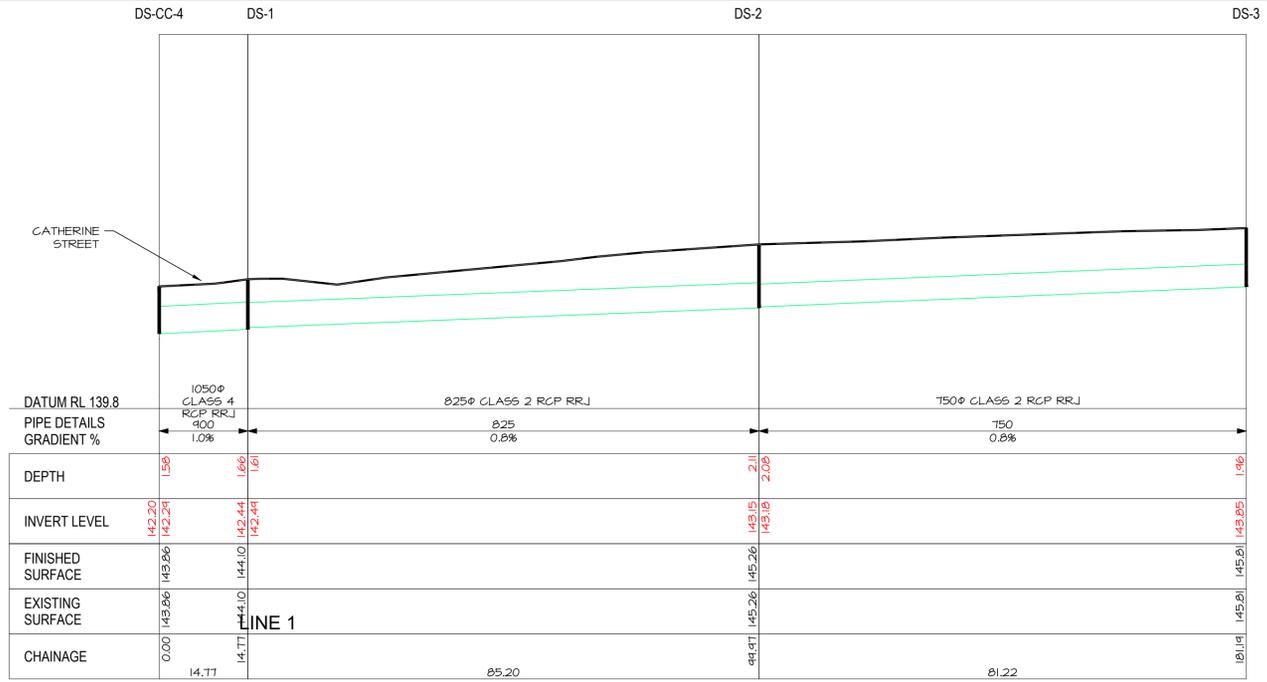
PLEASE NOTE
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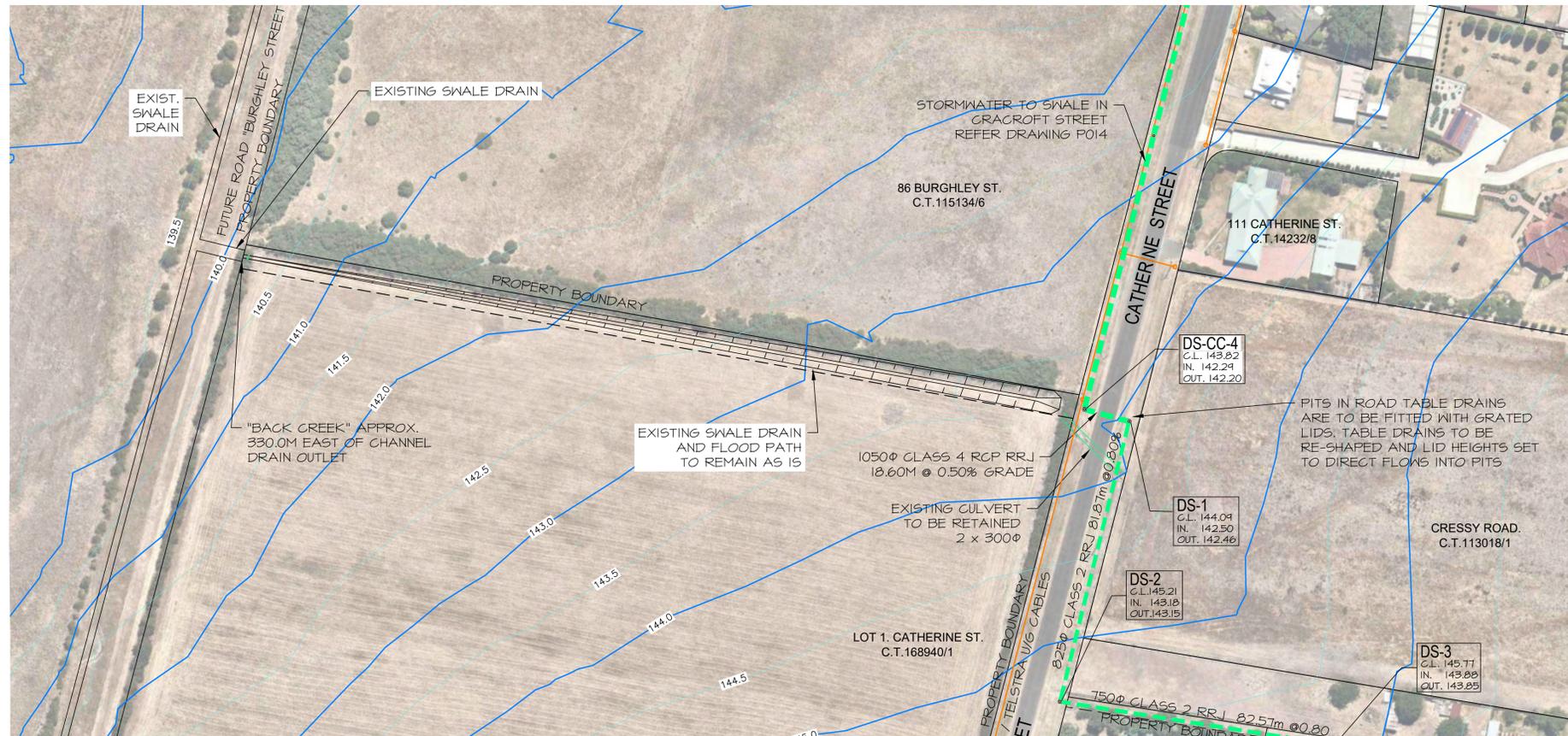
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STORMWATER - LONGITUDINAL SECTION
SCALES: HORIZ 1:500
VERT 1:100



PLAN
SCALE 1:750



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ISSUE	DATE	ISSUED FOR	REV.
01	24.03.20	PRELIMINARY	-
02	14.03.21	PLANNING APPROVAL	A
03	27.07.21	PLANNING APPROVAL	B

EXHIBITED



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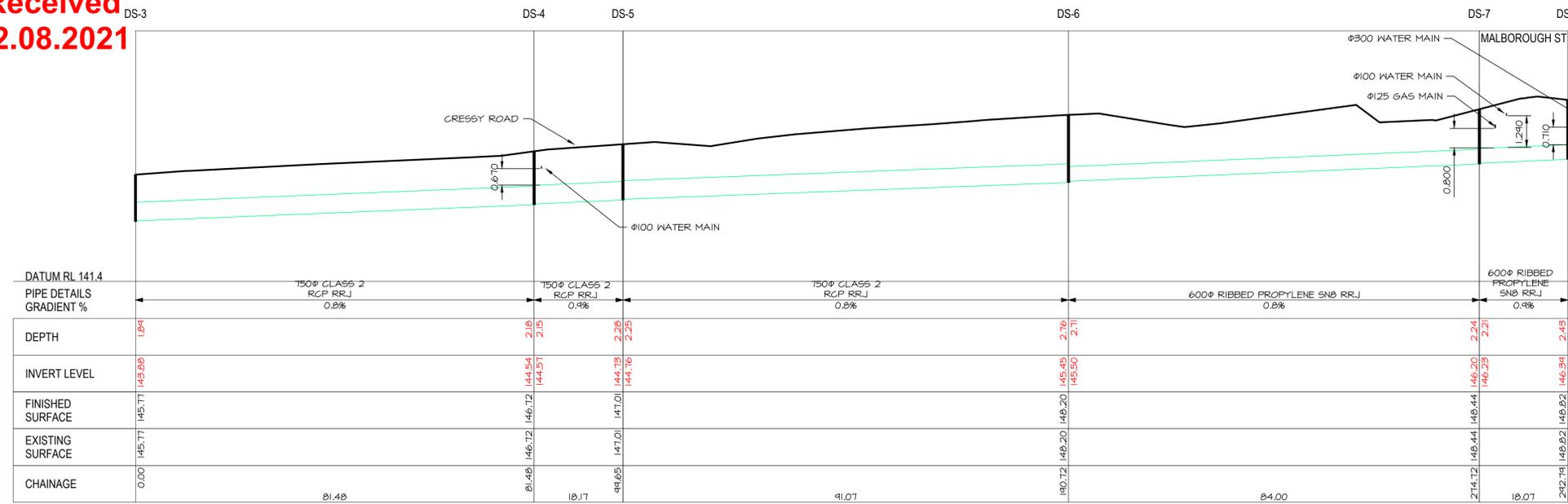
PROJECT: PROPOSED STORMWATER UPGRADE WORKS
ADDRESS: 145-172 MARLBOROUGH STREET TO 86 BURGHELY STREET LONGFORD

DRAWING: PROPOSED NEW STORMWATER LINE - PLAN AND LONGITUDINAL SECTION - SHEET 1
DESIGNED: M.C.V. DRAWN: H.B. CHECKED: P.M.W.

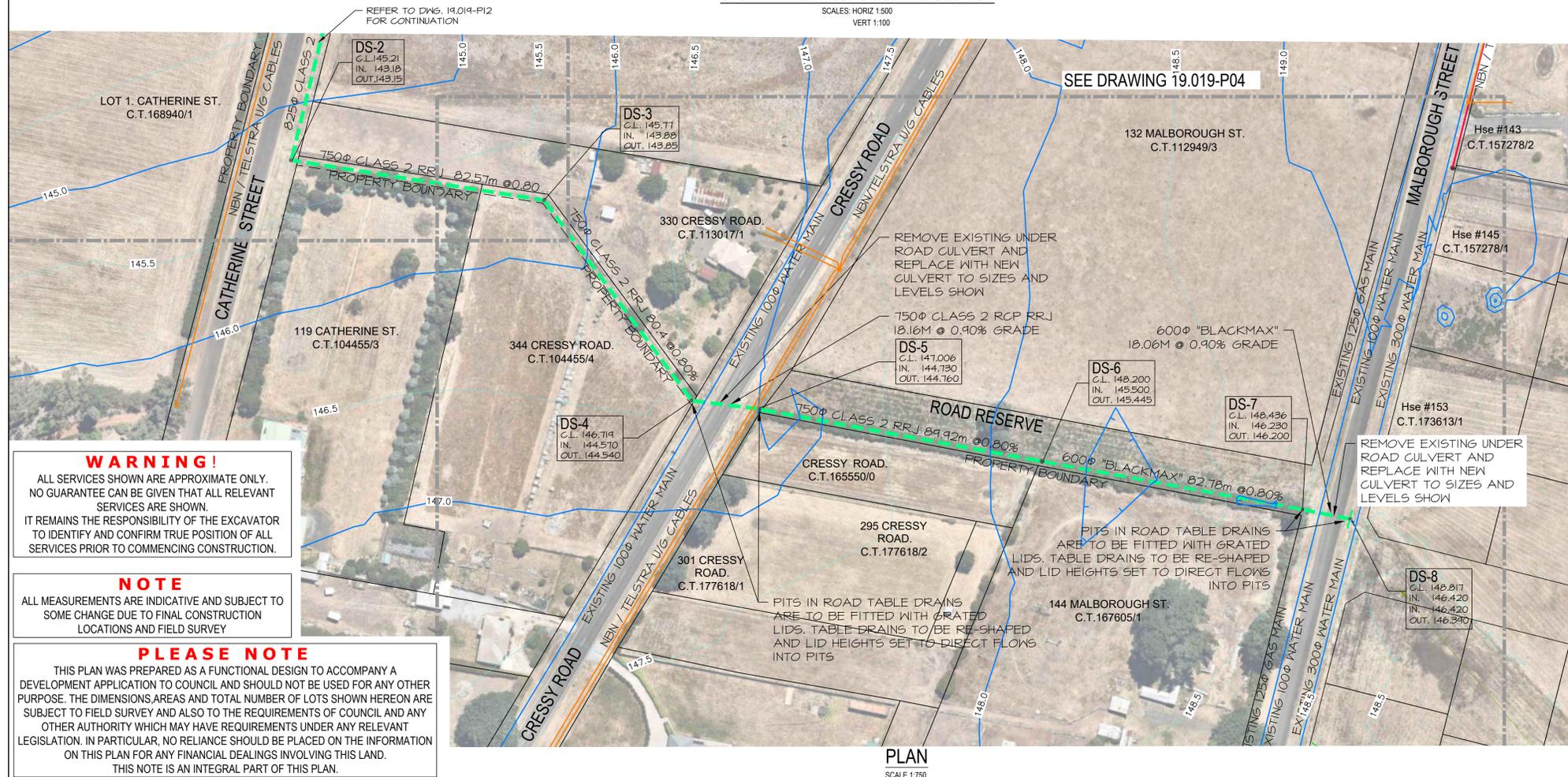
SCALES: AS SHOWN AT A1 SIZE DRAWING SHEET

PROJECT No: **19.019** DRAWING No: **P012** REV: **B**

Received
02.08.2021



LINE 1
STORMWATER - LONGITUDINAL SECTION



WARNING!
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NOTE
ALL MEASUREMENTS ARE INDICATIVE AND SUBJECT TO SOME CHANGE DUE TO FINAL CONSTRUCTION LOCATIONS AND FIELD SURVEY

PLEASE NOTE
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ISSUE	DATE	ISSUED FOR	REV.
01	24.03.20	PRELIMINARY PLANNING APPROVAL	A
02	13.04.21		

EXHIBITED



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PROJECT: PROPOSED STORMWATER UPGRADE WORKS
ADDRESS: 145-172 MARLBOROUGH STREET TO 86 BURGHELEY STREET LONGFORD

FOR: PROPOSED NEW STORMWATER LINE - PLAN AND LONGITUDINAL SECTION - SHEET

DESIGNED: M.C.V. DRAWN: H.B. CHECKED: P.M.W.

SCALES: AS SHOWN AT A1 SIZE DRAWING SHEET

PROJECT No: 19.019 DRAWING No: P013 A

Received
02.08.2021



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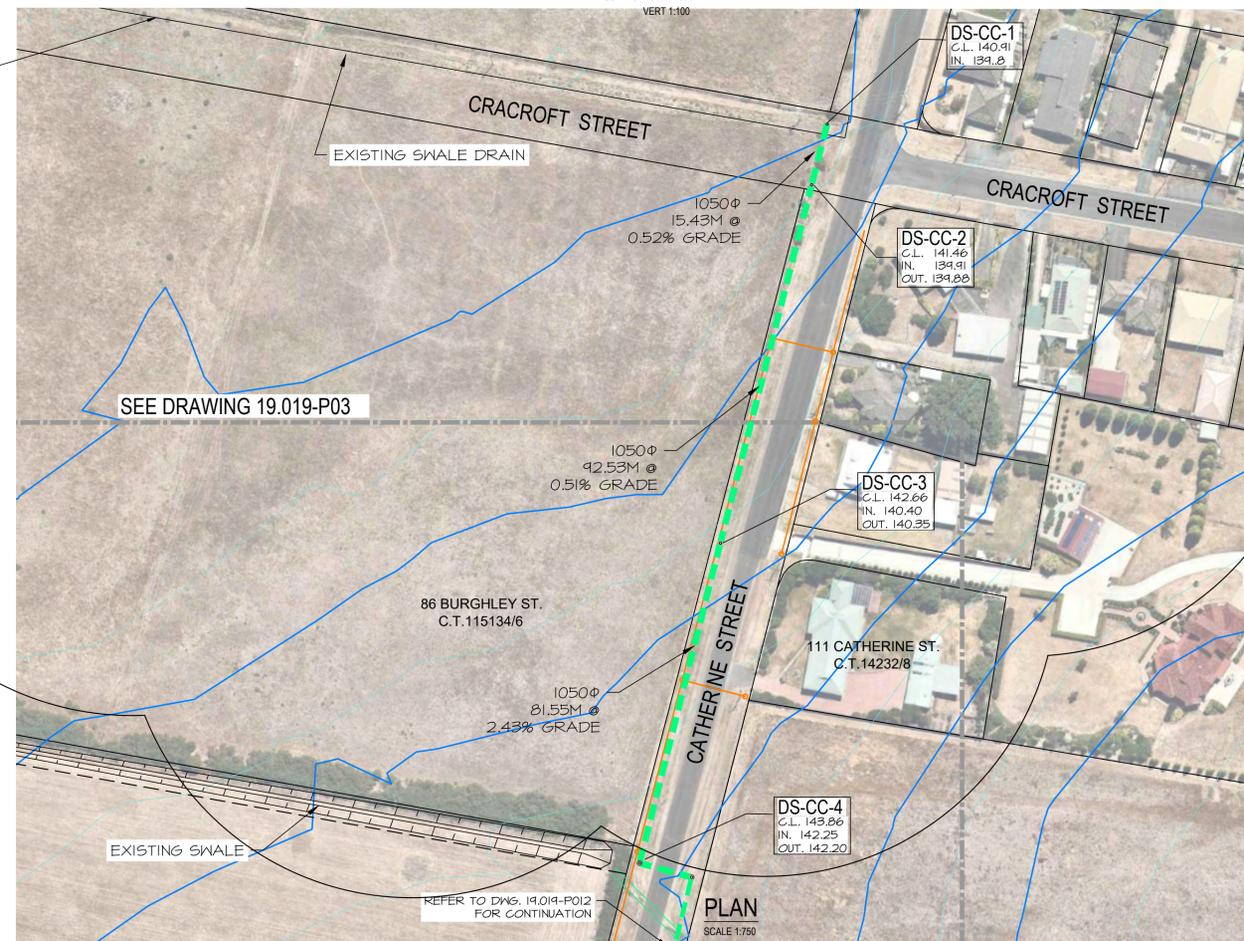
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	DS-CC-1	DS-CC-2	DS-CC-3	DS-CC-4
DATUM RL 137.3				
PIPE DETAILS	1050	1050	1050	1050
GRADIENT %	0.5%	0.5%	0.5%	2.2%
DEPTH	1.11	1.56 1.95	2.31 2.28	1.66
INVERT LEVEL	139.20	139.26 134.91	140.35 140.40	142.20 142.29
FINISHED SURFACE	140.91	141.46	142.66	143.86
EXISTING SURFACE	140.91	141.46	142.66	143.86
CHAINAGE	0.00	15.43	42.53	81.51

LINE 1
STORMWATER - LONGITUDINAL SECTION

SCALES: HORIZ 1:500
VERT 1:100

REFER TO DWG. 19.019-P011
FOR CONTINUATION



A

ISSUE	DATE	ISSUED FOR	REV.
01	27.07.21	PLANNING APPROVAL	A

EXHIBITED



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PROJECT: PROPOSED STORMWATER
UPGRADE WORKS
ADDRESS: 145-172 MARLBOROUGH STREET
TO 86 BURGHELY STREET
LONGFORD

DRAWING: PROPOSED NEW STORMWATER
LINE - PLAN AND LONGITUDINAL
SECTION - SHEET

DESIGNED: M.C.V. DRAWN: H.B. CHECKED: P.M.W.

SCALES: AS SHOWN AT A1 SIZE DRAWING SHEET

PROJECT No: **19.019** DRAWING No: **P014** REV. **A**

WARNING!
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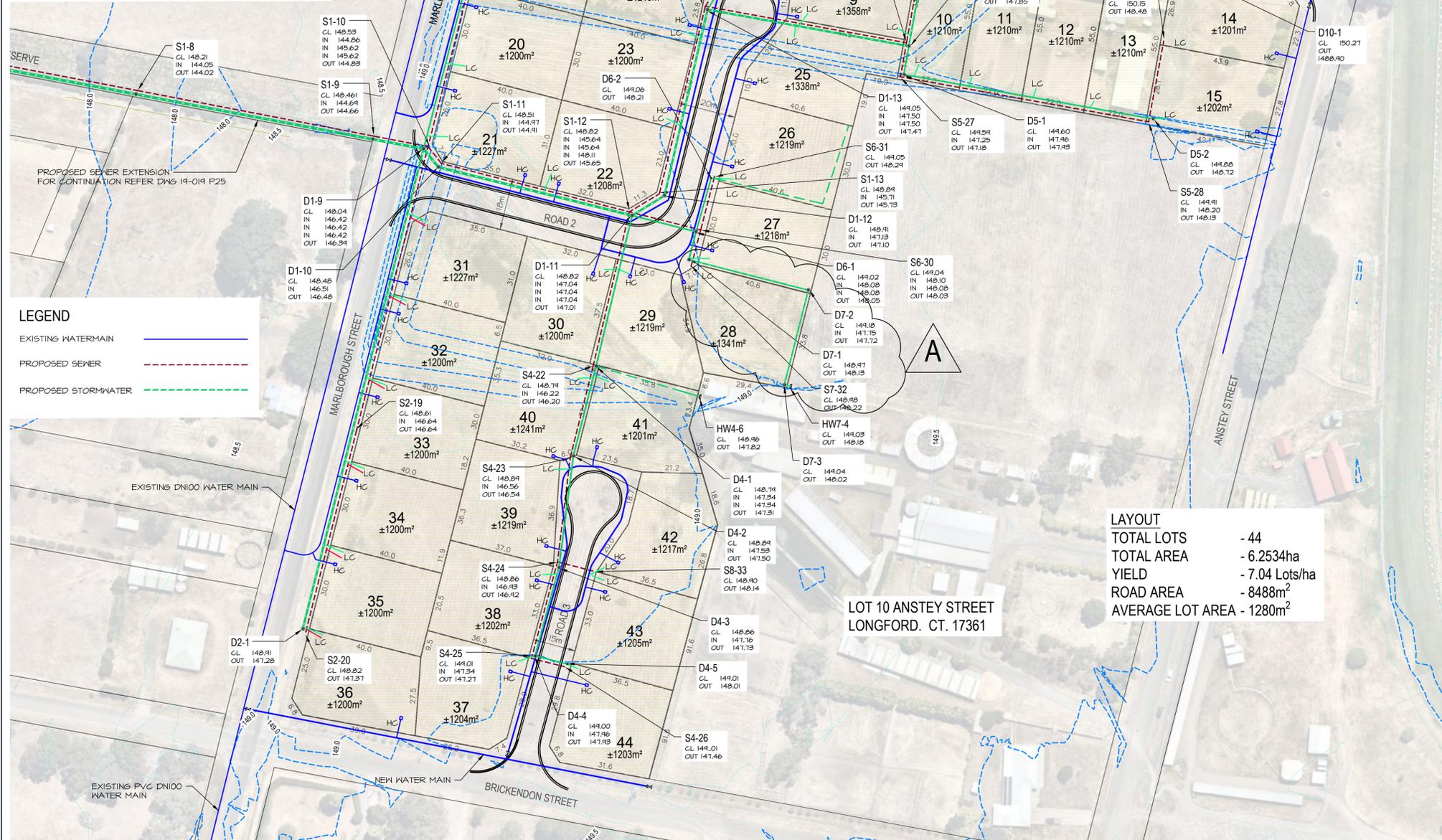
NOTE
ALL MEASUREMENTS ARE INDICATIVE AND SUBJECT TO SOME CHANGE DUE TO FINAL CONSTRUCTION LOCATIONS AND FIELD SURVEY

PLEASE NOTE
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PLEASE NOTE

- INTENDED USE OF PLAN**
THIS PLAN WAS PREPARED TO ACCOMPANY A DEVELOPMENT APPLICATION TO COUNCIL AND SHOULD NOT BE USED FOR ANY OTHER PURPOSE. DETAILS ARE SUBJECT TO CHANGE AND IN PARTICULAR NO RELIANCE SHOULD BE PLACED ON THE INFORMATION ON THIS PLAN FOR ANY FINANCIAL DEALINGS INVOLVING THIS LAND.
- LAYOUT MEASUREMENTS**
ALL MEASUREMENTS, AREAS AND LOTS SHOWN ARE INDICATIVE ONLY AND SUBJECT TO CHANGE DUE TO FINAL FIELD SURVEY, DETAILED DESIGN AND CONSTRUCTION
- SERVICES**
ALL SERVICES SHOWN ARE APPROXIMATE ONLY. NO GUARANTEE CAN BE GIVEN THAT ALL RELEVANT SERVICES ARE SHOWN
- DETAILED DESIGN APPROVALS**
ROAD, DRIVEWAYS, FOOTPATHS, SEWER, STORMWATER, WATER AND LANDSCAPING SHOWN IS PRELIMINARY ONLY AND SUBJECT TO CHANGE. ALL CHANGES DURING DETAILED DESIGN AND CONSTRUCTION ARE SUBJECT TO THE APPROVALS OF THE RELEVANT SERVICE AUTHORITIES

THIS NOTE IS AN INTEGRAL PART OF THIS PLAN



LEGEND

EXISTING WATERMAIN	
PROPOSED SEWER	
PROPOSED STORMWATER	

LAYOUT

TOTAL LOTS	- 44
TOTAL AREA	- 6.2534ha
YIELD	- 7.04 Lots/ha
ROAD AREA	- 8488m ²
AVERAGE LOT AREA	- 1280m ²

LOT 10 ANSTAY STREET
LONGFORD. CT. 17361



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Structural / Civil
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02.08.2021

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02	27.07.21	PLANNING APPROVAL	A

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PROJECT: 44 LOT SUBDIVISION

ADDRESS: 145-172 MARLBOROUGH STREET
LONGFORD, TAS
C.DIXON

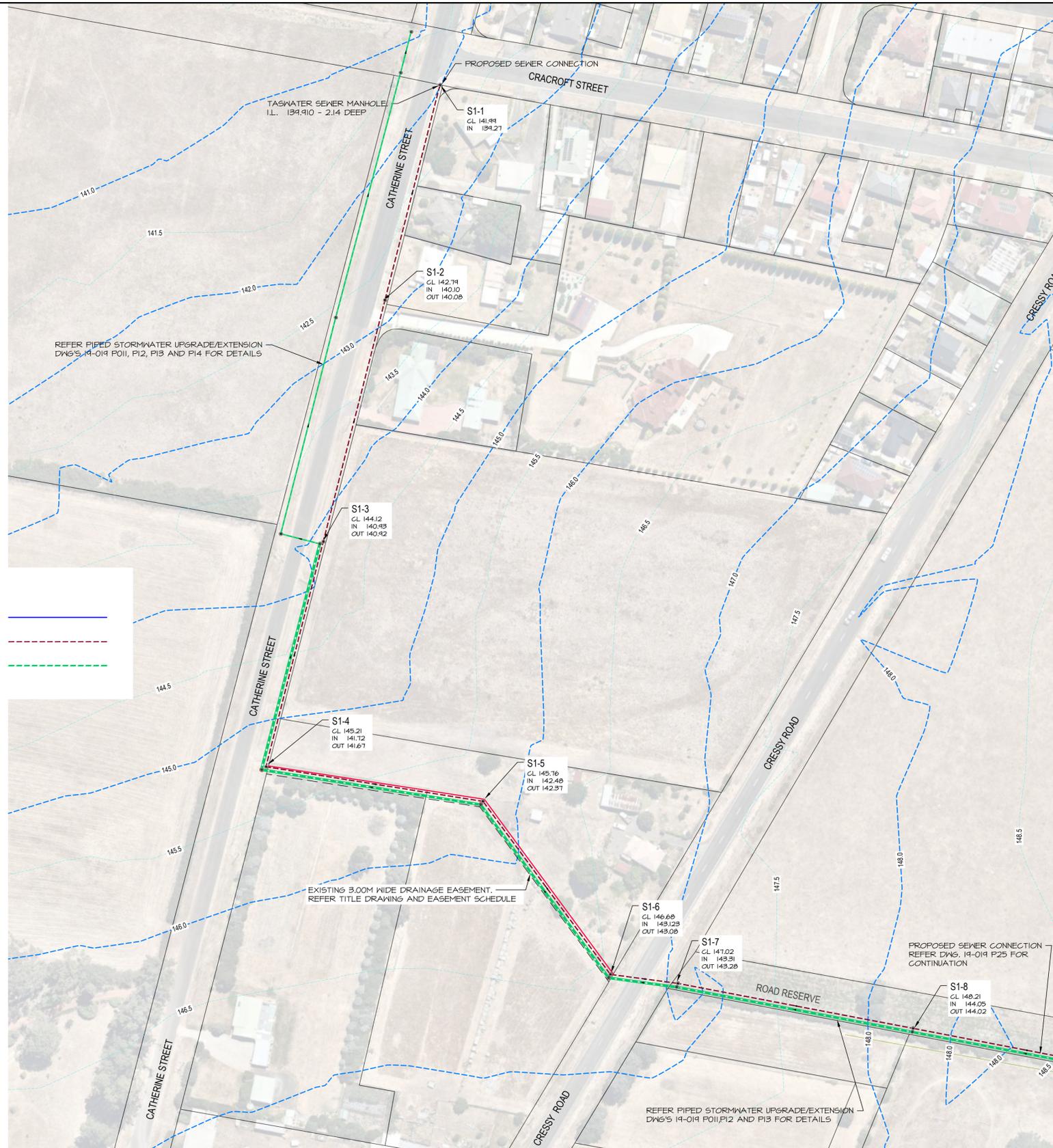
FOR: PROPOSAL PLAN
SHEET - 1 OF 2

DESIGNED: M.C.V. DRAWN: H.B. CHECKED: P.M.W.

SCALE: 1:750 AT A1 SIZE DRAWING SHEET

PROJECT No: 19.019 DRAWING No: P24 REV: A

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PROJECT: 44 LOT SUBDIVISION

ADDRESS: 145-172 MARLBOROUGH STREET
LONGFORD, TAS

FOR: C.DIXON

DRAWING: PROPOSAL PLAN
SHEET - 2 OF 2

DESIGNED: M.C.V. DRAWN: H.B. CHECKED: P.M.W.

SCALE: 1:750 AT A1 SIZE DRAWING SHEET

PROJECT No. 19.019 DRAWING No. P25 REV. A

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02.08.2021



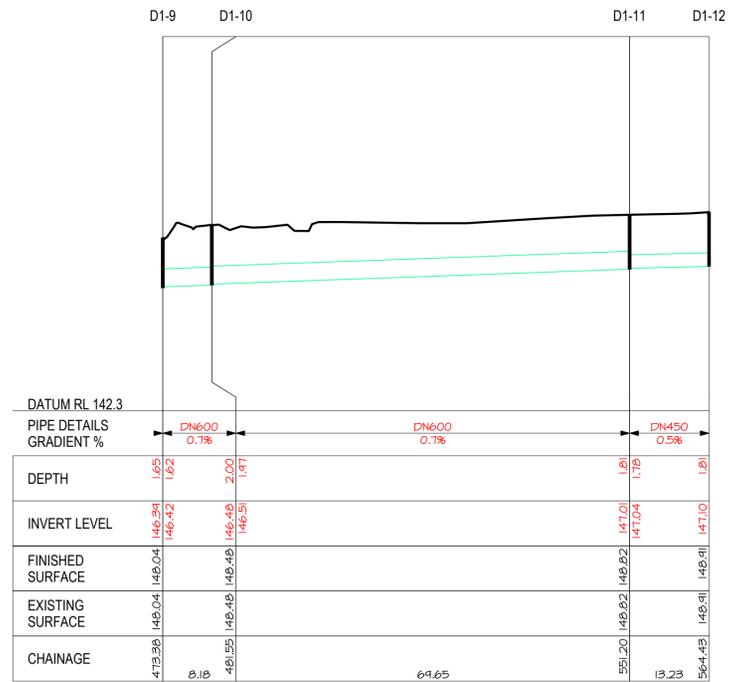
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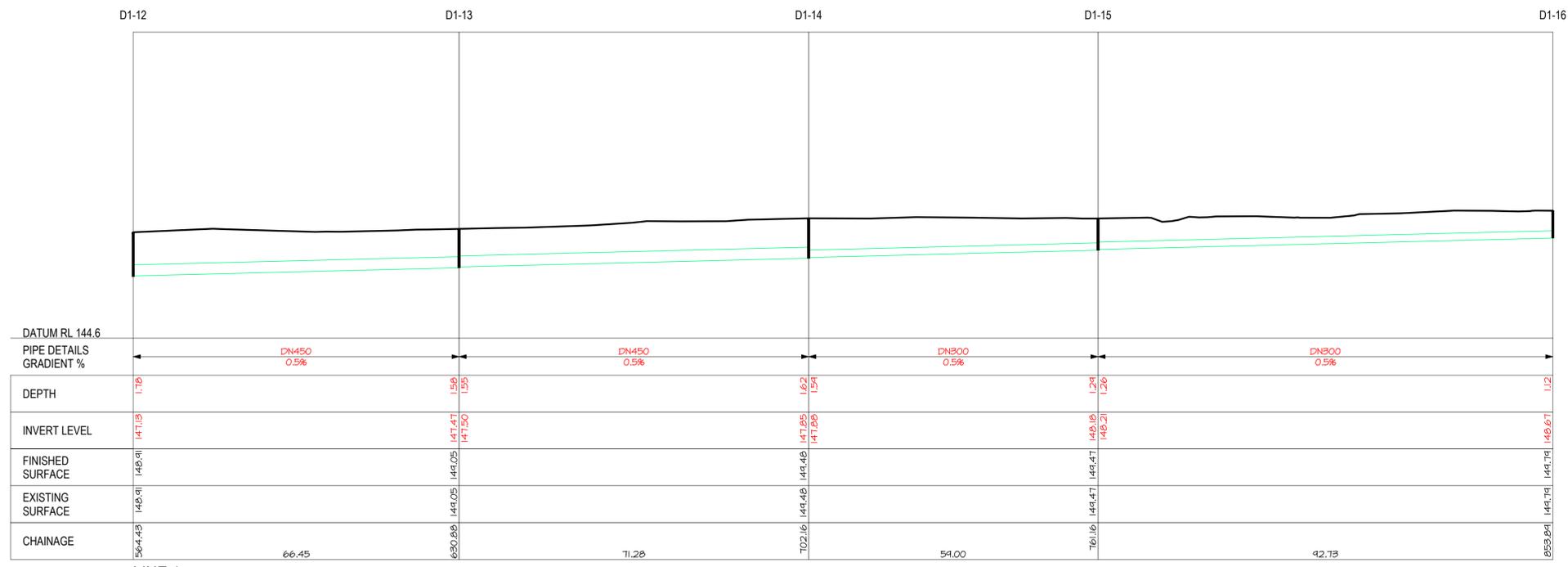
57 Best Street
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LINE 1
STORMWATER - LONGITUDINAL SECTION
SCALES: HORIZ 1:500
VERT 1:100

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LINE 1
STORMWATER - LONGITUDINAL SECTION
SCALES: HORIZ 1:500
VERT 1:100

EXHIBITED

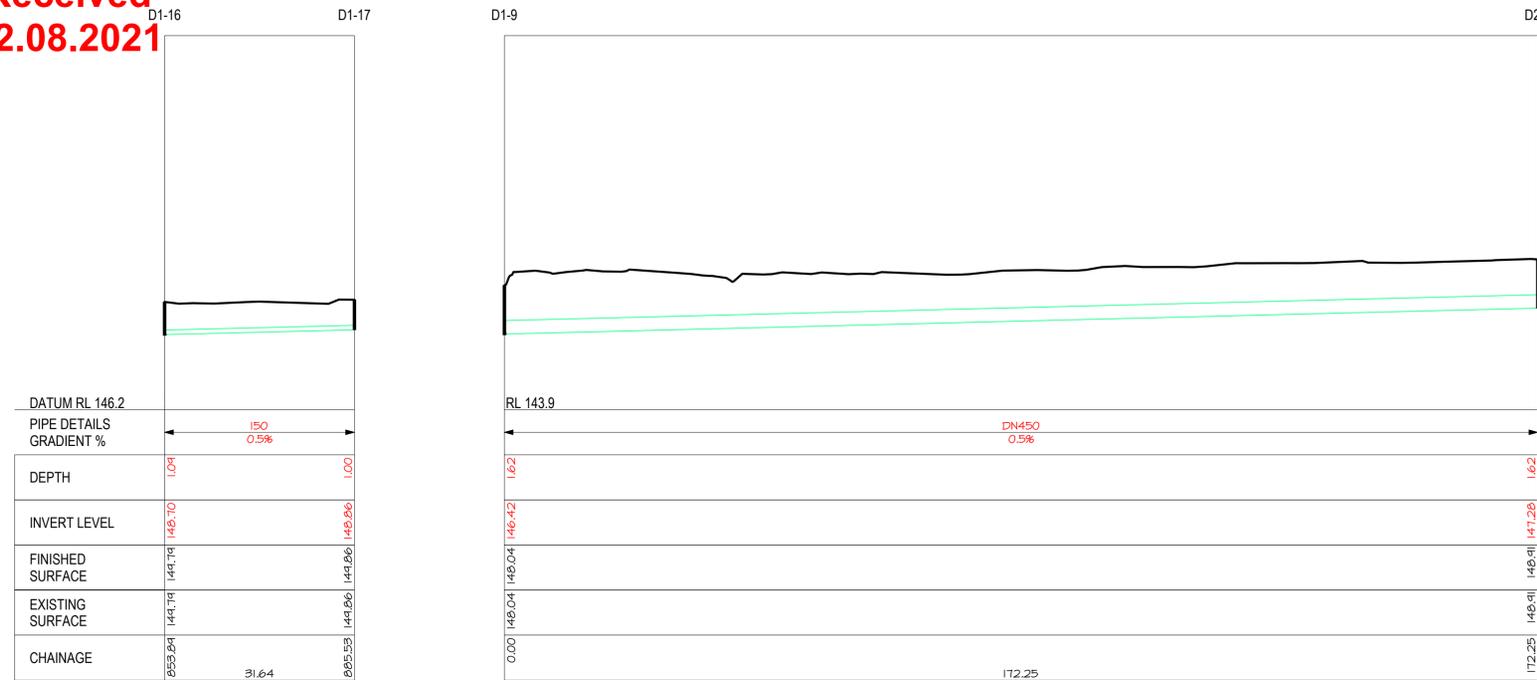
ALL PIPE TO BE TWIN-WALL,
CORRUGATED POLYPROPYLENE, SN8
PIPE UNLESS NOTED OTHERWISE



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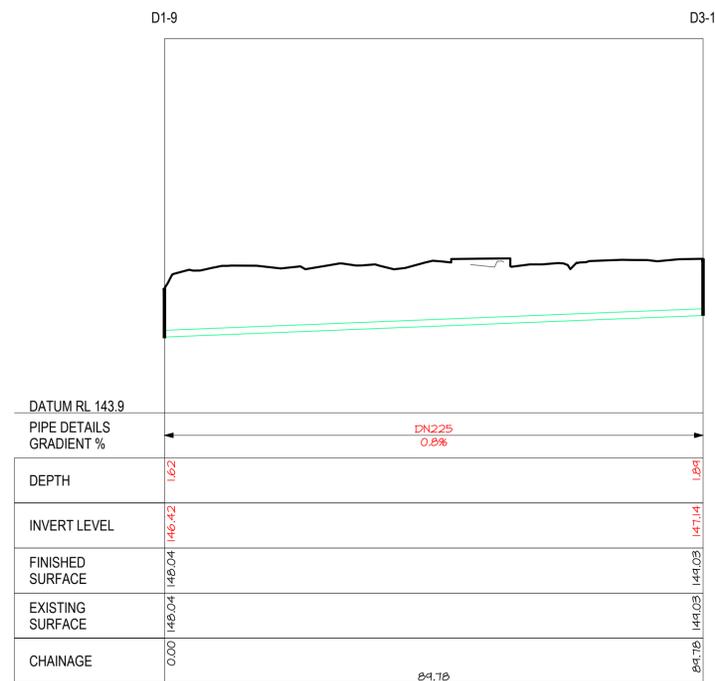
PROJECT: 44 LOT SUBDIVISION
ADDRESS: 145-172 MARLBOROUGH STREET
LONGFORD, TAS
FOR: C.DIXON
DRAWING: STORMWATER
LONGITUDINAL SECTIONS
SHEET 1 OF 3
DESIGNED: M.C.V. DRAWN: H.B. CHECKED: P.M.W.
SCALES: AS SHOWN AT A1 SIZE DRAWING SHEET
PROJECT No: 19.019 DRAWING No: P26 REV: -

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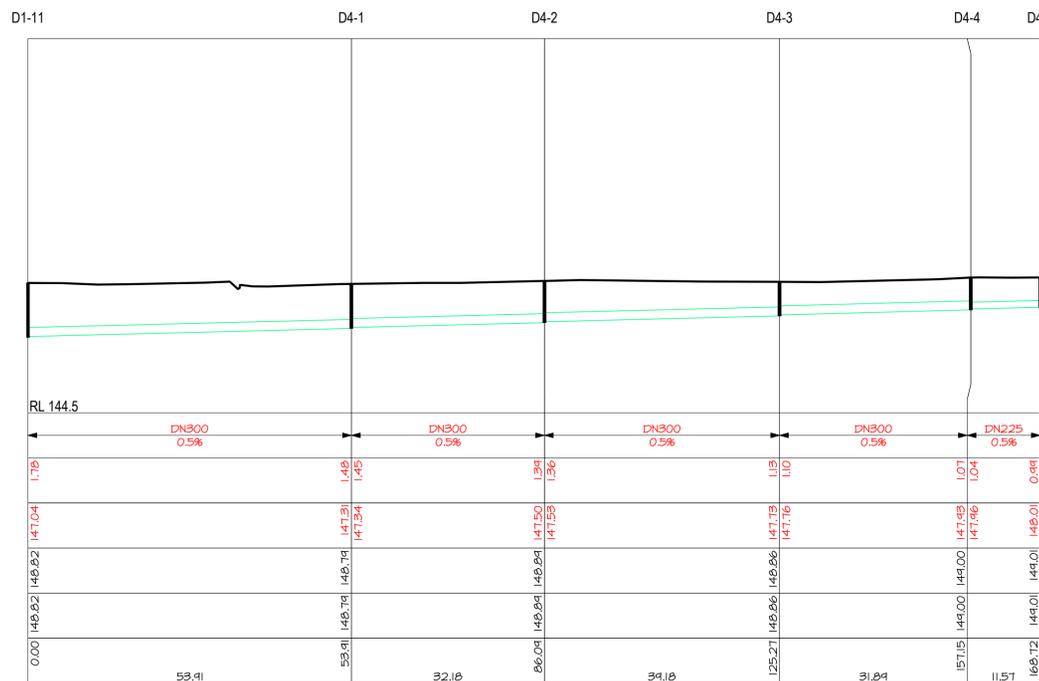


STORMWATER - LONGITUDINAL SECTION

SCALES: HORIZ 1:500
VERT 1:100



LINE 3



LINE 4

STORMWATER - LONGITUDINAL SECTION

SCALES: HORIZ 1:500
VERT 1:100



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PROJECT: 44 LOT SUBDIVISION

ADDRESS: 145-172 MARLBOROUGH STREET
LONGFORD, TAS
FOR: C.DIXON

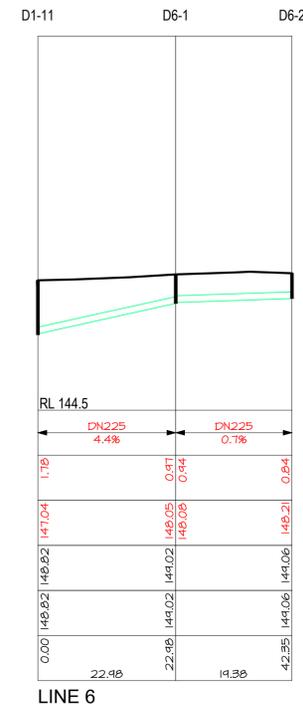
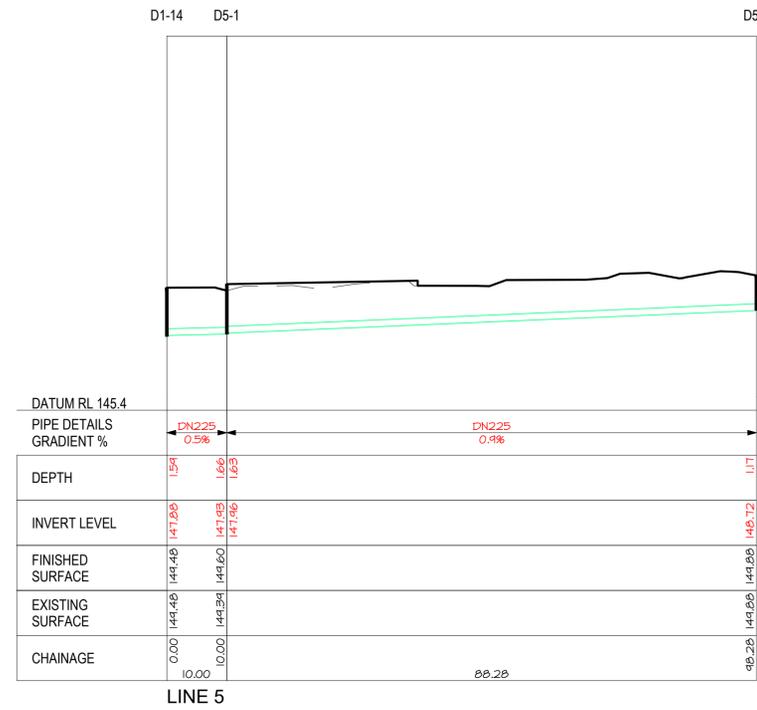
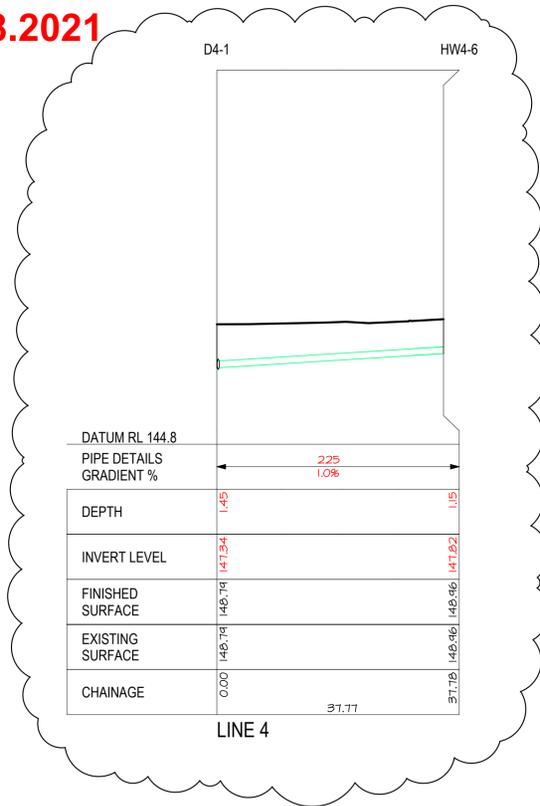
DRAWING: STORMWATER
LONGITUDINAL SECTIONS

DESIGNED: M.C.V. DRAWN: HB CHECKED: P.M.W.

SCALE: SHEET 2 OF 3 AT A1 SIZE DRAWING SHEET

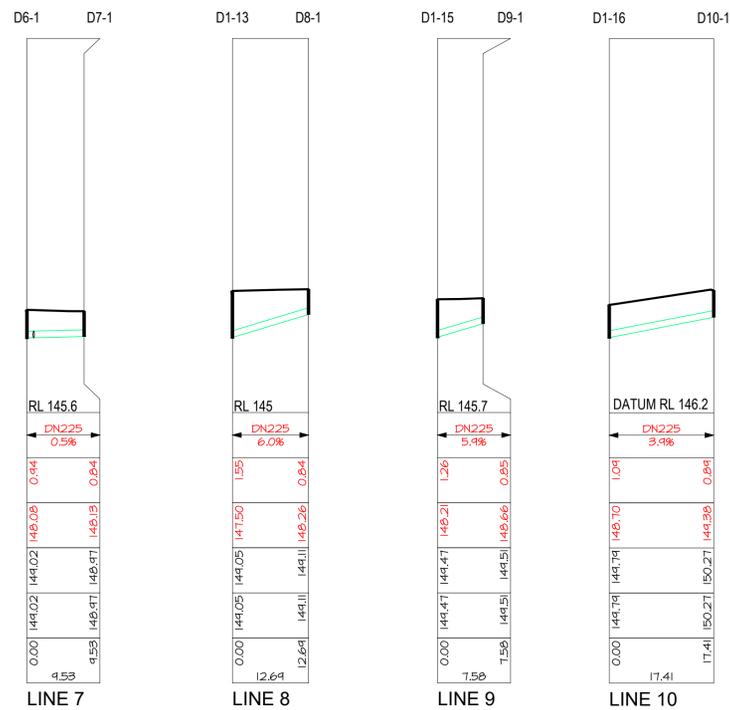
PROJECT No: 19.019 DRAWING No: P27 REV: -

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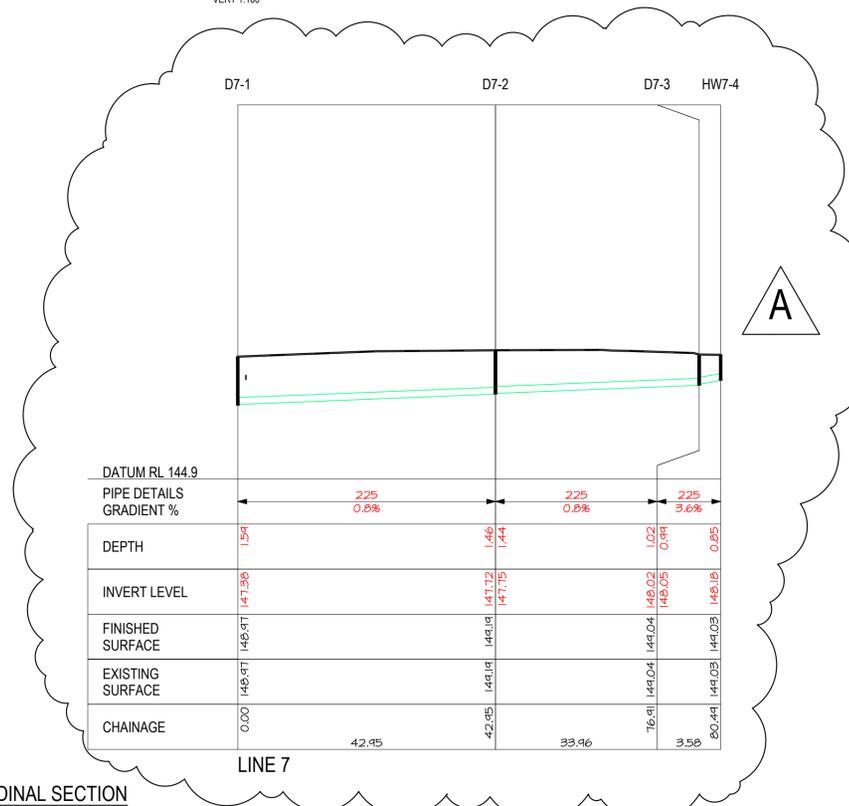
STORMWATER - LONGITUDINAL SECTION

SCALES: HORIZ 1:500
VERT 1:100



STORMWATER - LONGITUDINAL SECTION

SCALES: HORIZ 1:500
VERT 1:100



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PROJECT: 44 LOT SUBDIVISION

ADDRESS: 145-172 MARLBOROUGH STREET
LONGFORD, TAS
FOR: C.DIXON

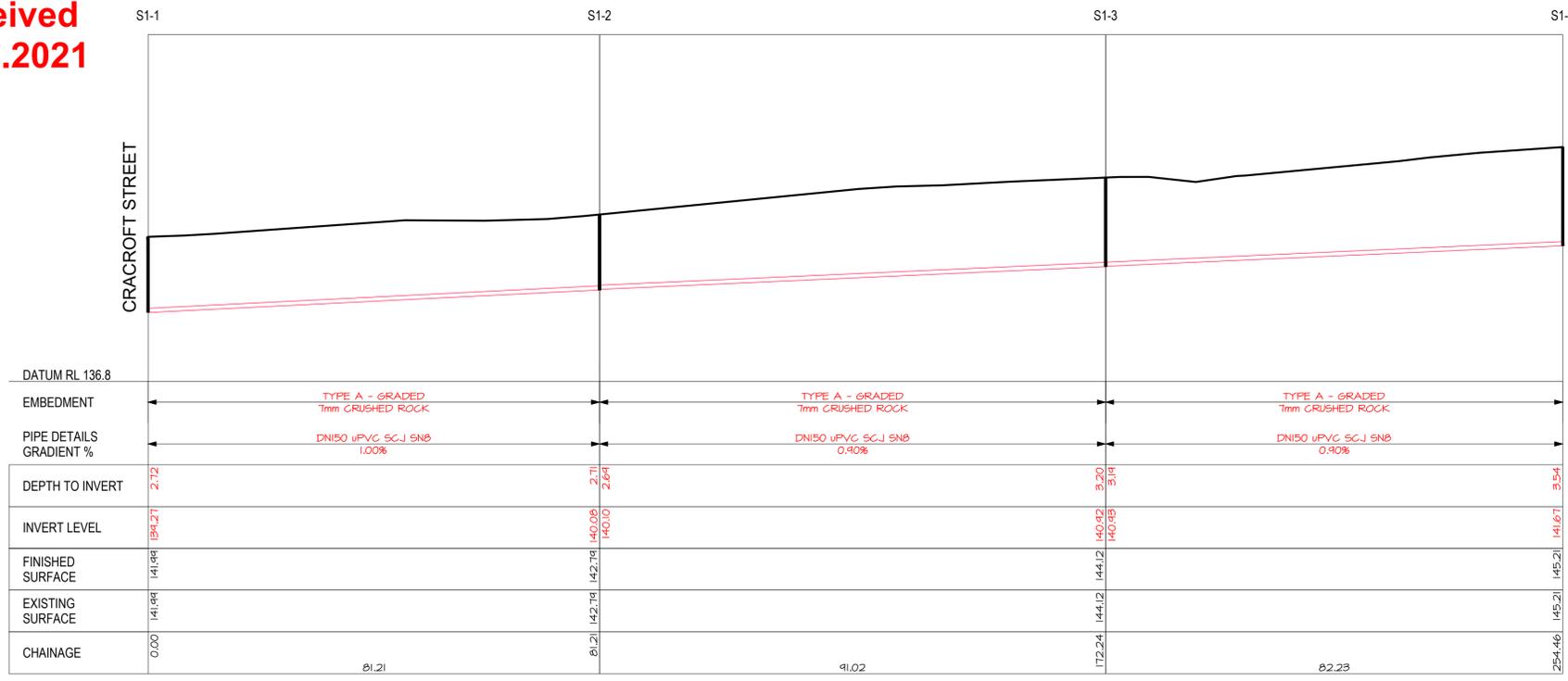
DRAWING: STORMWATER
LONGITUDINAL SECTIONS
SHEET 3 OF 3

DESIGNED: M.C.V. DRAWN: HB CHECKED: P.M.W.

SCALES: AS SHOWN AT A1 SIZE DRAWING SHEET

PROJECT No: 19.019 DRAWING No: P28 REV: A

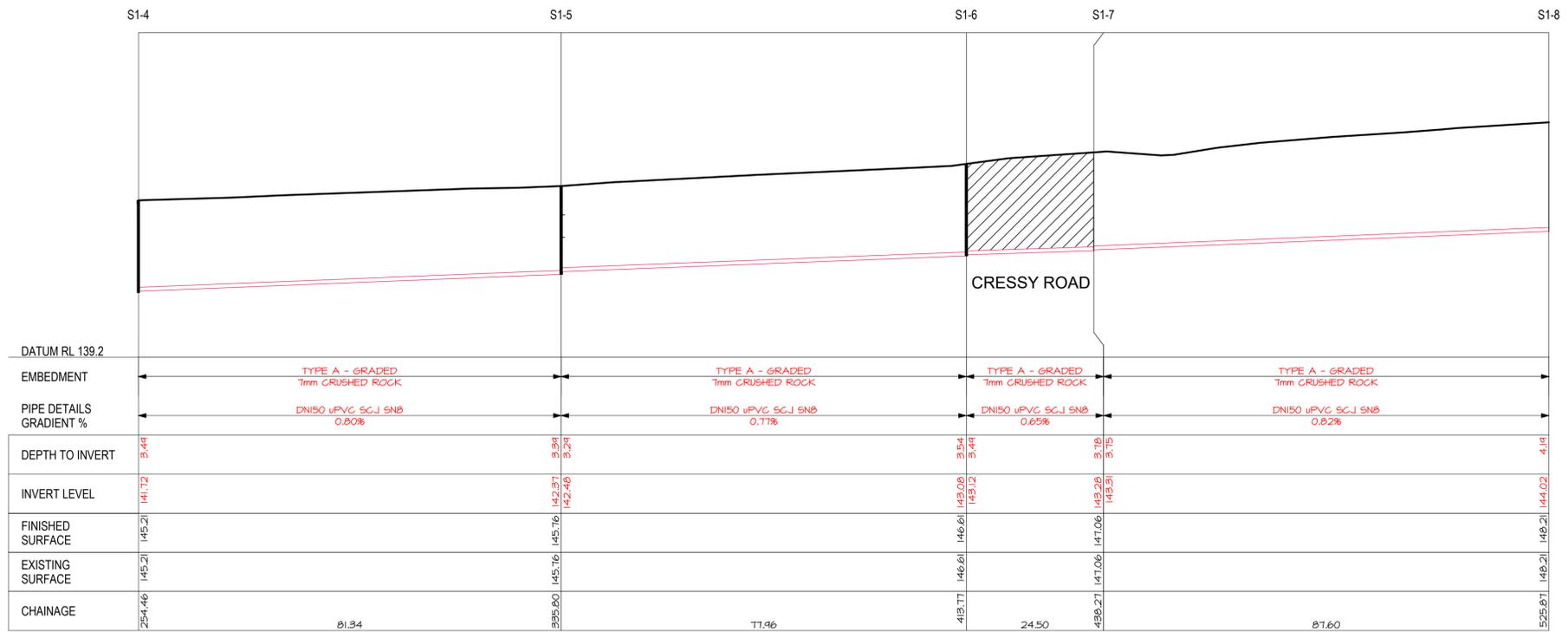
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LINE 1

SEWER - LONGITUDINAL SECTION

SCALES: HORIZ 1:500
VERT 1:100



LINE 1

SEWER - LONGITUDINAL SECTION

SCALES: HORIZ 1:500
VERT 1:100



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PROJECT: 44 LOT SUBDIVISION

ADDRESS: 145-172 MARLBOROUGH STREET
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FOR: C.DIXON

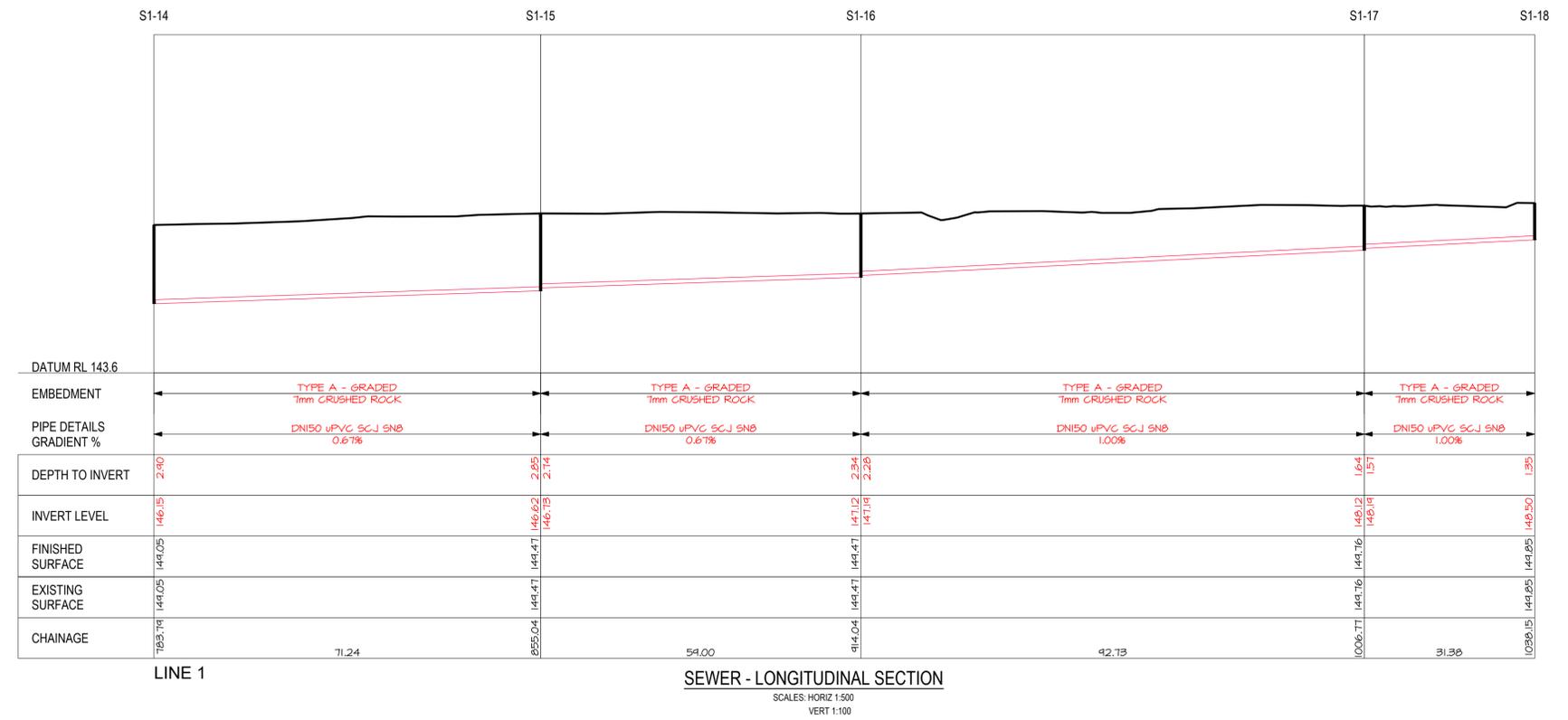
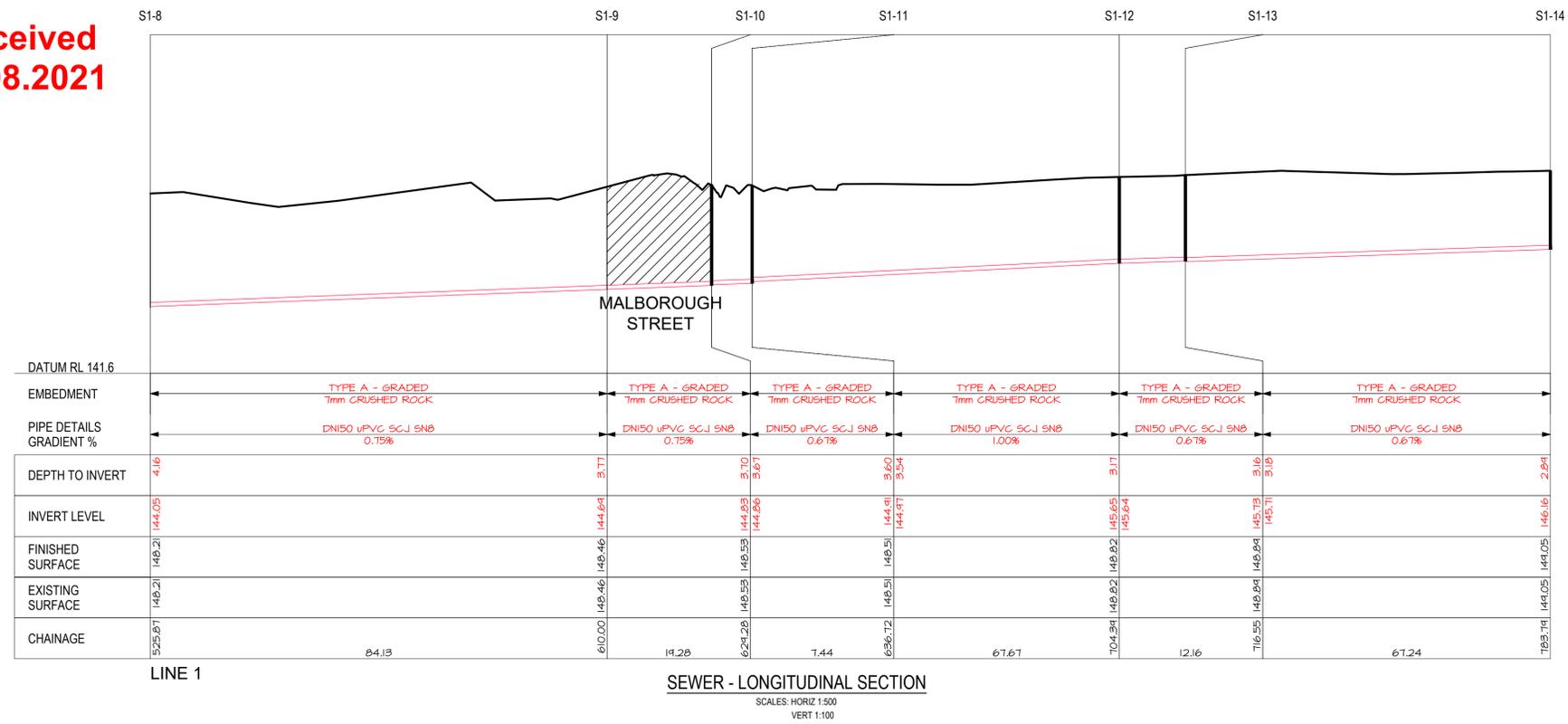
DRAWING: SEWER
LONGITUDINAL SECTIONS

DESIGNED: M.C.V. DRAWN: HB CHECKED: P.M.W.

SCALES: HEET 1 OF 4 AT A1 SIZE DRAWING SHEET

PROJECT No: 19.019 DRAWING No: P29 REV: -

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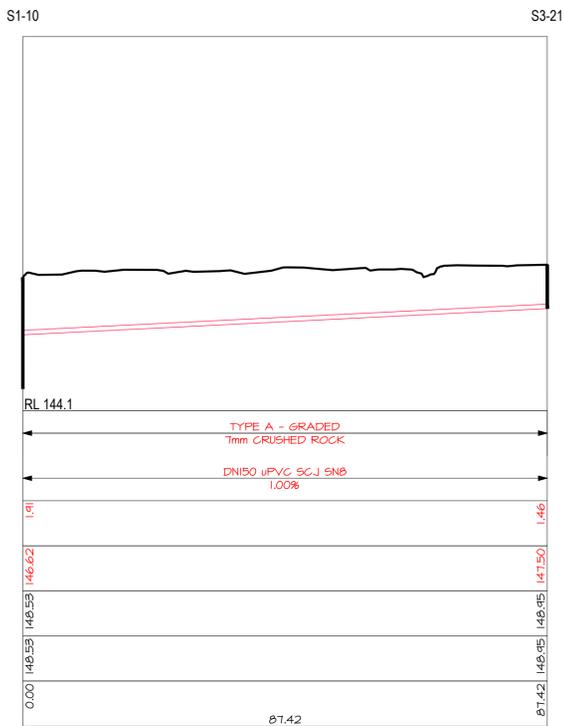
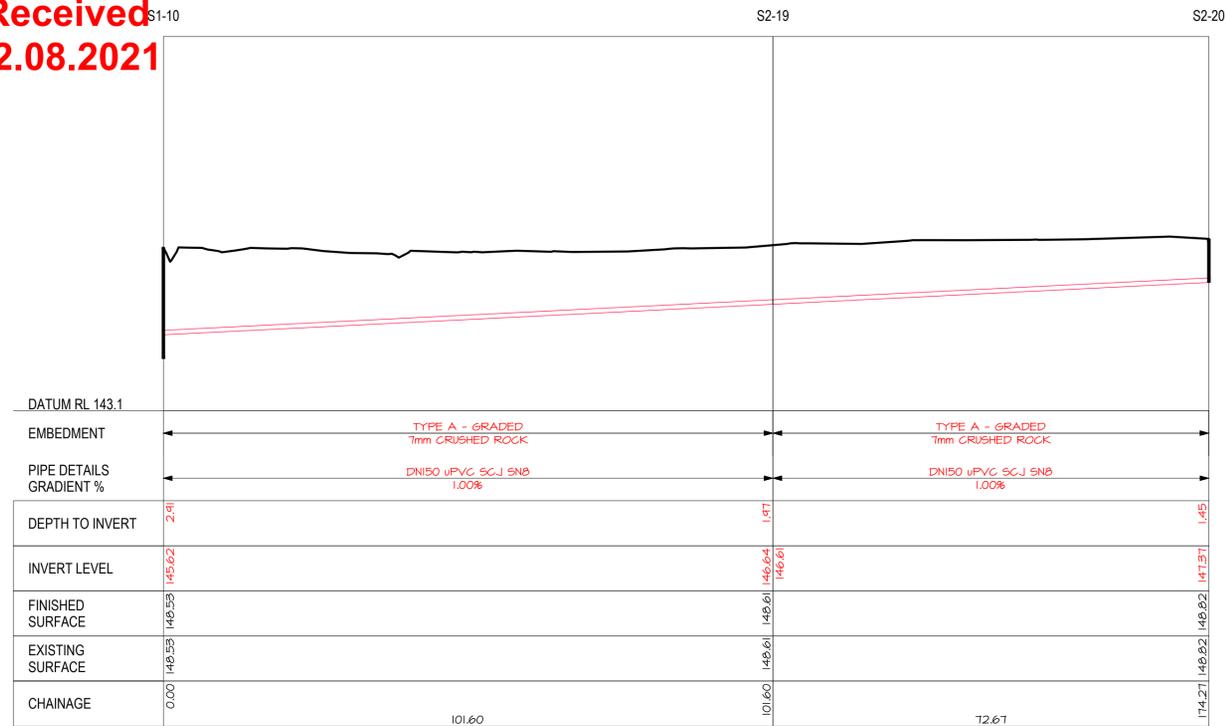
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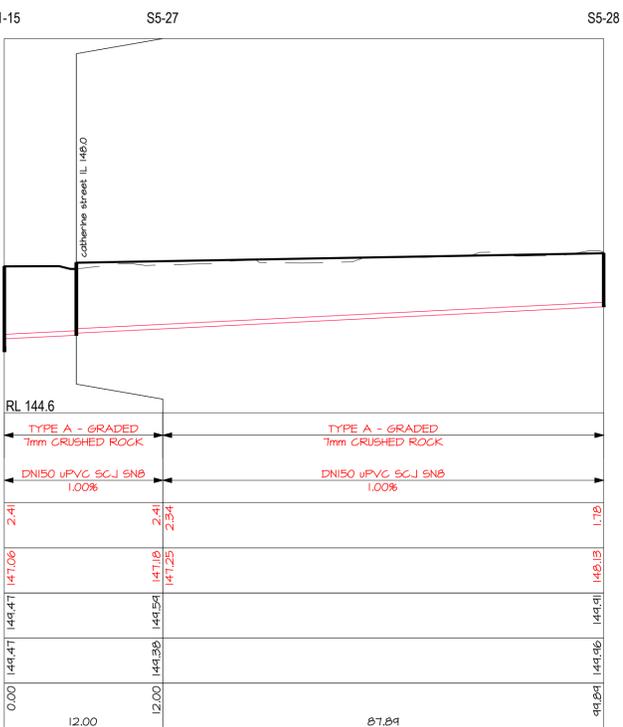
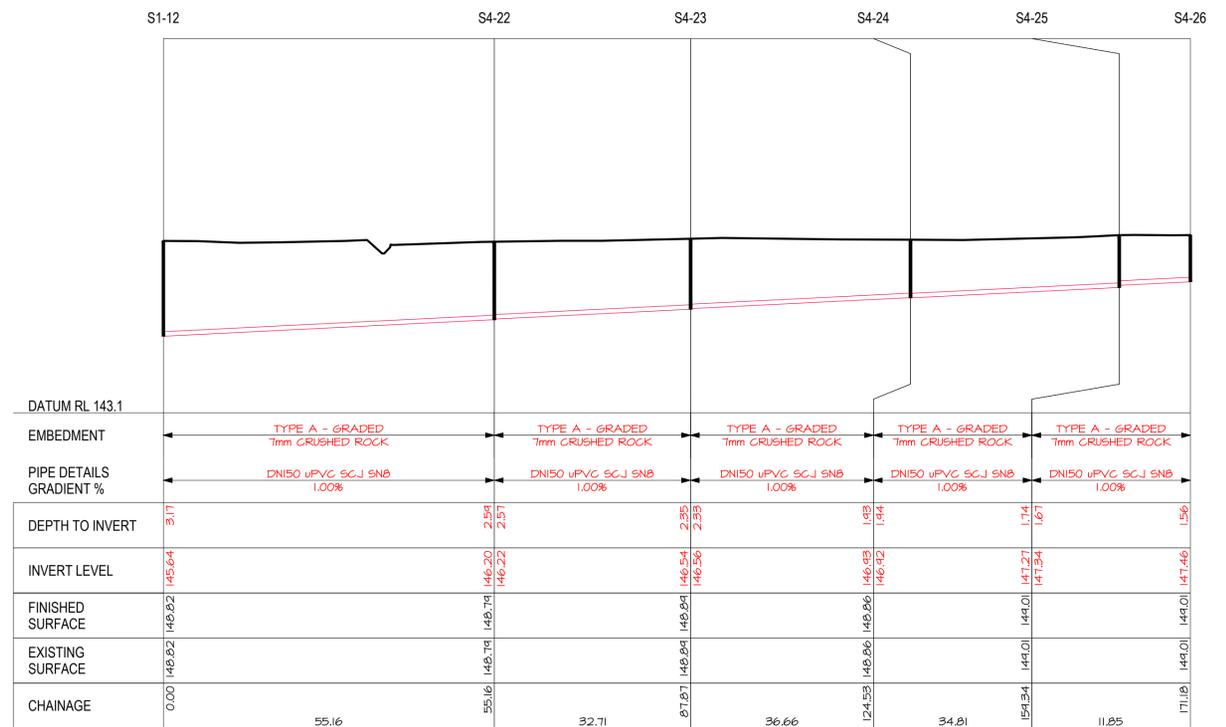
PROJECT: 44 LOT SUBDIVISION
ADDRESS: 145-172 MARLBOROUGH STREET
LONGFORD, TAS
FOR: C.DIXON
DRAWING: SEWER
LONGITUDINAL SECTIONS
SHEET 2 OF 4
DESIGNED: M.C.V. DRAWN: HB CHECKED: P.M.W.
SCALES: AS SHOWN AT A1 SIZE DRAWING SHEET
PROJECT No: 19.019 DRAWING No: P30 REV: -

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SEWER - LONGITUDINAL SECTION

SCALES: HORIZ 1:500
VERT 1:100



SEWER - LONGITUDINAL SECTION

SCALES: HORIZ 1:500
VERT 1:100



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PROJECT: 44 LOT SUBDIVISION

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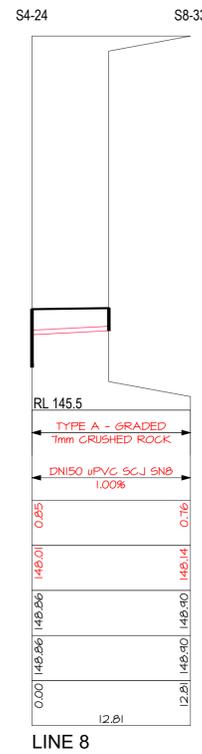
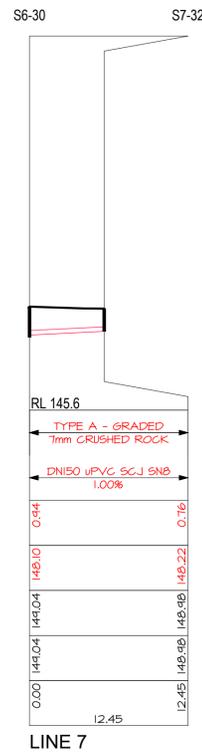
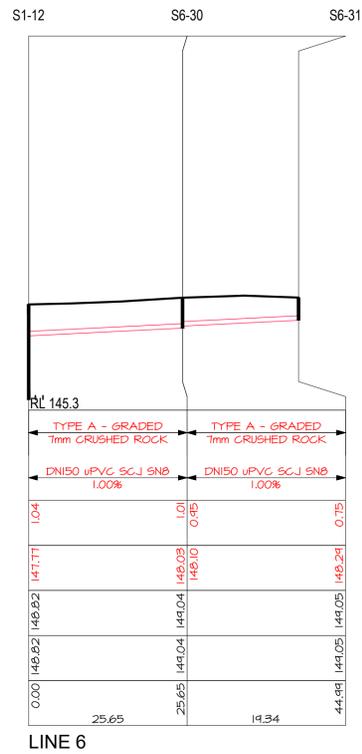
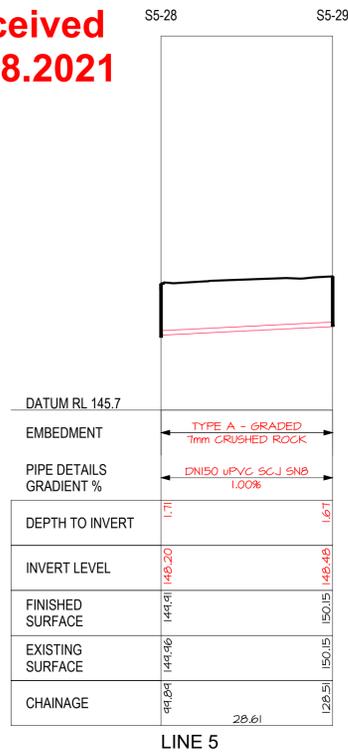
DRAWING: SEWER
LONGITUDINAL SECTIONS
SHEET 3 OF 4

DESIGNED: M.C.V. DRAWN: HB CHECKED: P.M.W.

SCALES: AS SHOWN AT A1 SIZE DRAWING SHEET

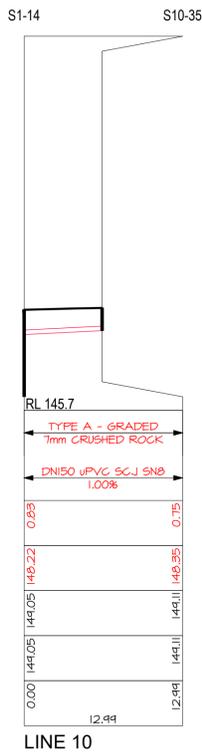
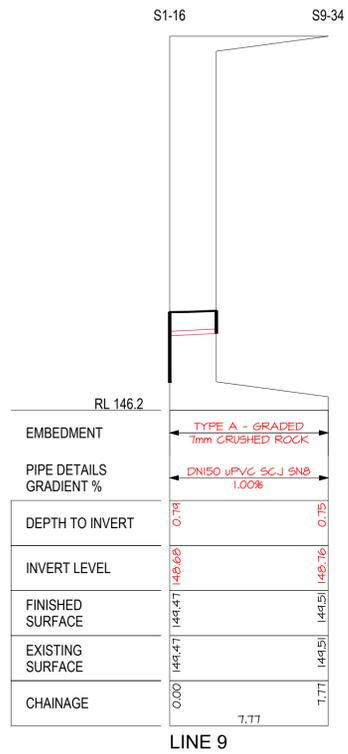
PROJECT No: 19.019 DRAWING No: P31 REV: -

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SEWER - LONGITUDINAL SECTION

SCALES: HORIZ 1:500
VERT 1:100



SEWER - LONGITUDINAL SECTION

SCALES: HORIZ 1:500
VERT 1:100



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PROJECT: 44 LOT SUBDIVISION

ADDRESS: 145-172 MARLBOROUGH STREET
LONGFORD, TAS
FOR: C.DIXON

DRAWING: SEWER
LONGITUDINAL SECTIONS

DESIGNED: M.C.V DRAWN: H.B. CHECKED: P.M.W.

SCALES: AS SHOWN AT A1 SIZE DRAWING SHEET

PROJECT No: 19.019 DRAWING No: P32 REV: -

Rosemary Jones

From: Hills, Garry <Garry.Hills@stategrowth.tas.gov.au>
Sent: Tuesday, 10 August 2021 3:19 PM
To: NMC Planning
Subject: FW: Referral to Department of State Growth of Planning Application PLN-21-0062 - 145 - 173 Marlborough Street, Longford TAS 7301

Our Ref: D21/202425

Hello Karen – thank you for the referral.

I advise that the Department do not object to the proposal. However it is noted that drainage works are required across Cressy Road as part of the development.

In this regard it will be appreciated if you can arrange to include the below as a condition (and subsequent note) on any permit issued by Council;

- Detailed engineering drawings showing the extent of the proposed stormwater main, in particular the road crossing of Cressy Road, and all associated works must be provided to the Department of State Growth for review and acceptance as part of a works permit application, see Note.

NOTE: A valid works permit is required for all works undertaken in the State road (Cressy Road) reservation. Details of the permit process and application forms can be found at: www.transport.tas.gov.au/roads_and_traffic_management/permits_and_bookings/service_works_gas_water_electricity.

Applications must be received by the Department of State Growth a minimum of twenty (20) business days prior to the expected commencement date for works in order to allow sufficient time for the application to be assessed. No works are to be undertaken until a written permit has been issued.

Let me know if you need any further information.

Kind regards,

Garry Hills | Principal Analyst Traffic Engineering
Infrastructure Tasmania Division | Department of State Growth
GPO Box 536, Hobart TAS 7001
Phone: (03) 6777 1940
www.stategrowth.tas.gov.au



From: NMC Planning <planning@nmc.tas.gov.au>
Sent: Friday, 6 August 2021 10:32 AM
To: Development <Development@stategrowth.tas.gov.au>
Subject: Referral to Department of State Growth of Planning Application PLN-21-0062 - 145 - 173 Marlborough Street, Longford TAS 7301

Good morning

Please find attached referral for your action.

Kind regards
Karen

Karen Jenkins



Administration Officer - Community & Development | Northern
Midlands Council

Council Office, 13 Smith Street (PO Box 156), Longford Tasmania 7301

T: (03) 6397 7303 | F: (03) 6397 7331

E: karen.jenkins@nmc.tas.gov.au | W: www.northernmidlands.tas.gov.au



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REFERRAL OF DEVELOPMENT APPLICATION PLN-21-0062 TO WORKS & INFRASTRUCTURE DEPARTMENT

Property/Subdivision No: 109300.658

Date: 17 September 2021

Applicant: Mr Carlton Dixon

Proposal: 44-lot subdivision, 3 x roads & associated services, building demolition (vary lot size, Bushfire Prone Area, Road & Railway Assets Code, Attenuation Area)

Location: 145 Marlborough St, 153 Marlborough St, 173 Marlborough St, 10 Anstey St, 119 Catherine St, 344 Cressy Rd, unmade street (Queen St), and Anstey St, Brickendon St, Marlborough St, Cressy Rd, Catherine St & Cracroft St road reserves, Longford: CT's 157278/2, 173613/1, 173613/2, 173613/6, 104455/3 & 104455/

W&I referral PLN-21-0062, 145 Marlborough St, 153 Marlborough St, 173 Marlborough St, 10 Anstey St, 119 Catherine St, 344 Cressy Rd, unmade street (Queen St), and Anstey St, Brickendon St, Marlborough St, Cressy Rd, Catherine St & Cracroft St road reserves, Longford: CT's 157278/2, 173613/1, 173613/2, 173613/6, 104455/3 & 104455/

Planning admin: W&I fees paid.

Jonathan - if you require further information, advise planning section as soon as possible – there are only 14 days from receipt of permitted applications and 21 days from receipt of discretionary applications to stop the clock.

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

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

Stormwater:

Does the physical location of stormwater services match the location shown on the plan? (Requires an on-site inspection)	Yes
Is the property connected to Council's stormwater services?	Yes
If so, where is the current connection/s?	Open drains connect to Catherine St
Can all lots access stormwater services?	Yes
If so, are any works required?	As per plan
Is stormwater detention required	Yes
Has a stormwater detention design been submitted	N/A
If so, is it designed for 20- year ARI with overland flow path to road or any other low risk Council approved place of discharge.	N/A
If no to above, has the design for 100 – year ARI been done.	N/A
If yes to any of the above, does it comply with Councils stormwater policy	N/A
Is the design approved by works & infrastructure	N/A

Please quote drawing numbers and any other relate documentation (email etc.)	#:
Additional Comments/information	No
Stormwater works required:	
<i>Works to be in accordance with Standard Drawing TSD-SW25 – a 100mm stormwater connection.</i>	
<i>Multiple Dwellings: Works to be in accordance with Standards – a 150mm stormwater connection</i>	
Is there kerb and gutter at the front of the property?	No
Are any kerb-and-gutter works required?	Yes, as per plan

Road Access:

Does the property have access to a made road?	Yes
If so, is the existing access suitable?	Yes
Does the new lot/s have access to a made road?	Yes
If so, are any works required?	Yes, see below
Is off-street parking available/provided?	Yes

Road / access works required:

<i>Works to be in accordance with Standard Drawing TSD R09 - concrete driveway crossover & apron from the edge of the Road to the property boundary of Lot.</i>	
Is an application for vehicular crossing form required?	Yes
Is a footpath required?	Yes
Extra information required regarding driveway approach and departure angles	No
Are any road works required?	No
Are street trees required?	Yes
Additional Comments:	An Engineer's design is required.

Engineer's comment:

WORKS & INFRASTRUCTURE DEPARTMENT CONDITIONS

STANDARD CONDITIONS FOR SMALL SUBDIVISIONS

W.1 Stormwater

- o Each lot shall be provided with a connection to the Council's stormwater system, constructed in accordance with Council standards and to the satisfaction of Council's Works & Infrastructure Department.
- o A stormwater design plan detailing a piped stormwater network (designed for the 10% Annual Exceedance Probability storm) and overland flow paths for the 1% Annual Exceedance Probability storm must be provided to the approval of the General Manager prior to the commencement of any works on site.

W.2 Access (Urban)

- o A concrete driveway crossover and concrete apron shall be constructed for each lot from the edge of the street to the property boundary in accordance with Council standards.

Detailed engineering plans required

Before the commencement of any works for the subdivision, detailed engineering plans by a certified engineer, to the approval of Council's General Manager, must be lodged with Council.

The plans must include:

- An engineering design of the road including pavement long sections and cross sections
- An engineering design of the drainage system including calculations

Roadworks

- All road works must be carried out in accordance with The LGAT standard drawings
- All seal works must be asphalt
- A 1.8m wide concrete footpath to be constructed outside the frontage of all lots.

Planting of Street Trees

- Before the final plan is sealed, a bond or bank guarantee of \$250 per lot (i.e. 37 x \$250) must be provided to the Council.
- The developer must plant the street trees in accordance with the landscape plan at the end of the 12-month maintenance period. If the trees are not planted, Council may use the bond/bank guarantee to ensure the plantings occur.
- Each tree is to be provided with a means of irrigation, a root guard to prevent damage to adjoining infrastructure and an anti-vandalism tie down to prevent removal

W.5 As constructed information

As Constructed Plans and Asset Management Information shall be provided in accordance with Council's standard requirements.

W.6 Municipal standards & certification of works

Unless otherwise specified within a condition, all works shall comply with the Municipal Standards including specifications and standard drawings. Any design shall be completed in accordance with Council's subdivision design guidelines to the satisfaction of the Works & Infrastructure Department. Any construction, including maintenance periods, shall also be completed to the approval of the Works & Infrastructure Department.

W.7 Works in road reserve

No works shall be undertaken within the public road reserve, including crossovers, driveways or kerb and guttering, without prior approval for the works by the Works & Infrastructure Manager. Twenty-four hours (24) notice shall be given to the Works & Infrastructure Department to inspect works within road reserve and before placement of concrete or seal. Failure to do so may result in rejection of the vehicular access or other works and its reconstruction.

W.8 Hydraulic separation

- Any existing pipes and stormwater connections shall be located where required pipes are to be rerouted to provide an independent system for each lot.
- Certification shall be provided that hydraulic separation between the all lots has been achieved.

W.9 Easements to be created

Easements shall be created over all Council-owned services in favour of the Northern Midlands Council. Such easements shall be created on the final plan to the satisfaction of the Planning & Development Manager.

W.10 Pollutants

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

W.11 Bonds

The subdivision shall be subject to a maintenance period and a bond shall be held by Council until the completion of the maintenance period. The bond shall be calculated based on 5% of the total cost of works based on Council's standard road construction rates.

W.12 Naturestrips

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

Jonathan Galbraith (Engineering Officer)

Date: 17/9/21

Rosemary Jones

From: TasNetworks Customer Service Centre <customer.enquiries@tasnetworks.com.au>
Sent: Wednesday, 29 September 2021 4:12 PM
To: NMC Planning
Subject: (ECM:1198590) [CN21-191933] 145 Marlborough Street LONGFORD TAS 7301
Attachments: email_logo.jpg; twitter_icon.png; facebook_icon.png

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Karen,

Thank you for your email on 17/09/2021 referring the abovementioned development.

Based on the information provided, the development is not likely to adversely affect TasNetworks' operations.

As with any subdivision of this magnitude, consideration should be given to the electrical infrastructure works that will be required to ensure a supply of electricity can be provided to each lot. To understand what these requirements may entail, it is recommended you advise the proponent to contact TasNetworks Early Engagement team at early.engagement@tasnetworks.com.au at their earliest convenience.

Kind regards,
Vicki

Vicki Maloney
Connections Advisor
Customer Connections Team
Available Tuesday – Friday
P 03 6324 7583
networkcustomersupply@tasnetworks.com.au

1 Australis Dr, Rocherlea 7248
PO Box 419, Launceston TAS 7250

www.tasnetworks.com.au

@TasNetworks

/TasNetworks

To contact us please reply to this e-mail or call our Customer Service Centre on 1300 137 008
Monday to Friday, 9am-5.00pm



www.tasnetworks.com.au

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2021-11-15 Ordinary Meeting of Council - Agenda

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Our ref: PLN-21-0062



18/10/2021

C Dixon
P.O. Box 1983
HOBART 7001
By email: cdixon@bmil.com.au

Dear Mr Dixon,

Planning Application PLN-21-0062- Additional Information Required for 44-lot subdivision, 3 x roads & associated services, building demolition (vary lot size, Bushfire Prone Area, Road & Railway Assets Code, Attenuation Area) at and Anstey St, Brickendon St, Marlborough St., Cressy Rd, Catherine St & Cracroft St road reserves, Longford

I refer to the abovementioned application, which was referred to TasWater (the water and sewer authority). The information you previously supplied was not sufficient. They have requested additional information (see attached RAI). If you have any queries, please contact TasWater's Development Co-ordinator directly:

☎ 13 6992
✉ development@taswater.com.au

The information requested must be provided to Council for forwarding to TasWater (preferably by email to Planning@nmc.tas.gov.au).

Therefore, in accordance with Section 54 of the *Land Use Planning and Approvals Act 1993*, the statutory period for processing the application will not recommence until the requested information has been supplied to the satisfaction of the Planning Authority. It is a requirement of the Planning Authority that all correspondence, if emailed, is sent to Planning@nmc.tas.gov.au and referenced with the planning application number **PLN-21-0062-**. If you have any queries, please contact Council's Planning Section on 6397 7303, or e-mail planning@nmc.tas.gov.au

Yours sincerely



Rosemary Jones
Administration Officer



Submission to Planning Authority Notice

Council Planning Permit No.	PLN-21-0062	Council notice date	17/09/2021
TasWater details			
TasWater Reference No.	TWDA 2021/01583-NMC	Date of response	26/10/2021
TasWater Contact	David Boyle	Phone No.	0436 629 652
Response issued to			
Council name	NORTHERN MIDLANDS COUNCIL		
Contact details	Planning@nmc.tas.gov.au		
Development details			
Address	145 MARLBOROUGH STREET, LONGFORD	Property ID (PID)	2964516
Description of development	44-lot subdivision		
Schedule of drawings/documents			
	Prepared by	Drawing/document No.	Revision No.
	6ty°	19.019 P24	C
	6ty°	19.019 P25	A
Conditions			
Pursuant to the <i>Water and Sewerage Industry Act 2008 (TAS)</i> Section 56P(1) TasWater imposes the following conditions on the permit for this application:			
CONNECTIONS, METERING & BACKFLOW			
1. A suitably sized water supply with metered connections and sewerage system and connections to each lot of the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit.			
2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost.			
3. Prior to commencing construction of the subdivision/use of the development, any water connection utilised for construction/the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater.			
ASSET CREATION & INFRASTRUCTURE WORKS			
4. Existing DN63mm Ø water mains (asset no. A491210, A491117 & A490982) located in Anstey St up to the intersection of Anstey St and Cracroft St, must be upgraded to a minimum of a DN100mm Ø water main. This new water main must extend just past the proposed lot 15 of this subdivision. Also reconnect existing properties in Anstey St to this new water main as it pass.			
5. The proposed DN100mm Ø water main extension proposed for Brickendon St, will have the existing private water main reconnected to the end of this main, this services properties past Brickendon St and Anstey St intersection. Existing water meter at Marlborough St and Brickendon intersection, must be relocated to the end of the new DN100mm Ø water main past proposed lot 44.			
6. Plans submitted with the application for Engineering Design Approval must, to the satisfaction of TasWater show, all existing, redundant and/or proposed property services and mains.			
Advice:- refer to the advice section below regarding engineering design approval.			



7. Prior to applying for a Permit to Construct, to construct new infrastructure the developer must obtain from TasWater Engineering Design Approval for new TasWater infrastructure. The application for Engineering Design Approval must include engineering design plans prepared by a suitably qualified person showing the hydraulic servicing requirements for water and sewerage to TasWater's satisfaction.
8. Prior to works commencing, a Permit to Construct must be applied for and issued by TasWater. All infrastructure works must be inspected by TasWater and be to TasWater's satisfaction.
9. In addition to any other conditions in this permit, all works must be constructed under the supervision of a suitably qualified person in accordance with TasWater's requirements.
10. Prior to the issue of a Consent to Register a Legal Document all additions, extensions, alterations or upgrades to TasWater's water and sewerage infrastructure required to service the development, are to be completed generally as shown on, and in accordance with, the plans listed in the schedule of drawings, and are to be constructed at the expense of the developer to the satisfaction of TasWater, with live connections performed by TasWater.
11. After testing/disinfection, to TasWater's requirements, of newly created works, the developer must apply to TasWater for connection of these works to existing TasWater infrastructure, at the developer's cost.
12. At practical completion of the water and sewerage works and prior to TasWater issuing a Consent to a Register Legal Document the developer must obtain a Certificate of Practical Completion from TasWater for the works that will be transferred to TasWater. To obtain a Certificate of Practical Completion:
 - a. Written confirmation from the supervising suitably qualified person certifying that the works have been constructed in accordance with the TasWater approved plans and specifications and that the appropriate level of workmanship has been achieved;
 - b. A request for a joint on-site inspection with TasWater's authorised representative must be made;
 - c. Security for the twelve (12) month defects liability period to the value of 10% of the works must be lodged with TasWater. This security must be in the form of a bank guarantee;
 - d. Work As Constructed drawings and documentation must be prepared by a suitably qualified person to TasWater's satisfaction and forwarded to TasWater.
13. After the Certificate of Practical Completion has been issued, a 12 month defects liability period applies to this infrastructure. During this period all defects must be rectified at the developer's cost and to the satisfaction of TasWater. A further 12 month defects liability period may be applied to defects after rectification. TasWater may, at its discretion, undertake rectification of any defects at the developer's cost. Upon completion, of the defects liability period the developer must request TasWater to issue a "Certificate of Final Acceptance". The newly constructed infrastructure will be transferred to TasWater upon issue of this certificate and TasWater will release any security held for the defects liability period.
14. The developer must take all precautions to protect existing TasWater infrastructure. Any damage caused to existing TasWater infrastructure during the construction period must be promptly reported to TasWater and repaired by TasWater at the developer's cost.
15. Ground levels over the TasWater assets and/or easements must not be altered without the written approval of TasWater.
16. A construction management plan must be submitted with the application for TasWater Engineering



Design Approval. The construction management plan must detail how the new TasWater infrastructure will be constructed while maintaining current levels of services provided by TasWater to the community. The construction plan must also include a risk assessment and contingency plans covering major risks to TasWater during any works. The construction plan must be to the satisfaction of TasWater prior to TasWater's Engineering Design Approval being issued.

FINAL PLANS, EASEMENTS & ENDORSEMENTS

- 17. Prior to the Sealing of the Final Plan of Survey, a Consent to Register a Legal Document must be obtained from TasWater as evidence of compliance with these conditions when application for sealing is made.
Advice: Council will refer the Final Plan of Survey to TasWater requesting Consent to Register a Legal Document be issued directly to them on behalf of the applicant.
- 18. Pipeline easements and/or lots, to TasWater's satisfaction, must be created over any existing or proposed TasWater infrastructure and be in accordance with TasWater's standard pipeline easement conditions and/or lot creation requirements.
- 19. Prior to the issue of a TasWater Consent to Register a Legal Document, the applicant must submit a .dwg file, prepared by a suitably qualified person to TasWater's satisfaction, showing:
 - a. the exact location of the existing water/sewerage infrastructure,
 - b. the easement protecting that infrastructure.

The developer must locate the existing TasWater infrastructure and clearly show it on the .dwg file. Existing TasWater infrastructure may be located by a surveyor and/or a private contractor engaged at the developers cost.

DEVELOPMENT ASSESSMENT FEES

- 20. The applicant or landowner as the case may be, must pay a development assessment fee of \$1,179.68 and a Consent to Register a Legal Document fee of \$154.42 to TasWater, as approved by the Economic Regulator and the fees will be indexed, until the date paid to TasWater.
The payment is required within 30 days of the issue of an invoice by TasWater.
- 21. In the event Council approves a staging plan, a Consent to Register a Legal Document fee for each stage, must be paid commensurate with the number of Equivalent Tenements in each stage, as approved by Council.

Advice

General

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

Engineering Design Approval.

The proposed sizing of the sewer main, especially 640m of DN150mm Ø outside the subdivision, will be assessed, to see that it will meet all the requirements of well-designed sewer network. There may be a possibility that TasWater will require a portion, or all of this sewer main to be embiggened to the next size pipe.

Your design has not allowed for the DN300mm Ø bulk transfer water main, located in Marlborough St on the eastern side of the road reserve.

Boundary Conditions



The proposed development is in the Longford PRV zone with a supply head of 179m. The 2 connection points are at an elevation of 149m, giving a maximum (static) pressure of 30m.

Total boundary heads (HGL), not pressures, at the connection points for Peak Day & Peak Day plus 10 L/s Fire Flow are:

Pipe	Peak Day (m)	Peak Day+10 L/s Fire Flow (m)
A491120	173	167
A491210	172	N/A as pipe < DN100

It should be noted that these are the boundary heads in the water mains themselves at the proposed connection points and do not include losses through the actual connections or associated pipework.

Declaration

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

Authorised by

Jason Taylor
Development Assessment Manager

TasWater Contact Details

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

Karen Jenkins

From:
Sent: Tuesday, 21 September 2021 8:15 AM
To: NMC Planning
Subject: Planning application PLN21-0062

Follow Up Flag: Follow up
Flag Status: Flagged

To whom it may concern. I wish to object to the above application . I am unsure how this will impact the local race track, being a long time horse racing enthusiast .
I would like to attend the meeting, please advise what I need to do for this to occur?

Kind regards

Ed Spiden

Ed Spiden
EMS Wholesale Meats Pty Ltd

17.8.21
Mr Des Jennings
General Manager
Northern Midlands Council

Michael Morris

RE: PLN-21-0062

Dear Des,

I wish to object to this subdivision application on the following three grounds;

1.

This proposed subdivision is on land currently being used to spell and train racehorses. The land is part of a larger area around the Longford thoroughbred training centre, which was previously classified as Particular Purpose Racehorse Training and Stables. That is to say the land was set aside for that purpose in order to support the adjacent Longford Training Centre. The zoning was changed to low residential solely to comply with the statewide planning scheme template, and not because the Council had any desire at the time to change the intended use of the land. There is just as much need today to preserve the land for the support of racing as there was when Particular Purpose Racehorse Training and Stables was instituted, and the interim planning scheme still requires that to be the case. In fact it is even more imperative now with the town growing southward, that this buffer zone around the track be preserved.

If Council is to now allow or facilitate subdivision and development of this land, not only will it be in breach of the planning scheme, it will have the following repercussions.

- A. It will be risking future conflict between existing trainers and horsemen and future residential owners unused to the implications of living in close proximity to racehorse stables, and driving on roads and streets frequently used by horses. This would clearly conflict with Section 32 of the Land Use Planning and Approvals Act 1993 which requires council to "as far as practicable avoid the potential for land use conflicts with use and development permissible under the planning scheme applying to the adjacent area"
- B. But most importantly it will be signing the slow death warrant of the Longford Training Centre. A training centre can only survive when it has the necessary support structures in place and an essential part of that is the space available for training and spelling, as well as an understanding and sympathetic immediate local community. Those residences presently within the area are almost all involved in, and sympathetic to the racing industry. There can be no guarantee of that with this subdivision, which is a requirement of the current interim planning scheme.

Council would be aware that the Longford Training Centre has considerable cultural and colonial significance as the oldest continuously used racetrack in Australia. Sydney's prestigious Banjo Club recognises Australian country racetracks that it believes are an important part of our colonial heritage, in keeping with the spirit of Banjo Paterson, after whom the club was named. The Longford track received this recognition approximately a decade ago. Following the unfortunate and sad demise of the Deloraine track and its historic live steeple, the Longford track is the last remaining iconic country racetrack in Tasmania. The importance of the track and the Longford Cup is not sufficiently recognised by Council in

my view. At a time when country tracks are under siege it is imperative, we celebrate and highlight those things that add value to our towns, clubs and institutions, so that it becomes harder for regulators and opponents to shut them down.

If Council were to allow subdivision of land specifically set aside to aid and support training it would be a clear indication it has no regard for our racing history. The land and racetrack should in my view should be added to the historic precinct of which Brickendon and Woolmers are a part.

- C. Any subdivided land must be used in accordance with the interim planning scheme, which means it must have a use associated with the racing industry and council has a duty and obligation to ensure this occurs.

2.

The proposed density of development is excessive and out of character with both the traditional use, and the use for which the land is intended. The recommended minimum lot size for land zoned low residential is 1500 m². The majority of lots in the proposed subdivision do not meet this minimum.

3.

Finally, I draw your attention to the emphatic rejection by the Tasmanian Planning Commission of Northern Midlands Interim Planning Scheme 2013 Draft amendment 04-2020 (see Appendix 1 for full transcript), and specifically the reasons for that rejection as they are pertinent to this current application. Remembering of course that this proposed draft amendment was an amendment initiated by council to facilitate another subdivision of the same parcel of land involved in this subdivision application. In particular the following points from the Commissions consideration need to be borne in mind:

- 27. The Commission considers that the justification provided by the planning authority does not achieve the stated intent as described in the planning authority's response of 7 July 2021. The Commission finds that the intent of the draft amendment and intent of the previous PP1 Zone do not achieve the same outcome, as the PP1 Zone was specifically written to support uses associated with the Tasmanian racing industry.*
- 28. The Commission considers that if the purpose of the draft amendment is to reinstate uses that were removed from the area under the PP1 Zone, the whole area needs to be reviewed to determine the required zoning and other provisions to achieve the stated intent.*

It is evident from this; it is the Commissions view the area is not appropriately zoned and that council needs to review this before taking any further decisions. Further the Commission states:

- 41. The Commission finds that the draft amendment will allow for land use conflict to arise with the equine and residential uses for land that is zoned Low Density Residential. This conflict particularly relates to activities associated with the Longford Racecourse. This is evident of a lack of strategic planning and justification for the additional uses for the nominated titles in the draft amendment.*

42. The Commission note that the planning authority have liaised with TasRacing regarding the Longford Racecourse but have provided no indication of the future intent for the site.
43. *If it is the planning authority's intent to safeguard the uses associated with the Tasmanian racing industry, strategic planning must be undertaken in liaison with TasRacing to ensure that no irreversible planning decisions are made that may impact on the existing equine uses.*
44. Objective (c) in Part 2, Schedule 1 of the Act states:
- (c) to ensure that the effects on the environment are considered and provide for explicit consideration of social and economic effects when decisions are made about the use and development of land; and*
45. The Commission considers that the draft amendment fails to acknowledge the horse racing industry in Longford, which, on the evidence, is of social and economic benefit to Longford.
46. Due to the lack of strategic planning for this site, the Commission finds that the draft amendment does not meet Objective (a) and (c) in Part 2, Schedule 1 of the Act.

The Commission clearly concurs with my view that the original intent of the land to be a buffer around the track for horse use, needs to be preserved, and that not to do so will foster conflict, which council has an express obligation to prevent. And Commission point 43 cannot be over emphasised

If it is the planning authority's intent to safeguard the uses associated with the Tasmanian racing industry, strategic planning must be undertaken in liaison with TasRacing to ensure that no irreversible planning decisions are made that may impact on the existing equine uses.

No irreversible planning decision most surely includes approving a 44 lot subdivision that doesn't even meet the minimum lot size for low residential zoning, let alone any more appropriate zoning that may be assigned to the area.

Yours Sincerely



Michel Morris

APPENDIX 1.

TASMANIAN PLANNING COMMISSION

DECISION

Planning scheme Northern Midlands Interim Planning Scheme 2013

Amendment 04-2020 – insert Business and professional services, if for Veterinary Centre, and Domestic animal breeding, boarding or training, if not for animal pound, cattery or kennel, as additional site-specific uses in the Low Density Residential Zone for various titles in southern Longford.

Planning authority Northern Midlands Council

Date of decision 11 August 2021

Decision

The draft amendment is rejected under section 41(b) of the *Land Use Planning and Approvals Act 1993*.

Peter Fischer Robin Nolan **Delegate (Chair) Delegate**

Northern Midlands Interim Planning Scheme 2013 Draft amendment 04-2020

2

REASONS FOR DECISION

Background

Amendment

The draft amendment proposes additional site specific uses in the Low Density Residential Zone for specified titles in southern Longford. The draft amendment is in two parts:

- to allow Business and professional services, if for veterinary centre as a permitted use; and
- to allow Domestic animal breeding, boarding or training, if not for an animal pound, cattery or kennel as a permitted use.

Site information

The site includes the lots in southern Longford that were subject to the Particular Purposes (Horse Training and Stables) (PP1) Zone of the former Northern Midlands Planning Scheme 1995.

The titles contain various buildings and outbuildings associated with a variety of uses, including residential and equine uses.

Issues raised in representations

One representation was received during the exhibition period from TasWater. TasWater did not raise any issues in relation to the draft amendment.

A second representation was received after the exhibition period that was accepted by the planning authority.

The representor raised concerns that the draft amendment would impact the existing Longford Training Centre land uses that are associated with the Tasmanian racing industry.

Planning authority's response to the representations

The planning authority considered the representations and recommended that:

The representation does not impact on the draft amendment and the draft amendment does not require modification as a result of the representation. (p. 42)

Date and place of hearing

The hearing was held at the Commission's office on Level 3, 144 Macquarie Street, Hobart on the 20 May 2021.

Appearances at the hearing

Planning authority: Mr Paul Godier, Senior Planner

Dr Michael Morris, Longford Equine Clinic, Representor:

Northern Midlands Interim Planning Scheme 2013 Draft amendment 04-2020

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Consideration of the draft amendment

1. Under section 40 of the *Land Use Planning and Approvals Act 1993* (the Act), the Commission is required to consider the amendment and the representations, statements and recommendations contained in the planning authority's section 39 report.
2. A hearing was convened to assist the Commission in considering the issues in the representations.
3. The amendment has been initiated and certified by the Northern Midlands Council, in its capacity as planning authority, and further supported in the reports under sections 35 and 39.
4. Under section 32(1), in the opinion of the relevant decision-maker, a draft amendment:
 - (a)-(d) . . .
 - (e) must, as far as practicable, avoid potential for land use conflicts with use and development permissible under the planning scheme applying to the adjacent area;
 - (ea) must not conflict with the requirements of section 300;
 - (f) must have regard to the impact that the use and development permissible under the amendment will have on the use and development of the region as an entity in environmental, economic and social terms.
5. Under section 32(2), the provisions of section 20(2)-(9) inclusive apply to the amendment of a planning scheme in the same manner as they apply to a planning scheme.
6. Section 300 includes that: (1) An amendment may only be made under Division 2 or 2A to a local provision of a planning scheme, or to insert a local provision into, or remove a local provision from, such a scheme, if the amendment is, as far as is, in the opinion of the relevant decision-maker, practicable, consistent with the regional land use strategy for the regional area in which is situated the land to which the scheme applies.
7. Section 32(1)(e) is not considered relevant to the draft amendment as the land does not adjoin an adjacent municipal area.
8. Under section 32(2), the provisions of section 20(2)-(9) inclusive apply to the amendment of a planning scheme in the same manner as they apply to a planning scheme. These matters are not relevant, as the draft amendment has no implications for any common provisions.
9. The relevant regional strategy under section 300(1) is the Northern Tasmania Regional Land Use Strategy, 23 June 2021 (the regional strategy).

Northern Tasmania Regional Land Use Strategy

10. In the section 35 report dated 21 September 2020, the planning authority identifies the site as being located in a Supporting Consolidation Area under the regional strategy.
11. The planning authority contends that the draft amendment is consistent with the regional strategy, as:

District Service Centres are identified as being significant regional settlement areas with an important subregional role in terms of access to a wide range of services, education and employment opportunities. Employment within District Centres is strongly related to surrounding productive resources. The draft amendment is consistent with the Regional Land Use Strategy. (p. 1590)

Northern Midlands Interim Planning Scheme 2013 Draft amendment 04-2020

4

Commission's consideration

12. The Commission notes that supporting consolidation areas are defined in the regional strategy as forming part of the urban growth area. Supporting consolidation areas are intended to support a wide range of services and facilities, and comprise a suitable and complementary mix of land uses to support the Regional Settlement Hierarchy and the Regional Activity Centre Hierarchy.
13. Whilst acknowledging potential conflicts of use for land zoned Low Density Residential, the Commission finds that the inclusion of Business and professional services (if for veterinary centre) and modified provisions for Domestic animal breeding, boarding and training are, as far as is practicable, consistent with the regional strategy, as they provide services to support the urban settlement.

Interim planning scheme

14.

In the section 35 report dated 21 September 2020, the planning authority state that the draft amendment has been prepared following research into a recent public enquiry. It is understood that the enquiry related to operating a general veterinary centre in the area.

15. Much of the planning authority's justification claims that the draft amendment would reinstate uses that were previously permitted in the Northern Midlands Planning Scheme 1995.
16. Equestrian Facility, which includes stabling, exhibiting or riding of horses, and Veterinary Establishment were permitted uses in the PP1 Zone.
17. The PP1 Zone intent states: (i) The intent of this zone is to identify the Longford Racetrack and existing stables as a focus of a major horse-training facility serving the Tasmanian Racing Industry.
 - (ii) The zone identifies land to the south and west of the existing training establishments to accommodate future expansion of the Industry.
 - (iii) Development standards will promote the integration of training facilities with attention given to a network of interlinking access strips for horse and rider and their separation from vehicles, the provision of communal training facilities, extensive landscaping and appropriate environmental controls.
 - (iv) The subdivision of land within this zone is subject to satisfying environmental considerations for development however will allow further consideration being given to increasing the density of stables in the zone. (p. 117-118)
18. At the hearing, Dr Morris contended that re-introducing the draft amendment uses into the Low Density Residential Zone does not achieve the purpose of the previous PP1 Zone, which focused on protecting the Tasmanian racing industry.
19. The protection of the Tasmanian racing industry in southern Longford was discussed at the hearing. Mr Paul Godier advised that the planning authority are working with TasRacing in relation to the racecourse; however, no further details were provided.
20. The Commission questioned whether there were other methods that could be explored to obtain the desired outcome while protecting the Tasmanian racing industry.
21. Mr Godier advised that based on his discussions with the planning authority, a Particular Purpose Zone or Specific Area Plan could be an option.

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22. Following the hearing the Commission sent the planning authority a directions letter to allow Mr Godier to discuss these options with the planning authority.

23. The planning authority responded on 7 July 2021 stating: 1. The primary purpose of the draft amendment is to make 'veterinary centre' a permitted (with permit) use and development in the Low Density Residential zone in southern Longford, thereby reintroducing a use that was lost with the introduction of the 2013 scheme.

2. A secondary purpose of the draft amendment is to allow for new horse training, stabling and other equine related activities / uses and development in the Low Density Residential zone in southern Longford, thereby reintroducing a use that was lost with the introduction of the 2013 scheme.

24. Point 1 relates to the Business and professional services (veterinary centre) use in Part 1 of the draft amendment. Point 2 refers to the Domestic animal breeding, boarding or training use in Part 2 of the draft amendment.

25. In his response submission dated 16 July 2021, Dr Michael Morris contends that zoning of the site is not compatible with the Tasmanian racing industry, as follows:

The reality is low residential is not a suitable zoning for this area and council needs to come up with a better alternative. As I've said previously the original intent for this land was to be a buffer zone between the training centre and surrounding residential areas. There is just as much a need for this buffer zone as there ever was, in fact more so as the town grows to the south. Having a low residential zone directly next to the training centre immediately sets up potential conflict between future residential owners and traditional thoroughbred industry people...

I would urge the commission to ask council to come up with a better zoning alternative for the area, which both values and protects our historic track and training centre.

26. With regard to the proposed uses, Dr Morris contended that while horses are domesticated animals, horses are unlikely to fit within the Domestic animal breeding, boarding and training use as they are bred in a similar manner to sheep and cattle which are categorised as livestock.

Commission's consideration

27. The Commission considers that the justification provided by the planning authority does not achieve the stated intent as described in the planning authority's response of 7 July 2021. The Commission finds that the intent of the draft amendment and intent of the previous PP1 Zone do not achieve the same outcome, as the PP1 Zone was specifically written to support uses associated with the Tasmanian racing industry.

28. The Commission considers that if the purpose of the draft amendment is to reinstate uses that were removed from the area under the PP1 Zone, the whole area needs to be reviewed to determine the required zoning and other provisions to achieve the stated intent.

29. The Commission notes that the draft amendment has been prepared in response to a public enquiry and that Business and professional services (veterinary centre) will inevitably be a discretionary use in the Low Density Residential Zone under the State Planning Provisions (SPPs). The Commission considers that adding this use to a small portion of the Low Density Residential

Zone within the municipality, rather than the whole zone, is premature and lacks strategic justification.

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30. The Commission notes the comments by Dr Morris at the hearing and agree that the Domestic animal breeding, boarding or training use is not adequate in addressing the planning authority's purpose for the draft amendment.
31. The Commission notes that Resource development is defined in the interim planning scheme as [emphasis added]:

use of land for propagating, cultivating or harvesting plants or for **keeping and breeding of livestock** or fishstock. If the land is so used, the use may include the handling, packing or storing of produce for dispatch to processors. **Examples include** agricultural use, aquaculture, bee keeping, controlled environment agriculture, crop production, **horse stud**, intensive animal husbandry, plantation forestry and turf growing. (p. B-30)

32. The Commission also notes that the definition of livestock in the Macquarie Dictionary states:

noun the horses, cattle, sheep, and other useful animals kept or bred on a farm or ranch.

33. The Commission finds that the planning authority's intended purpose of the Domestic animal breeding, boarding and training use is more compatible with the Resource development use of the interim planning scheme. However, the Commission finds that Resource development use, which allows various activities, would be inconsistent with the objective of the Low Density Residential Zone, which states:

12.1.1.2 To provide for non-residential uses that are compatible with residential amenity. (p. D12-1)

34. The Commission notes the concerns of Dr Morris; however, the planning authority have been allowed to review the draft amendment, as certified and exhibited, to address these concerns and have chosen to make no changes.
35. The planning authority have not provided clarification on the future intent of the southern Longford area or taken the initiative to modify the draft amendment in response to the evidence at the hearing.

State Planning Provisions

36. With the implementation of the Local Provisions Schedule, the Commission is mindful of the transitional provisions that carry any amendments made to the interim planning scheme into the Tasmanian Planning Scheme – Northern Midlands.
37. In this case the draft amendment to make Business and professional services as a permitted use is inconsistent with the discretionary categorisation under the State Planning Provisions. The same applies to the intended permitted category of Domestic animal breeding, boarding or training to be made permitted under the draft amendment but prohibited under the State Planning Provisions.
38. The Commission views that the zoning and other provisions for the area subject to the draft amendment should be addressed through the preparation and approval process of the Local Provisions Schedule for Northern Midlands.

State Policies and Resource Management and Planning System Objectives

39. The Commission finds that no State Policy has specific application to the draft amendment.

40. Resource Management and Planning System Objective (a) in Part 2, Schedule 1 of the Act states:

(a) to require sound strategic planning and co-ordinated action by State and local government; and

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41. The Commission finds that the draft amendment will allow for land use conflict to arise with the equine and residential uses for land that is zoned Low Density Residential. This conflict particularly relates to activities associated with the Longford Racecourse. This is evident of a lack of strategic planning and justification for the additional uses for the nominated titles in the draft amendment.
42. The Commission note that the planning authority have liaised with TasRacing regarding the Longford Racecourse but have provided no indication of the future intent for the site.
43. If it is the planning authority's intent to safeguard the uses associated with the Tasmanian racing industry, strategic planning must be undertaken in liaison with TasRacing to ensure that no irreversible planning decisions are made that may impact on the existing equine uses.
44. Objective (c) in Part 2, Schedule 1 of the Act states:

(c) to ensure that the effects on the environment are considered and provide for explicit consideration of social and economic effects when decisions are made about the use and development of land; and

45. The Commission considers that the draft amendment fails to acknowledge the horse racing industry in Longford, which, on the evidence, is of social and economic benefit to Longford.
46. Due to the lack of strategic planning for this site, the Commission finds that the draft amendment does not meet Objective (a) and (c) in Part 2, Schedule 1 of the Act.

Decision on draft amendment

47. The draft amendment is rejected under section 41(b) of the *Land Use Planning and Approvals Act 1993* as does not further the objectives of (a) and (c) in Part 2, Schedule 1 of the Act.

Karen Jenkins

From:
Sent: Tuesday, 21 September 2021 3:24 PM
To: NMC Planning
Subject: Fwd: Submission PLN-21-0062
Attachments: Objection submission - 145-172 Marlborough Street Longford.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

To whom it may concern,

Please find my re-submission of my objection to the development at 145 Marlborough street Longford.

Please confirm that this has now been brought across to the new case file.

Cheers,
Sam

Sent from my iPhone

Begin forwarded message:

From:
Date: 16 August 2021 at 2:57:39 pm AEST
To: NMC Planning <planning@nmc.tas.gov.au>
Subject: Submission PLN-21-0062

To whom it may concern,

Please find attached my submission RE the 145-173 Marlborough Street Longford subdivision development application.

Kind regards,
Sam Chugg

August 14, 2021

Planning Department
Northern Midlands Council
PO Box 156
Longford, TAS 7301

Dear Sir/Madam

Objection to proposed 44 lot subdivision at 145-172 Marlborough Street, Longford

This submission has been prepared to provide a third-party assessment of the proposed 44 lot subdivision at 145-172 Marlborough St, Longford with respect to the acceptable solutions and performance requirements as set out in NMC Interim Planning Scheme 2013.

Based on the assessment undertaken (refer Table 1) it is recommended that the development application should be denied based on the following grounds:

- i. The development seeks to bypass the strategic intent of the Low Density Residential zoning classification for the site area, which was specified to provide a buffer to the horse racing sector and other heavy industry, whilst other more preferable locations are zoned within the town for higher density greenfield/infill development
- ii. The 1200m² minimum lot size fails to comply with the minimum 1 hectare area requirement and the historic treatment of the low density zoning classification within Longford
- iii. The small lot sizes will effectively preclude most non-residential uses typical to the character of the surrounding area of the site
- iv. The development will have a negative impact on the sustainability of the local horse racing industry that has been built around the Longford Race Track, both directly through the conversion of a horse stable to smaller residential allotments and indirectly through the reduction of suitable land available for either existing players to expand or new players to enter the industry
- v. The development standards for the required building envelopes for the construction of residential dwellings are not able to be met on all new lots (particularly those only 22m in width), due to the larger setbacks required for Low Density Residential zones
- vi. Unless stringent requirements are placed by Council on the proposed development, it's likely it will result in poor infrastructure outcomes for the town, particularly concerning the road corridor (i.e. it's unclear if adequate road widths for off-street parking and/or footpath access will be provided in what will effectively be a new residential area, which runs counter to Council's recent efforts to improve the road and nature strip corridors within Longford)
- vii. A typical residential dwelling and shed constructed on one of the new lots will more than double the maximum 10% site coverage area exceedance limit for low density zoning, which will have a material impact on the pre- and post-development stormwater flows
- viii. It's unclear if the system capacity for Council's stormwater systems can withstand connecting 44 new lots without significant whole-of-network upgrades

In addition to the above, due to the small lot sizes the development application fails most of the acceptable solutions provided within the Planning Scheme, placing a heavy reliance on discretionary assessment of the performance requirements. However, the development application does not provide a strong evidence base (at least in what has been provided in the public domain) that would

justify effectively the creation of "medium" density zone. Noting that such a medium density zone does not exist within the Planning Scheme, nor is it appropriate at the site location.

The request for payment of cash in lieu of the provision of public open space also increases the total project dwelling density across the 6.25 hectare site and further exacerbates the poor land use outcomes of the development.

Furthermore, there is a high degree of reputational risk exposure to Council associated with the approval of the proposed development if it's perceived that the "planning rules" have been changed, seeing as it's well understood within the broader community that the developer has been pre-emptively purchased much of the Low Density Residential zoned land at prices reflective of the understood zoning restrictions.

Given that the development will result in poor short, medium and long term planning outcomes for the town there is no basis for Council to approve the development on a discretionary basis. That is, failure of Council to adhere to the intent of the minimum lot size area could have serious implications for planning outcomes, both directly at the proposed development site and within the wider Northern Midlands Council region.

Regards,
Sam Chugg

Table 1 - Assessment of Development Application (44 lot subdivision at 145-172 Marlborough Street, Longford)

Planning Scheme Item	Acceptable solutions/ performance criteria	Proponent submission (paraphrased)	Third Party Assessor Comment
<p>12.1 Zone Purpose</p> <p>12.1.1 Zone Purpose Statements</p> <p>12.1.1.1 To provide for residential use or development on larger lots in residential areas where there are infrastructure or environmental constraints that limit development.</p> <p>12.1.1.2 To provide for non-residential uses that are compatible with residential amenity.</p> <p>12.1.1.3 To ensure that development respects the natural and conservation values of the land and is designed to mitigate any visual impacts of development on public views.</p>	<p>N/A</p>	<p>Not addressed</p>	<p>The proposed development does not meet the Low Density Residential zone purpose statement, as the subdivision layout seeks to create a new “medium” density zone, by applying a hybrid solution of the General and Low Density Residential zones.</p> <p>The smaller lot sizes will effectively preclude the majority of non-residential uses that are typical to Low Density Residential zones within the locale, particularly concerning the horse racing industry which is adjacent to the site. That is, if developed, the 6.25 hectare site area will no longer provide for non-residential uses that are compatible with residential amenity (Item 12.1.1.2).</p> <p>Concerningly, it appears that the proposed development also appears to seek to adopt the less stringent requirements of a rural road corridor in its design. The proposed development will</p>

Planning Scheme Item	Acceptable solutions/ performance criteria	Proponent submission (paraphrased)	Third Party Assessor Comment
			<p>therefore run counter to the Northern Midlands Council's efforts to improve roads and footpath access in the town of Longford, and result in a poor infrastructure outcome.</p> <p>Assessment outcome: FAIL</p>
<p>12.3.2 Low Density Residential Character Objective To ensure that discretionary uses support the: a) visual character of the area; and b) local area objectives, if any.</p>	N/A	Not addressed	<p>The proposed development does not reflect the land use values of the development area, which were zoned Low Density Residential to (a) protect the sustainability of the local horse racing industry, and (b) provide a buffer to nearby heavy industry operations.</p> <p>The horse racing industry surrounding the Longford Race Track is something unique to the town of Longford, that's survived for over a century due to the land use planning protections surrounding the track.</p> <p>Assessment outcome: FAIL</p>
<p>12.4 Development Standards</p>	n/a	Not addressed	<p>Despite the development application being for a subdivision, Council should pre-assess whether or not the development standards</p>

Planning Scheme Item	Acceptable solutions/ performance criteria	Proponent submission (paraphrased)	Third Party Assessor Comment
			<p>within Section 12.4 can be met for every one of the 44 proposed lots, as the proposed lot sizes are significantly smaller than the 1 hectare minimum lot size area specified for Low Residential Zoning</p> <p>Failure to consider section 12.4.1 as part of the development application process could lead to the creation of lots that make it impossible to meet the planning scheme for subsequent residential dwelling construction.</p>
<p>12.4.1 Clauses 12.4.1.1 – 12.4.1.6 only apply to development within the Residential Use Class.</p> <p>12.4.1.1 Site Coverage Objective</p> <p>a) To ensure that the site coverage respects the existing or preferred neighbourhood character; and</p> <p>b) To reduce the impact of increased stormwater runoff on the drainage system; and</p> <p>c) To ensure sufficient area for landscaping and private open space.</p>	<p><u>Acceptable Solutions</u></p> <p>A1 The site coverage must not exceed 10% of the site.</p> <p><u>Performance Criteria</u></p> <p>P1 The site coverage must have regard to the:</p> <p>a) size and shape of the site; and</p> <p>b) existing buildings and any constraints imposed by existing development or the features of the site; and</p> <p>c) site coverage of adjacent properties; and</p>	<p>Not addressed</p>	<p>A typical residential arrangement on 1200m² within Longford is likely to possess a 20-25 sq dwelling (>186 m²) and 10m x 8m shed/outbuilding (80 m²).</p> <p>Such a residential arrangement would have a site coverage of approximately +22.2% [(186 + 80) / 1200], which is more than double the specified 10% provided as an acceptable solution, even prior to the provision of a driveway and other outdoor impervious areas are considered.</p>

Planning Scheme Item	Acceptable solutions/ performance criteria	Proponent submission (paraphrased)	Third Party Assessor Comment
	d) effect of the visual bulk of the building and whether it respects the neighbourhood character; and e) capacity of the site to absorb runoff; and f) landscape character of the area and the need to remove vegetation to accommodate development.		The small lot sizes are also unable to achieve the site coverage performance criteria due to: <ul style="list-style-type: none"> • Significant misalignment with existing lot size and shape character of the area (i.e. proposed 1200m² lot sizes are less than one tenth of the typical surrounding lot sizes), and • Failure to consider the integral landscape character that this area of the town of Longford provides the local horse racing industry. <p>Assessment outcome: FAIL</p>
12.4.1.2 Building Height Objective To ensure that the height of dwellings respects the existing or desired future character statements.	<u>Acceptable Solutions</u> A1 Building height must not exceed 8 metres. <u>Performance Criteria</u> P1 Building height must be appropriate to the site and the streetscape having regard to the: a) effect of the slope of the site on the height of the building; and b) relationship between the proposed building height and the height of existing adjacent buildings; and	Not addressed	Assessment outcome: PASS

Planning Scheme Item	Acceptable solutions/ performance criteria	Proponent submission (paraphrased)	Third Party Assessor Comment
	c) visual impact of the building when viewed from a road.		
<p>12.4.1.3 Frontage Setbacks Objective To ensure that the setbacks of dwellings from the road respect the existing or preferred neighbourhood character and make efficient use of the site.</p>	<p><u>Acceptable Solutions</u> A1.1 Primary frontage setbacks must be a minimum: a) of 15m; and b) for infill lots, within the range of the frontage setbacks of buildings on adjoining lots, indicated by the hatched section in Figure 12.4.1.3 below; and</p> <p>Figure 12.4.1.3 – Primary Frontage Setback for Infill Lots A1.2 Buildings must be set back a minimum of 15m from any other frontage.</p> <p><u>Performance Criteria</u> P1 Buildings are set back from the primary frontage an appropriate distance having regard to: a) the efficient use of the site; and b) the safety of road users; and c) the prevailing setbacks of existing buildings on nearby lots; and d) the visual impact of the building when viewed from the road; and e) retention of vegetation within the front setback.</p>	<p>Not addressed</p>	<p>The proposed development has not shown how the frontage, side and rear setback requirements will be collectively achieved to provide a suitable building pad for <u>each</u> of the new lot configurations.</p> <p>Assessment Outcome: FAIL / More information required</p>

Planning Scheme Item	Acceptable solutions/ performance criteria	Proponent submission (paraphrased)	Third Party Assessor Comment
<p>12.4.1.4 Rear and Side Setbacks Objective To ensure that the: a) height and setback of dwellings from a boundary respects the existing neighbourhood character and limits adverse impact on the amenity and solar access of adjoining dwellings; and b) separation of buildings is consistent with the preferred low density character and local area objectives, if any.</p>	<p><u>Acceptable Solutions</u> A1 Buildings must be set back 5m from the rear boundary A2 Buildings must be set back 7.5m from side boundaries.</p> <p><u>Performance Criteria</u> P1 Building setback to the rear boundary must be appropriate to the location, and Interim Planning Scheme 2013 Low Density Residential Zone Page D12-6 having regard to the: a) ability to provide adequate private open space for the dwelling; and b) character of the area and location of dwellings on lots in the surrounding area; and c) impact on the amenity and privacy of habitable room windows and private open space of existing and adjoining dwellings; and d) impact on the solar access of habitable room windows and private open space of adjoining dwellings; and e) locations of existing buildings and private open space areas; and f) size and proportions of the lot.</p> <p>P2 Building setback to the side boundary must be appropriate to the location,</p>	<p>Not Addressed</p>	<p>A rear setback of 5m is achievable on all proposed lots; however, the side setback of 7.5m on either side is not achievable for every lot.</p> <p>It is noted that the proposed layout locates multiple narrower lots (22m in width) side-by-side in the north-eastern section of the subdivision, which will result in the placement of 12 dwellings (lots 2-8, 10-14) along just a 100 m span of road (refer new road off Anstey Street).</p> <p>In this section, future dwellings will need to be constructed within close proximity to one another, at spacings typical of a General Residential area and they will not be able to meet the higher setback requirement and/or privacy levels required for Low Density Residential areas as part of the Planning Scheme.</p> <p>Assessment Outcome: Fail</p>

Planning Scheme Item	Acceptable solutions/ performance criteria	Proponent submission (paraphrased)	Third Party Assessor Comment
	having regard to the: a) ability to provide adequate private open space for the dwelling; and b) character of the area and location of dwellings on lots in the surrounding area; and c) impact on the amenity and privacy of habitable room windows and private open space of existing and adjoining dwellings; and d) impact on the solar access of habitable room windows and private open space of adjoining dwellings; and e) locations of existing buildings and private open space areas; and f) size and proportions of the lot; and g) extent to which the slope and retaining walls or fences reduce or increase the impact of the proposed variation.		
12.4.3 Subdivision 12.4.3.1 Lot Area, Building Envelopes and Frontage Objective To ensure: a) the area and dimensions of lots are appropriate for the zone; and b) the conservation of natural values, vegetation and faunal habitats; and	<u>Acceptable Solutions</u> A1.1 Each lot must: a) have a minimum area of 1 ha; and b) have new boundaries aligned from buildings that satisfy the relevant acceptable solutions for setbacks; or c) be required for public use by the Crown, a an agency, or a corporation all the shares of which are held by	Proposed lots 1200m2 to 1508m2 with an average of 1280m2. It is submitted that the proposal meets the P1.1 requirements as follows:	The proposed lot sizes disregard the historic treatment of the Low Density Residential zoning of the site both within the town of Longford and more broadly across the state of Tasmania. The acceptable solutions for A1.1 (a) and (b) are not met, due to the

Planning Scheme Item	Acceptable solutions/ performance criteria	Proponent submission (paraphrased)	Third Party Assessor Comment
<p>c) the design of subdivision protects adjoining subdivision from adverse impacts; and d) each lot has road, access, and utility services appropriate for the zone.</p>	<p>Councils or a municipality; or d) be for the provision of public utilities; or e) for the consolidation of a lot with another lot with no additional titles created; or f) to align existing titles with zone boundaries and no additional lots are created. A1.2 Subdivision at Devon Hills will not result in any new lots.</p> <p><u>Performance Criteria</u> P1.1 Each lot for residential use must provide sufficient useable area and dimensions to allow for: a) a dwelling to be erected in a convenient and hazard free location; and b) on-site parking and manoeuvrability; and c) adequate private open space; and d) reasonable vehicular access from the carriageway of the road to a building area on the lot, if any; and e) development that would not adversely affect the amenity of, or be out of character with, surrounding development and the streetscape.</p>	<p>(a) Not located in landslide area and able to provide for BAL19 or lower on all lots. (b) Lots are flat and provide sufficient area for parking/manoeuvrability, with a minimum of 6m road frontage provided. (c) Adequate private open space is provided (d) Adequate vehicle access provided (e) It is submitted that the subdivision will provide an ideal density to transition the character from the general residential zoned land with 600m2 lots to the north to the Low Density Zoned land to the south with larger lot sizes.</p>	<p>proposed lot sizes falling well short of the <u>minimum</u> 1 hectare requirement (which many Councils within Tasmania adopt as a hard minimum standard) and fails to fully account for the site setback requirements (i.e. 22m wide lots cannot support 7.5 metre side setbacks – refer lots 10-13).</p> <p>Further, the performance criteria for P1.1 (c) and (e) are not met. That is, for item (c) the proposed layout does not provide all lots with sufficient privacy and/or dwelling separation from neighbours typical to the character of Low Density Residential properties.</p> <p>For item (e) the application appears to even acknowledge that the proposed development seeks to create a hybrid of the General and Low Density Residential zoning – terming it as an ideal “transition” density from General Residential to Low Density residential zoned land.</p> <p>Such a “medium” density zone does not apply at the proposed</p>

Planning Scheme Item	Acceptable solutions/ performance criteria	Proponent submission (paraphrased)	Third Party Assessor Comment
			<p>development site, nor does it exist within the NMC Interim Planning Scheme 2013.</p> <p>In addition, the proposed lots are highly out of character with the surrounding area and it will have both a direct and ongoing indirect impact on the amenity/function of the established horse racing industry by removing an existing stable and preventing the establishment of new players.</p> <p>The proposed development thus fails Item 12.4.3.1 of the Planning Scheme both in terms of the acceptable solutions and performance criteria.</p> <p>NB: The 1 hectare minimum is provided within the Planning Scheme as a best practice value for the minimum area to meet the strategic zone purpose and development standards outlined within 12.4.1.1 to 12.4.1.4.</p> <p>Failure of Council to adhere to the lot size minimum area intent could have serious implications for</p>

Planning Scheme Item	Acceptable solutions/ performance criteria	Proponent submission (paraphrased)	Third Party Assessor Comment
			<p>planning outcomes, both directly at the proposed development site and within the wider Northern Midlands Council region. There is also a high degree of reputational risk exposure for NMC associated with the proposed development if its perceived that the “planning rules” have been changed, given that the developer has bought up much of the Low Density Residential zoned land at prices reflective of the understood zoning restrictions.</p> <p>Assessment Outcome: FAIL</p>
<p>A2 Each lot must have a frontage of at least 6m.</p>	<p>P2 No performance criteria.</p>	<p>All lots provide minimum of 6m frontage.</p>	<p>All lots meet minimum frontage requirement.</p> <p>Assessment Outcome: PASS</p>
<p>A3 Each lot must be connected to a reticulated: a) water supply; and b) sewerage system.</p>	<p>P3 Lots that are not provided with reticulated water and sewerage services must be: a) in a locality for which reticulated services are not available or capable of being connected; and b) capable of accommodating an on-site wastewater management system.</p>	<p>Proposal plans provide details of how existing stormwater and sewerage mains will be extended from Cracraft Street to the site to enable all lots to be connected</p>	<p>It’s unclear if the system capacity for the TasWater sewer and water systems have been considered as part of the development application.</p> <p>For a development of 44 lots, the Council has insufficient information to accept the proposed sewer and water solution based just on a</p>

Planning Scheme Item	Acceptable solutions/ performance criteria	Proponent submission (paraphrased)	Third Party Assessor Comment
			<p>drawing of the route alignment that the sewer and water pipelines will take to connect with the existing reticulation systems.</p> <p>Whole of network modelling on the TasWater sewer and water network may need to be undertaken either by the developer or TasWater, to ensure that the services are (a) feasible, and (b) appropriately designed. At a minimum a letter from TasWater should be sought/provided stating that the latent system capacity is sufficient to support the project.</p> <p>Assessment Outcome: More information required</p>
<p>A4 Each lot must be connected to a reticulated stormwater system.</p>	<p>P4 Stormwater may only be discharged from the site in a manner that will not cause an environmental nuisance, and that prevents erosion, siltation or pollution of any watercourses, coastal lagoons, coastal estuaries, wetlands or inshore marine areas, having regard to:</p> <p>a) the intensity of runoff that already occurs on the site before any development has occurred for a storm event of 1% Annual Exceedance</p>	<p>The proposed plans provide detail of how the reticulated stormwater mains will be extended from Cracroft Street to the site to enable each of the lots to be connected to full reticulated services.</p>	<p>It's unclear if the system capacity for Council's stormwater systems have been considered as part of the development application.</p> <p>For a 44 lot development spanning a catchment area of 6.25 hectares, Council has provided insufficient information to the public domain required to accept the proposed stormwater solution.</p>

Planning Scheme Item	Acceptable solutions/ performance criteria	Proponent submission (paraphrased)	Third Party Assessor Comment
	<p>Probability (pre-development levels); and</p> <p>b) how the additional runoff and intensity of runoff that will be created by the subdivision for a storm event of 1% Annual Exceedance Probability, will be released at levels that are the same as those identified at the predevelopment levels of the subdivision; and</p> <p>c) whether any on-site storage devices, retention basins or other Water Sensitive Urban Design (WSUD) techniques are required within the subdivision and the appropriateness of their location; and</p> <p>d) overland flow paths for overflows during extreme events both internally and externally for the subdivision, so as to not cause a nuisance.</p>		<p>Whole of network modelling on the Longford stormwater network should be undertaken by the developer, to ensure that the services are (a) feasible, and (b) appropriately designed.</p> <p>It should also be noted that because the development fails to provide lots that will possess a site coverage of 10% or less there will be a higher increase in the net stormwater output across the 6.25 hectare site area pre- and post-development.</p> <p>Assessment Outcome: FAIL / More information required</p>
<p>10.6.1 Provision of Public Open Space Objective</p> <p>a) To provide public open space which meets user requirements, including those with disabilities, for outdoor recreational and social activities and for landscaping which contributes to the identity, visual amenity and health of the community; and</p>	<p><u>Acceptable Solutions</u></p> <p>A1 The application must:</p> <p>a) include consent in writing from the General Manager that no land is required for public open space but instead there is to be a cash payment in lieu.</p>	<p>Consent from the General Manager has been sought for payment of cash in lieu of public open space.</p>	<p>The proposed development site covers an area of 6.25 hectares and seeks payment of cash in lieu of the provision of public open space. This will further exacerbate the poor land use outcomes of the development, given that the developer is already seeking to</p>

Planning Scheme Item	Acceptable solutions/ performance criteria	Proponent submission (paraphrased)	Third Party Assessor Comment
<p>b) To ensure that the design of public open space delivers environments of a high quality and safety for a range of users, together with appropriate maintenance obligations for the short, medium and long term.</p>	<p><u>Performance Criteria</u> P1 Provision of public open space, unless in accordance with Table E10.1, must:</p> <ul style="list-style-type: none"> a) not pose a risk to health due to contamination; and b) not unreasonably restrict public use of the land as a result of: <ul style="list-style-type: none"> i) services, easements or utilities; and ii) stormwater detention basins; and iii) drainage or wetland areas; and iv) vehicular access; and c) be designed to: <ul style="list-style-type: none"> i) provide a range of recreational settings and accommodate adequate facilities to meet the needs of the community, including car parking; and ii) reasonably contribute to the pedestrian connectivity of the broader area; and iii) be cost effective to maintain; and iv) respond to the opportunities and constraints presented by the physical characteristics of the land to provide practically useable open space; and v) provide for public safety through Crime Prevention Through Environmental Design principles; and vi) provide for the reasonable amenity of adjoining land users in the design of facilities and associated works; and vii) have a clear relationship with adjoining land uses through treatment such as 		<p>lower the minimum lot density from 1 hectare to 1200m2.</p> <p>Assessment Outcome: FAIL / consent of cash in lieu of public open space should be denied</p>

Planning Scheme Item	Acceptable solutions/ performance criteria	Proponent submission (paraphrased)	Third Party Assessor Comment
	alignment, fencing and landscaping; and ix) create attractive environments and focal points that contribute to the existing or desired future character statements, if any.		

Karen Jenkins

From: Northern Midlands Council
Sent: Thursday, 23 September 2021 10:08 AM
To: NMC Planning
Subject: FW: PLN-21-0062 - Planning Submission

Follow Up Flag: Follow up
Flag Status: Flagged

For your information, I will ECM

Our Longford office is open from 8:45am until 4:30pm weekdays, however meetings with Council Officers are by appointment only, and we ask that transactions be conducted via telephone or online wherever possible. Our Customer Service team can be contacted by phone, post, via our website or email at council@nmc.tas.gov.au
Our priority is to keep our community, including staff, ratepayers and residents safe and to minimise the spread of COVID-19.



Administration | Northern Midlands Council
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

Tasmania's Historic Heart



Sent: Thursday, 23 September 2021 10:05 AM
To: Northern Midlands Council <council@nmc.tas.gov.au>
Subject: PLN-21-0062 - Planning Submission

Attention: Planning Department

I seek to make a submission relating to the subdivision road widths. The GHD report (clause 4.3) assumes Rural Road standards for the 3 new cul-de-sacs - ie verges and no kerb and channel. In fact the LGAT Subdivision standards Urban Road Standards should be used to provide for K&C and given it is within the urban area - hence FOK widths of 6.9m and 8.9m respectively for 15m and 18m road reserve widths.

Kind regards

Harry Galea



Tasmania Fire Service

Bushfire Risk Unit

File No: AD3702

General Manager
Northern Midlands Council
planning@nmc.tas.gov.au

Attn: Planning

Dear Sir/Madam,

DEVELOPMENT APPLICATION PLN-21-0062 – 145-173 MARLBOROUGH STREET, LONGFORD

I write in relation to the abovementioned development application that is currently on public exhibition. Please consider this submission as a representation on behalf of the Tasmania Fire Service.

The application seeks approval for a 44-lot subdivision within the Low-Density Residential Zone.

The site is designated as being within a bushfire-prone area under the Planning Scheme and subsequently the application must comply with Section E1.0 Bushfire-Prone Areas Code.

Tasmania Fire Service has no in-principle objection to the proposed development providing it complies with the Bushfire-Prone Areas Code.

A bushfire report prepared by Livingston Natural Resource Services dated 12 March 2021 has been provided in support of the development application. Tasmania Fire Service has the following concerns with respect to this documentation.

1. The application fails to demonstrate compliance with E1.6.2 A1 of the Planning Scheme. Despite the Bushfire Risk Assessment Report stating that roads must comply with Table E1, neither the Bushfire Hazard Management Plan by Livingston Natural Resources nor the subdivision plan by 6ty^o demonstrate that the proposed cul-de-sacs provide a turning circle with a minimum 12m outer radius in accordance with Table E1. In its conclusion the report refers to 18m diameter turning circles requiring trafficable turning provisions. The TFS is of the view that even with trafficable turning provisions such as mountable kerbs and trafficable footpaths the proposed 18m diameter (9m radius) cul-de-sacs may not achieve the DTS 12m outer radius required.



2. The BHMP shows 16 lots with a BAL-LOW/BAL 12.5 mix, but only 5 of those could realistically accommodate BAL-LOW. The TFS is concerned that the lots which are part BAL-12.5/part BAL-LOW may cause difficulties at the building stage because AS3959 Part 3.5 does not allow construction requirements for an elevation not exposed to the source of bushfire attack to be reduced to below BAL-12.5.

The TFS raised these issues with the Bushfire Hazard Practitioner when the subdivision application was first advertised in early August 2021 and recommended that the issues be addressed, but it appears the practitioner has made no effort to revise the documentation.

In conclusion, the application fails to comply with the Bushfire-Prone Areas Code. It is recommended that Council does not support the application in its current form.

If you would like to discuss this matter further, please contact me on
or at

Yours sincerely,



Suzie Gifford
PLANNING & ASSESSMENT OFFICER

24 September 2021

Cc



29 September 2021

The General Manager
Northern Midlands Council
PO Box 156,
Longford, TAS 7301

Dear General Manager,

Re: PLN-21-0062 Application for subdivision

Brickmaking has had a presence in the Launceston region for approximately 150 years, and Clifton Brick has been a part of this since the mid-1970s when it acquired Machens Bricks (Kings Meadows) and Huttons Bricks (Mount Pleasant and Prospect). Within a very short period the pressure to relocate these businesses due to progressive development of residential areas around them and the associated residential amenity expected by their new neighbours placed them in conflict and the sites closed over the next 1 to 2 years.

In 1977 Clifton built the Longford Plant which has played a role in creating hundreds of jobs and building thousands of homes over many decades, through boom and bust. Brickmaking in the area is part of Austral Bricks' proud history. In the early 2000s the Longford business became part of the Brickworks Group, trading as Austral Bricks.

Longford Plant points of interest:

- Of 20 Tasmanian brickmakers to operate since the late 1880s, only the Longford site remains
- First carbon neutral bricks made in Australia (2014)
- Only remaining sawdust-fired tunnel kiln in the Australia
- Operates 3 satellite quarries and purchases clay and mudstone from another 2 quarries, supporting local excavation and earthmoving businesses
- Operates Design and Trade Centres in Launceston and Hobart
- Directly employs 33 staff FTE
- Produces approximately 13 million bricks per year for local and export markets

Residential encroachment

Longford continues to expand and residential areas have moved closer to industry. The decisions to approve housing closer to Austral Bricks' operations have been beyond our control, but we continue a commitment to abiding by all legislative and regulatory obligations for our operations. The site has received multiple letters of commendation from EPA for its environmental performance.

In August 2019 Austral Bricks made a submission to Council regarding the PLN-19-070 application to rezone a large piece of land located 370m north of the Longford site property boundary. This submission highlighted Austral Bricks' preference that no further residential rezoning occur south of Cracroft Street to minimise impacts on the brick plant and future residents.

Unfortunately, it is common for brick plants to become encroached by residential development and subjected to increasing and often unachievable community expectations. This typically results in brickmakers being forced to

Austral Bricks (TAS)
ABN 14 009 501 053
Cressy Road,
Longford TAS 7301





shut down operations well before raw material reserves are exhausted. Similarly, the quarries supplying raw materials are also at risk of encroachment.

Mainland state and local governments are recognising the need to protect valuable and strategic resources such as clay, sand and stone (and by extension the associated processing and manufacturing facilities) to ensure building and construction demands can be met in future at a reasonable cost. For example, Victoria has led the way with the following extracts from plans and policy being central to Austral Bricks recent success in gaining planning approval for a new quarry in Wallan, where the quarry was prioritised over residential development:

Plan Melbourne supports that “the sequencing of urban development in growth areas should allow strategic resources ... to be extracted ahead of establishing urban area, with provision for these areas to proceed outside defined buffer zones that can be subsequently in-filled by other urban land uses”.

State planning policy provides that “Planning is to assist in the conservation and wise use of natural resources including energy, water, land, stone and minerals to support both environmental quality and sustainable development”.

Hume Council’s Regional Growth Plan identifies extractive industry as a State significant land use and observes that “A locally available supply of earth resources, including heavy construction materials, will support settlement growth, economic development and the provision of cost-effective infrastructure. Consideration could be given to measures that help facilitate and manage the future extraction of earth resources in the region as part of diversifying its economy”.

Current & future operations

Austral Bricks has been operating from the Longford site for 45 years and is proud of its operations and its role in the community. Maintaining positive relationships with stakeholders is paramount to business success, with many of our employees living in the local area.

We are open and transparent about our site operations and future plans, and company representatives maintain strong relationships with mining and environmental regulatory authorities.

Austral is not actively pursuing a relocation of the site, but has preliminary designs for an upgrade and expansion at Longford. The potential upgrade would result in raw material delivery, crushing and stockpiling activities being conducted further north of current operations, although the impact of residential encroachment now weighs more heavily than ever on future investment decisions.

Austral Bricks’ Longford operation is a key industry in the area and many hundreds of people rely on us for their livelihood. We take our role as a key employee and driver of economic activity in the region and the state very seriously. If our operations were to cease it would have a significant impact on the local economy and leave many people without jobs.

Six of the nine most recently closed brickmakers in Tasmania operated for 70 years or longer, so as the last remaining brickmaker on the Longford site, Austral Bricks should be viewed as middle-aged and with plenty of life left in it.

We would welcome the opportunity to discuss the impacts of the PLN-21-0062 redevelopment proposal further.



Yours sincerely,

A handwritten signature in blue ink, appearing to read "C. McCormick".

Cameron McCormick
Environment Manager
Brickworks Building Products

A handwritten signature in black ink, appearing to read "A. Barham".

Andrew Barham
Business Unit Manager
Austral Bricks (Tas)

29th September, 2021

Planning Department
Northern Midlands Council
PO Box 156
LONGFORD. TAS. 7301

Dear Sir / Madam,

Objection to proposed 44 lot sub-division at 145-172 Marlborough Street, Longford

We wish to make you aware of what we consider as some of our concerns and potential issues that may arise as a result of the proposed 44 lot development on Marlborough & Anstey Streets, Longford, refer Ref No PLN-21-0062.

1. Stormwater – our understanding is that stormwater is to be directed to the Back Creek. Currently South Longford experiences stormwater issues each year due to inadequate stormwater drainage. Has the appropriate reports and modelling been supplied by the developer to demonstrate no adverse impact will be forthcoming from the development of the extra sites, along with controls of water flow and quality of treatment?
2. Road Traffic – We are grass roots thoroughbred racing stakeholders and we are majorly concerned about the potential increase of traffic in the immediate vicinity of the racecourse precinct.

Has there been any thought as to removing Anstey Street access as this alleviate some of the potential issues. There is also great concern with the cul-de-sac off Brickendon Street as there is a considerable amount of racing participant traffic to access the racetrack facilities and the Longford Equine Clinic.

3. Public Areas – with the potential of 44 families to converge in this one area, as racing people we are concerned that there may be a safety hazard in that children may see the racecourse precinct as their play area.
4. Longford Racecourse Master Plan – how will this plan align with the proposed 44 lot development along with the proposed time schedules.
5. Land quality – we question the suitability of the land for development given the previous land use was for horses and disposal of stable manure.

We trust council will bring our points into consideration when proposal is discussed.

Tanya Hanson

Alana Fulton

TO WHOM IT MAY CONCERN

[PLN-21-0062 - 145 Marlborough St, 153 Marlborough St, 173 Marlborough St, 10 Anstey St, 119 Catherine St, 344 Cressy Rd, unmade street \(Queen St\), and Anstey St, Brickendon St, Marlborough St, Cressy Rd, Catherine St & Cracroft St road reserves, Longford: \(CTs 157278/2, 173613/1, 173613/2, 173613/6, 104455/3 & 104455/4\) - 44-lot subdivision, 3 x roads & associated services, building demolition \(vary lot size, Bushfire Prone Area, Road & Railway Assets Code, Attenuation Area\)](#)

I wish to resubmit my objection to the above application of 44-lots in Longford. The reason for the objection at this time is that it preempts the zoning and redevelopment of the racecourse and its surrounds.

As yet, developments are still being assessed under the 2013 Interim Planning Scheme which under Section 12.2 Use Table has existing use rights for “horse training” and presumably stabling and exercising. This has implications for the developer under E11 Environmental Impacts and Attenuation Code which speaks of “ensuring appropriate consideration is given for environmental harm or environmental nuisance in the location of new sensitive uses” ...

Horse activity from whatever discipline attracts trucks, cars, noise (training starts at 4 am) manure and flies. This does not sit well with low density housing unless the people are involved in the horse industry. It appears from the Tasmanian Planning Commission report that the amendment to the Northern Midlands Planning Scheme “fails to acknowledge the horse racing industry in Longford”, which, on the evidence is of a social and economic benefit to Longford”. The draft amendment suggested does not meet objectives (a) and (c) in Part 2, Schedule 1 of the Act because there has been a lack of strategic planning for the whole site.

If such a subdivision were allowed, an existing use that has been in the Northern Midlands since 1845 could be compromised, particularly on its current site, as potential new horse businesses would have insufficient private land available for a horse business. There needs to be a buffer zone between these uses and low density residential development.

If the Northern Midlands Council wishes to develop a multi-faceted horse industry associated with the racing track, there must be adjacent properties available for new horse related settlement that do not impact on none horse related residences.

There are a lot of discretions being sought in this application, which begs the question as to why this application is being entertained at this time? Does the Planning Scheme allow the Northern Midlands Council set the strategic direction of the town without being pushed by developers, which is a point that appears to

be raised by the rejection of the planning scheme draft amendment put up by the Northern Midlands Council?

Added to this, now there are the added complications that all municipalities will have to face in planning terms with ongoing Covid19 and climate change. Issues such as distancing and open space, water runoff and solar access are going to be more important in developing future planning strategies for the general health and well being of our population.

I hope the Council can hold the zone to allow the development of the Longford Racecourse and the racing industry in Longford.

Yours faithfully,

Dee Alty
Longford resident

NORTHERN MIDLANDS COUNCIL					
File No.					
Property					
Attachments					
REC'D 29 11 2021					
PLN			PLN		✓
SOM			BLD		
GSM			WAY		
WM			EA		
HR					
HLT					

Neil Tubb

September 27, 2021

Mr Des Jennings
General Manager
Northern Midlands Council

Objection to Planning Application PLN-21-0062 145-173 Marlborough Street - readvertised.

I wish to resubmit my objection to the 44-lot subdivision on 145-173 Marlborough Street, Longford.

As you are aware I previously submitted a petition to protect this area earlier this year, now we find an even larger development is being proposed.

Further to the fact that horse activity from whatever discipline attracts trucks, cars, noise (training starts at 4 am) manure and flies, there is also the safety factor that needs to be considered. Should this development proceed it is fair to predict that young families will be settling in this area with young kids, who will be wanting to ride their bikes in the area around their houses.

Surely this presents risk factors pertaining to the safety of children in the area.

I don't believe horses and children are a good mix!!!

Having digested a report about Amendment 04-2020 from the Tasmanian Planning Commission that quotes the "Northern Midlands Planning Scheme fails to acknowledge the horse racing industry in Longford, which, on the evidence is of a social and economic benefit to Longford". They further mention the draft amendment suggested does not meet objectives (a) and (c) in Part 2, Schedule 1 of the Act because there has been a lack of strategic planning for the whole zone.

They further mention they believe that future planning must be in liaison between Council and TasRacing to ensure that no irreversible planning decisions are made that will impact the existing equine uses.

It should also be noted that the zoning in this area allows Council to reject the application because there is a discretionary factor within the Low Density Residential Zone.

Surely this feedback sends a clear message that the current zoning is unsuitable for this development.

If such a subdivision were allowed, an existing use that has been in the Northern Midlands since 1845 could be compromised, particularly on its current site, as potential new horse businesses would have insufficient private land available for a horse business. There needs to be a buffer zone between these uses and low-density residential development.

Furthermore, approving this plan would seem to contradict the direction that TasRacing are proposing for the Racetrack by way of their \$700,000 infrastructure Program.

Why would they invest these dollars into the track that will have a limited future for the reasons stated in the press and in this letter.

Should the Northern Midlands Council have plans to develop a multi-faceted horse industry which includes equestrian events, there must be adjacent properties available for new horse related settlement that do not impact on none horse related residences.

Sincere regards,



Neil Tubb

To Whom It May Concern:

I write to you today regarding the proposed subdivision of three parcels of land bounded by Anstey, Brickendon and Marlborough streets, Longford (PLN-21-0062).

Clause 7.5.4 of the Northern Midlands Interim Planning Scheme states the planning authority may consider the relevant objective in an applicable standard to help determine whether a use or development complies with the performance criterion for that standard.

Clause 12.4.3.1 of the Scheme states an objective in a) to ensure the area and dimensions of lots are appropriate for the zone.

The DA notes reliance on 12.4.3.1 P1.1 which requires lots be capable of providing sufficient useable area and dimensions to allow in a), a dwelling to be erected in a convenient and hazard free location.

The definition of convenient is something involving little trouble or effort, i.e. lacking difficulty. On this basis, it could be considered whether the proposed lot sizes and dimensions may result in a foreseeable difficulty impacting future development complying with the Scheme.

With lots ranging between 1200m² and 1508m², site coverage for an average size dwelling of 200m² as referred to in the DA would vary between 13.26% and 16.67%.

Drawing P24 (Revision A) states the total site area to be 6.2534 hectares (62,534m²) with the area reserved for roads at 8,488m². The total area for lots is therefore 55,046m² or an average of approximately 1228m² (not 1280m² as stated throughout the DA). Site coverage for an average dwelling of 200m² based on the average lot size would subsequently equate to 16.28%.

As this clearly exceeds the acceptable solution for site coverage in the low density residential zone (maximum 10%), none of the lots are capable of satisfying the acceptable solution for an average size dwelling.

Applying the minimum setbacks stipulated in 12.4.1.3 of the Scheme suggests a resultant area of less than 200m² available for the construction of dwellings or other buildings on lots 2, 14, 21, 22, 31, 36, 37 and 44.

Similarly, compliance with setback requirements for the narrow lots 3, 4, 5, 10, 11, 12 and 13 is likely to result in poor dwelling orientation (e.g. long façade running north-south rather than east-west to maximise solar gain in winter) and the Bushfire Hazard Management Plan indicates several lots may require relaxation of setbacks for development to be located in areas of sites which have a lower BAL rating.

Given the likelihood of significant reliance on performance criteria for any future development, it becomes a question of whether the likely density and/or reduced setbacks could be considered as respecting the existing neighbourhood character for the low density residential zone.

The DA makes a comparison with the general residential zone to the north as having lots in the range of 600-800m and claims the proposed lot sizes provide a 'transitioning' from higher to lower densities.

In *C & H Margetts v Burnie City Council* [2017] TASRMPAT 18, it was noted that factoring in smaller lots in zones other than the zone in question would be 'an impermissible course which would effect a dilution of zone standards, and would be tantamount to the Tribunal attempting to rezone the subject site'.

As the DA is not requesting a change in zoning, the comparison with the general residential zone is unreasonable.

Based on LISTmap, average lot size to the land between Marlborough St and Cressy Rd appears to be around 4,334m² (16 parcels of land including the portion of 132 Marlborough St zoned low density residential and 3 parcels which lack a property ID, of which two lack road access). All other parts of the low density residential zone appear to have larger average lot sizes.

Therefore, any development reliant on the performance criteria would potentially fail respect the existing neighbourhood character by virtue of the fact lot sizes are well below the prevailing average of the low density residential zone more broadly which subsequently means site coverage will also be notably higher than the prevailing average of the zone.

On this basis, lot area and sizes do not appear appropriate for the zone and in many instances may significantly limit development opportunities.

Likewise, it is unclear whether the proposal is compatible with the Racecourse Masterplan which does not appear to have yet been finalised or made available for public comment.

I trust these issues will be carefully considered by Council.

Kind regards,

Mark Rhodes

Rosemary Jones

From:
Sent: Friday, 1 October 2021 3:14 PM
To: NMC Planning
Subject: RE: re the concerns you have raised regarding PLN21-0062 - subdivision near Longford Racecourse

Follow Up Flag: Follow up
Flag Status: Completed

Mr. Des Jennings
General Manager
Northern Midlands Council

Dear Des,

I have emailed you before on the subject of planning and land use around the Longford Racecourse and of my desire to secure the long term viability of the Longford Training Centre.

In regard to the development PLN21-0062 now being re-advertised I can only implore that the Council does all it can to prevent further housing adjacent to the track that could in the future restrict the stabling or day yarding of racehorses .

The need for a long term plan by Tas Racing for the training centre is obvious and any Council plans for the use of the racecourse and surrounding open space should be influenced by the potential growth of this important industry for the town.

As I said in my last email there is a lot of other land ready to be subdivided in Longford and Perth that I consider should be built on instead of the proposed development west of the racecourse.

Yours sincerely,

Richard Archer



TERRA FIRMA
TOWN PLANNING

0408 129 133
jo@terrafirmaplanning.com.au
78 Hop Valley Rd, Blackwood Creek TAS 7301

27 October 2021

Northern Midlands Council
PO Box 156
LONGFORD TAS 7301

By email: council@nmc.tas.gov.au, paul.godier@nmc.tas.gov.au

Attn: Paul Godier

Cc: Carlton Dixon, Peter Dixon

Dear Paul

PLN21-0062 - 44 Lot subdivision – Marlborough St, Longford – Response to Tasfire representation

I act on behalf of Carlton and Peter Dixon, the developers for the proposed 44 lot subdivision that is the subject of the planning application PLN21-0062.

I refer to your recent email query to Carlton regarding the representation by the Tasmanian Fire Service (TFS) and the opportunity to make a submission to address the concerns expressed by TFS.

Thank you for providing the opportunity to address the representation and on behalf of Carlton and Peter Dixon the following comments are submitted in response.

The TFS have recommended that Council not support the application in its current form due to concerns regarding the bushfire hazard management plan (BHMP), however in doing so, the TFS fails to recognise section 51(2)(d) of the LUPAA, which does not allow for a planning authority to reject a BHMP that has been certified by an accredited bushfire practitioner and therefore cannot legally form the basis of a decision to refuse the development application. This is now a long-established legal premise and planning authorities are not expected to substitute the expertise of an accredited bushfire practitioner. I refer you to the relevant sections highlighted below which compels the planning authority to accept the certified BHMP, noting that section 69A of the LUPAA indemnifies the planning authority from any liability in respect of *'anything done, or omitted to be done in accordance with a BHMP'*:

51(2) In determining an application for a permit, a planning authority –

(a) must seek to further the objectives set out in Schedule 1 ; and

(b) must take into consideration such of the prescribed matters as are relevant to the use or development the subject of the application; and

(c) must take into consideration the matters set out in representations relating to the application that were made during the period referred to in section 57(5); and

(d) must accept –

(i) any relevant bushfire hazard management plan, or other prescribed management plan relating to environmental hazards or natural hazards, that has been certified as acceptable by an accredited person or a State Service Agency...

The BHMP was prepared by Scott Livingstone who is an accredited practitioner under the *Fire Service Act 1979*. The layout and dimensions of roads is prescribed under standard C13.6.2 of the Bushfire Prone Areas Code and forms part of the certified BHMP.

That being said, Mr Livingstone prepared an amended BHMP following earlier discussions between himself and the TFS, that addresses the concerns raised in the TFS representation. Due to a communication mix-up, this document was not forwarded to Council earlier, however I enclose it now with this letter. The BHMP diagrammatically shows the need for widened cul-de-sac heads to meet the code standard and the BAL ratings have been adjusted to correct an issue with interpretation. The subdivision plan can be readily modified to accommodate these adjustments.

As such, it is submitted that if Council is of a mind to approve the application, that the issue can be readily addressed through a permit condition to provide an amended plan of subdivision and the corresponding revised BHMP which will resolve the TFS concerns. A recommended condition could read as follows:

Prior to the commencement of works:

- a) an amended bushfire hazard management plan is to be submitted showing cul de sac head dimensions of 12 metres outer radius and corrected BAL classifications for lots with a combined BAL Low/BAL 12.5 to achieve a minimum of BAL 12.5 for all parts of a dwelling constructed on those lots; and
- b) an amended plan of subdivision is to be submitted incorporating the requirements of the bushfire hazard management plan amended in accordance with condition # a).

The matters raised by TFS relating to the finer detail of the bushfire technical standards to be included in BHMP's and issues relating to the TFS communications with accredited practitioners are not matters that alter the substance of the application or the public understanding of the proposed subdivision in order to make informed representations. As discussed above, the certification of the BHMP is protected under legislation. The submission of the amended BHMP at this stage demonstrates that the application is not consequentially altered in addressing the TFS concerns. Due process will be maintained as statutory procedures provide for appropriate revision and endorsement before commencement of any works on the subdivision so that all parties can be assured that the resulting subdivision meets the requirements of the Bushfire Prone Areas Code.

If you have any queries in regard to the above submission, please do not hesitate to call me on the number provided above.

Yours sincerely



Jo Oliver
Director

Enclosures: Bushfire Report V6 – Livingston Natural Resource Services

REVISED V7
Received 27/10/2021

Bushfire Hazard Management Report: Subdivision

Report for: CP& PC Dixon

Property Location: 145, 153, 173 Marlborough Street, Longford

Prepared by: Scott Livingston
Livingston Natural Resource Services
299 Relbia Road
Relbia, 7258

Date: 12th March 2021
Version 6



REVISED V7
Received 27/10/2021

Summary

Client: CP & PC Dixon

Current zoning: Low Density Residential, Northern Midlands Interim
Planning Scheme 2013

Property

identification: CT 173613/1, PID 2964516, 145 Marlborough St Longford
Owner: NP Stubbs

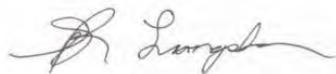
CT 173613/2, PID 2018204, 153 Marlborough St Longford
Owner: Twisted hotels Pty Ltd

CT 157278/2, PID 2018212, 173 Marlborough St Longford
Owner: New Norfolk Hotels Pty, Zeekap (No 102) Pty Ltd

Proposal: A 44 lot + roads subdivision is proposed from existing titles CT 173613/1
& 2, 157278/2: 145-153-173 Marlborough St Longford.

Assessment comments: A field inspection of the site was conducted to determine the Bushfire Risk
and Attack Level.

**Assessment
by:**



Scott Livingston,
Master Environmental Management,
Natural Resource Management Consultant.
Accredited Person under part 4A of the Fire Service Act 1979:
Accreditation # BFP-105.

REVISED V7
Received 27/10/2021

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REVISED V7

Received 27/10/2021

DESCRIPTION

This report and BHMP supersedes BHMP SRL20/32S6, dated 12/3/2021, updates to clarify BAL low zones and turning head requirements.

A 44 lot + roads subdivision is proposed from existing titles CT 173613/1 & 2, 157278/2, 145-153-173 Marlborough St Longford. The subdivision and surrounding land are mapped as bushfire prone in Planning Scheme overlays.

The subdivision fronts Marlborough, Brickendon and Anstey Streets. The properties are pasture with a stable complex on 145 Marlborough St, they contain no existing dwellings. Land to the north is developed residential lots, land to the south and west is low density residential land containing a mosaic of managed land and pasture. Land to the east of Anstey St is the Longford Racecourse. The area is serviced by a water reticulated supply.

See Appendix 1 for maps and site plan, and appendix 2 for photographs.

BAL AND RISK ASSESSMENT

The land is mapped as Bushfire Prone in Planning Scheme overlays.

VEGETATION AND SLOPE

Lot		North	East	South	West
all lots	Slope (degrees, over 100m)	Flat /upslope	Flat /upslope	Flat /upslope	Down slope 0-5°
1	Vegetation, within 100m of Lot boundaries	0-100m low threat	0-100m low threat	0-38m grassland, 38-100m low threat	0-100m grassland
	BAL rating at boundary (existing vegetation)	BAL Low	BAL Low	BAL Low	BAL FZ
	BAL rating with setbacks/hma	BAL Low	BAL Low	BAL Low	BAL Low
2	Vegetation, within 100m of Lot boundaries	0-25m grassland, 25-100m low threat	0-100m low threat	0-12m grassland, 12-72m low threat 72-100m grassland	0-100m grassland
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL Low	BAL Low	BAL FZ
	BAL rating with setbacks/hma	BAL Low	BAL Low	BAL Low	BAL Low

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3~6	Vegetation, within 100m of Lot boundaries	0-100m low threat	0-45+m grassland, 45+-100m low threat	0-12m grassland, 12-72m low threat 72-100m grassland	0-31+m-grassland, 31+m-100m low threat
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL FZ	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL Low	BAL Low	BAL Low	BAL Low
7	Vegetation, within 100m of Lot boundaries	0-100m low threat	0-100m grassland	0-100m grassland	0-100m low threat
	BAL rating at boundary (existing vegetation)	BAL Low	BAL FZ	BAL FZ	BAL Low
	BAL rating with setbacks/hma	BAL Low	BAL Low	BAL Low	BAL Low
8	Vegetation, within 100m of Lot boundaries	0-50m grassland, 50-100m low threat	0-100m grassland	0-100m grassland	0-100m low threat
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL FZ	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL Low	BAL Low	BAL Low	BAL Low
9	Vegetation, within 100m of Lot boundaries	0-100m grassland	0-100m grassland	0-100m grassland	0-100m grassland
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL FZ	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL 12.5	BAL 12.5	BAL 12.5	BAL 12.5
10~13	Vegetation, within 100m of Lot boundaries	0-100m grassland	0-41m+ grassland, 41m+-100m low threat	0-100m grassland	0-100m grassland
	BAL rating at boundary	BAL FZ	BAL FZ	BAL FZ	BAL FZ

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	(existing vegetation)				
	BAL rating with setbacks/hma	BAL 12.5/ BAL 19			
14, 15	Vegetation, within 100m of Lot boundaries	0-100m grassland	0-100m low threat	0-100m grassland	0-100m grassland
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL Low	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL 12.5	BAL 12.5	BAL 12.5	BAL 12.5
16	Vegetation, within 100m of Lot boundaries	0-100m low threat	0-100m grassland	0-100m grassland	0-77m grassland, 77-100m low threat
	BAL rating at boundary (existing vegetation)	BAL Low	BAL FZ	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL Low / BAL 12.5			
17	Vegetation, within 100m of Lot boundaries	0-100m low threat	0-100m grassland	0-100m grassland	0-40m grassland, 40-100m low threat
	BAL rating at boundary (existing vegetation)	BAL Low	BAL FZ	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL Low	BAL Low	BAL Low	BAL Low
18	Vegetation, within 100m of Lot boundaries	0-100m low threat	0-100m grassland	0-100m grassland	0-20m low threat, 20-100m grassland
	BAL rating at boundary (existing vegetation)	BAL Low	BAL FZ	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL 12.5	BAL 12.5	BAL 12.5	BAL 12.5

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19~21	Vegetation, within 100m of Lot boundaries	0-30+m grassland, 30+m-100m low threat	0-100m grassland	0-100m grassland	0-20m low threat, 20-100m grassland
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL FZ	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL 12.5	BAL 12.5	BAL 12.5	BAL 12.5
22~24	Vegetation, within 100m of Lot boundaries	0-30+m grassland, 30+m-100m low threat	0-100m grassland	0-100m grassland	0-40m grassland, 40-60m low threat, 60-100m grassland
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL FZ	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL Low	BAL Low	BAL Low	BAL Low
25~28	Vegetation, within 100m of Lot boundaries	0-100m grassland	0-100m grassland	0-100m grassland	0-100m grassland
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL FZ	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL 12.5/ BAL 19	BAL 12.5/ BAL 19	BAL 12.5/ BAL 19	BAL 12.5/ BAL 19
29	Vegetation, within 100m of Lot boundaries	0-100m grassland	0-100m grassland	0-100m grassland	0-62m grassland, 62-82m low threat, 82-100m grassland
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL FZ	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL Low / BAL 12.5	BAL Low / BAL 12.5	BAL Low / BAL 12.5	BAL Low / BAL 12.5
30	Vegetation, within 100m of Lot boundaries	0-100m grassland	0-100m grassland	0-100m grassland	0-40m grassland, 40-60m low threat, 60-100m grassland
	BAL rating at boundary	BAL FZ	BAL FZ	BAL FZ	BAL FZ

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	(existing vegetation)				
	BAL rating with setbacks/hma	BAL Low	BAL Low	BAL Low	BAL Low
31, 32	Vegetation, within 100m of Lot boundaries	0-100m grassland	0-100m grassland	0-100m grassland	0-20m low threat, 20-100m grassland
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL FZ	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL 12.5	BAL 12.5	BAL 12.5	BAL 12.5
33	Vegetation, within 100m of Lot boundaries	0-100m grassland	0-100m grassland	0-100m grassland	0-63m low threat, 63-100m grassland
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL FZ	BAL FZ	BAL Low
	BAL rating with setbacks/hma	BAL Low / BAL 12.5	BAL Low / BAL 12.5	BAL Low / BAL 12.5	BAL Low / BAL 12.5
34, 35	Vegetation, within 100m of Lot boundaries	0-100m grassland	0-100m grassland	0-25+m grassland, 25+m-100m low threat	0-63m low threat, 63-100m grassland
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL FZ	BAL FZ	BAL Low
	BAL rating with setbacks/hma	BAL Low	BAL Low	BAL Low	BAL Low
36, 37	Vegetation, within 100m of Lot boundaries	0-100m grassland	0-100m grassland	0-25+m grassland, 25+m-100m low threat	0-65m low threat, 65-100m grassland
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL FZ	BAL FZ	BAL Low
	BAL rating with setbacks/hma	BAL 12.5	BAL 12.5	BAL 12.5	BAL 12.5

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38, 39, 40	Vegetation, within 100m of Lot boundaries	0-100m grassland	0-50m grassland, 50-100m low threat	0-30+m grassland,30+m- 100m low threat	0-40m grassland, 40-100m low threat
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL FZ	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL Low	BAL Low	BAL Low	BAL Low
41, 42	Vegetation, within 100m of Lot boundaries	0-100m grassland	0-100m low threat	0-60+m grassland,60+m- 100m low threat	0-10m grassland
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL Low	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL Low / BAL 12.5	BAL Low / BAL 12.5	BAL Low / BAL 12.5	BAL Low / BAL 12.5
43	Vegetation, within 100m of Lot boundaries	0-100m grassland	0-100m grassland	0--100m low threat	0-10m grassland
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL FZ	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL Low	BAL Low	BAL Low	BAL Low
44	Vegetation, within 100m of Lot boundaries	0-100m grassland	0-100m grassland	0-30+m grassland,30+m- 100m low threat	0-10m grassland
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL FZ	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL 12.5	BAL 12.5	BAL 12.5	BAL 12.5

BUILDING AREA BAL RATING

Setback distances for BAL Ratings have been calculated based on the vegetation that will exist after development and management of land within the subdivision and have also considered slope gradients. Where no setback is required for fire protection other Planning

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Scheme setbacks may need to be applied, other building constraints such as topography have not been considered.

The BAL ratings applied are in accordance with the Australian Standard AS3959-2009, *Construction of Buildings in Bushfire Prone Areas*, and it is a requirement that any habitable building, or building within 6m of a habitable building be constructed to the BAL ratings specified in this document as a minimum.

Bushfire Attack Level (BAL)	Predicted Bushfire Attack & Exposure Level
BAL-Low	Insufficient risk to warrant specific construction requirements
BAL-12.5	Ember attack, radiant heat below 12.5kW/m ²
BAL-19	Increasing ember attack and burning debris ignited by windborne embers together with increasing heat flux between 12.5-19kW/m ²
BAL-29	Increasing ember attack and burning debris ignited by windborne embers together with increasing heat flux between 19-29kW/m ²
BAL-40	Increasing ember attack and burning debris ignited by windborne embers together with increasing heat flux between 29-40kW/m ²
BAL-FZ	Direct exposure to flames radiant heat and embers from the fire front

BUILDING SETBACKS

BAL	Slope	Grassland
BAL Low	All slopes	50m
BAL 12.5	Flat/ Upslope	14m
	Down slope 0-5°	16m
BAL 19	Flat/ Upslope	10m
	Down slope 0-5°	11m

PROPOSED LOT BAL RATING

The setbacks shown below relies on hazard management on adjacent lots of the subdivision as per this report and BHMP.

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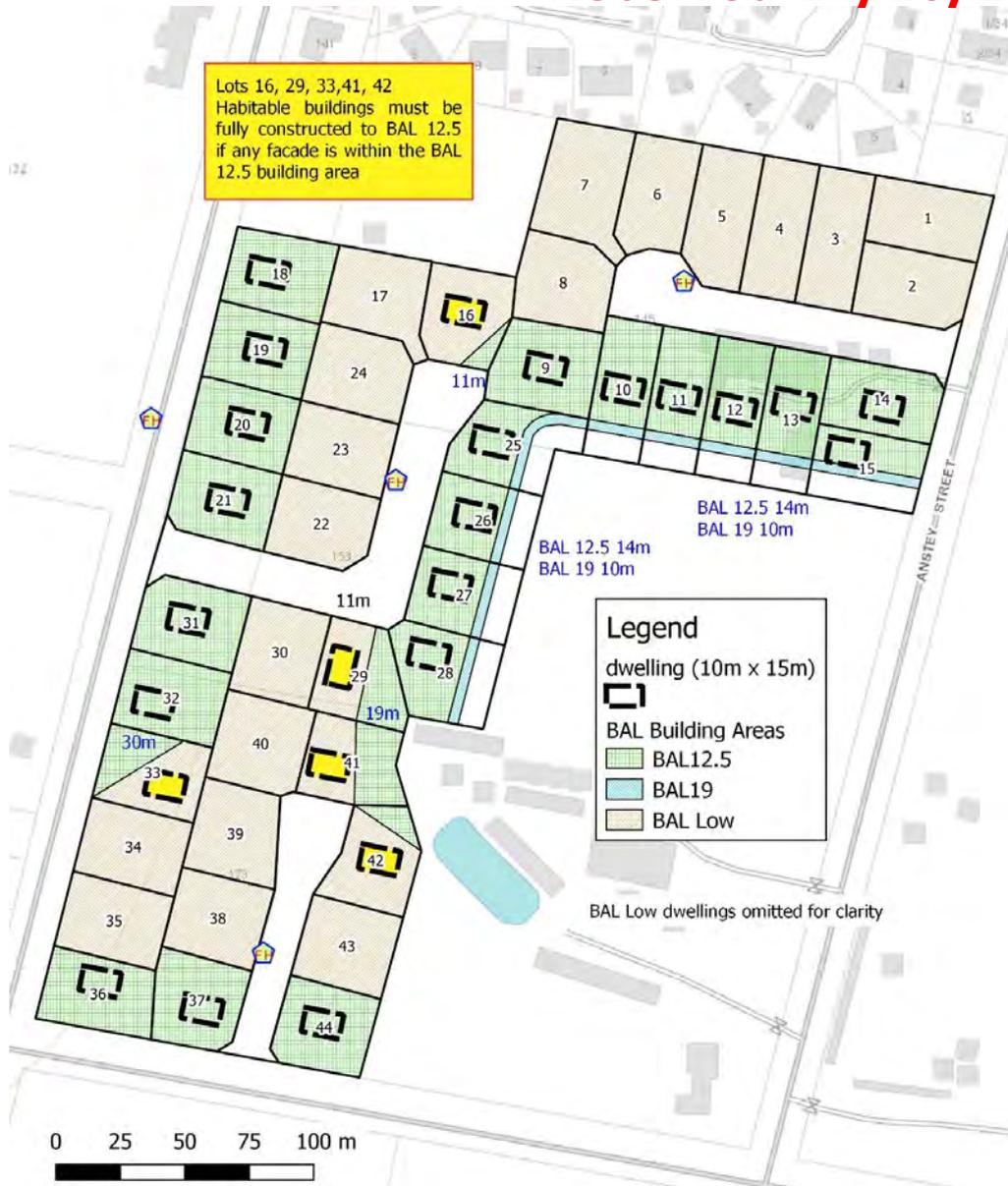


Figure 1: Proposed Lots and building areas

Lot	Rating	Setback
1~8	BAL low	no setback required
9	BAL 12.5	no setback required
10~13	BAL 12.5	10m from southern boundary
	BAL 19	14m from southern boundary
14	BAL 12.5	no setback required
15	BAL 12.5	10m from southern boundary
	BAL 19	14m from southern boundary

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16	BAL low (see note)	west of a line from 11m west of the SE corner of the lot to the corner of lot 8/9 on the eastern boundary
	BAL 12.5	no setback required
17	BAL low	no setback required
18~21	BAL 12.5	no setback required
22~24	BAL low	no setback required
25~28	BAL 12.5	10m from eastern boundary
	BAL 19	14m from eastern boundary
29	BAL low (see note)	west of a line from 11m east of the western boundary
	BAL 12.5	no setback required
30	BAL low	no setback required
31, 32	BAL 12.5	no setback required
33	BAL low (see note)	east of a line from the SW corner to a point 30m from the western corner on the northern boundary
	BAL 12.5	no setback required
34, 35	BAL low	no setback required
36, 37	BAL 12.5	no setback required
38, 39, 40	BAL low	no setback required
41	BAL low (see note)	west of a line from the eastern corner of the lot and road lot to a point 19m east of the NW Corner on the northern boundary
	BAL 12.5	no setback required
42	BAL low (see note)	south of a line from the NW corner of the lot to the direction change on the eastern boundary of the lot
	BAL 12.5	no setback required
43	BAL low	no setback required
44	BAL 12.5	no setback required

BAL Low note: Habitable buildings must be fully constructed to BAL 12.5 if any facade is within the BAL 12.5 building area of a lot.

HAZARD MANAGEMENT AREA: STAGED DEVELOPMENT

Hazard management areas include the area to protect the buildings as well as the access and water supplies.

Low threat vegetation, includes maintained lawns (<100mm in height) , gardens and orchards

At any stage all developed lots and roads and the balance lot within 50m of a developed lot must be managed as low threat vegetation from sealing of titles and in perpetuity.

The owner of a lot is responsible for management of vegetation within a lot.

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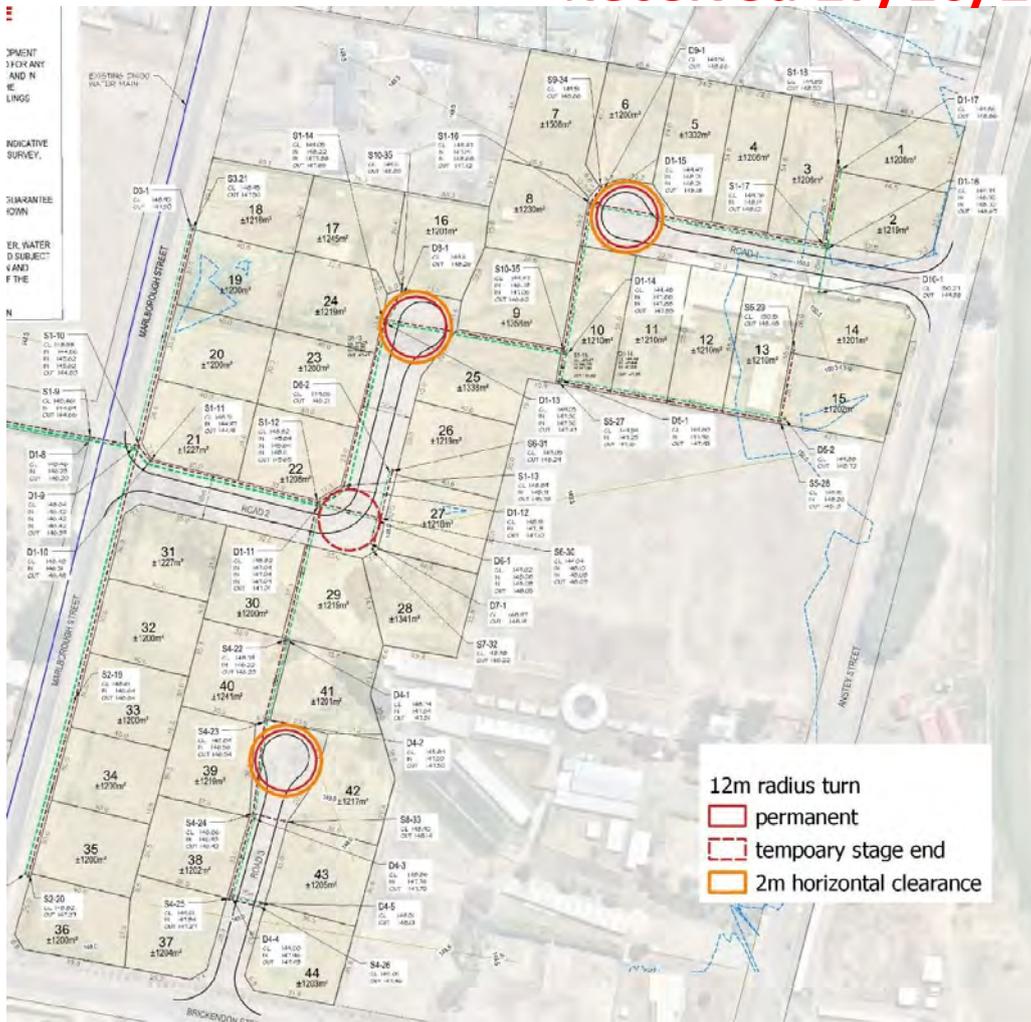
Figure 2: Staged Hazard Management examples.

ROADS

Subdivision roads within bushfire prone areas must comply with the relevant elements of Table E1 Roads from *Planning Directive No. 5.1 Bushfire-Prone Areas Code*. No subdivision roads are required for lots having frontage to Marlborough, Anstey or Brickendon Streets.

The terminus of any dead-end road must meet turning circle provisions including a 12m outer radius, including any temporary dead end during staged construction. *Dead end roads must be 7min width*. Cul de sac heads must have no parking signs, where the carriageway is less than 12m outer radius, mountable kerbs and footpaths must be installed to provide compliant trafficable surface, all permanent turning circles show on the plan of subdivision are 18m diameter and will require trafficable turning provision on kerbs and footpaths. At least 2m horizontal and 4m vertical clearance from the carriageway including full 12m turn must be included in the design of cul de sac heads, this will require minor modification of boundaries at final survey for roads 2 and 3.

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Table E1: Standards for roads

Element		Requirement
A.	Roads	<p>Unless the development standards in the zone require a higher standard, the following apply:</p> <ul style="list-style-type: none"> (a) two-wheel road, all-weather construction; (b) load capacity of at least 20t, including for bridges and culverts; (c) minimum carriageway width is 7m for a through road, or 5.5m for a dead-end or cul-de-sac road; (d) minimum vertical clearance of 4m; (e) minimum horizontal clearance of 2m from the edge of the carriageway; (f) cross falls of less than 3 degrees (1:20 or 5%); (g) maximum gradient of 15 degrees (1:3.5 or 28%) for sealed roads, and 10 degrees (1:5.5 or 18%) for unsealed roads; (h) curves have a minimum inner radius of 10m; (i) dead-end or cul-de-sac roads are not more than 200m in length unless the carriageway is 7 metres in width; (j) dead-end or cul-de-sac roads have a turning circle with a minimum 12m outer radius; and (k) carriageways less than 7m wide have 'No Parking' zones on one side, indicated by a road sign that complies with <i>Australian Standard AS1743-2001 Road signs-Specifications</i>.

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PROPERTY ACCESS

No access is required to water supply points and no specific design and construction requirements apply for any lot access.

Table E2: Standards for Property Access

Column 1		Column
Element		Requirement
A.	Property access length is less than 30 metres; or access is not required for a fire appliance to access a water connection point.	There are no specified design and construction requirements.
B.	Property access length is 30 metres or greater; or access for a fire appliance to a water connection point.	The following design and construction requirements apply to property access: <ol style="list-style-type: none"> (1) All-weather construction; (2) Load capacity of at least 20 tonnes, including for bridges and culverts; (3) Minimum carriageway width of 4 metres; (4) Minimum vertical clearance of 4 metres; (5) Minimum horizontal clearance of 0.5 metres from the edge of the carriageway; (6) Cross falls of less than 3 degrees (1:20 or 5%); (7) Dips less than 7 degrees (1:8 or 12.5%) entry and exit angle; (8) Curves with a minimum inner radius of 10 metres; (9) Maximum gradient of 15 degrees (1:3.5 or 28%) for sealed roads, and 10 degrees (1:5.5 or 18%) for unsealed roads; and (10) Terminate with a turning area for fire appliances provided by one of the following: <ol style="list-style-type: none"> (a) A turning circle with a minimum inner radius of 10 metres; or (b) A property access encircling the building; or (c) A hammerhead "T" or "Y" turning head 4 metres wide and 8 metres long.
C.	Property access length is 200 metres or greater.	The following design and construction requirements apply to property access: <ol style="list-style-type: none"> (1) The Requirements for B above; and (2) Passing bays of 2 metres additional carriageway width and 20 metres length provided every 200

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D.	Property access length is greater than 30 metres, and access is provided to 3 or more properties.	The following design and construction requirements apply to property access: <ol style="list-style-type: none"> (1) Complies with Requirements for B above; and (2) Passing bays of 2 metres additional carriageway width and 20 metres length must be provided every 100 metres.
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FIRE FIGHTING WATER SUPPLY

The subdivision is serviced by a reticulated supply. Lots are partially within 120m of existing hydrants located on Marlborough Street and Anstey Streets. Additional hydrants will be required to meet 120m hose lays for the majority of lots including some with frontage to existing roads. New hydrants must meet the requirements of Table 4 of Directive No. 5.1 Bushfire-Prone Areas Code prior to sealing of titles for any lot.

Table E4 Reticulated water supply for fire fighting

Element		Requirement
A.	Distance between building area to be protected and water supply.	The following requirements apply: <ol style="list-style-type: none"> (a) the building area to be protected must be located within 120m of a fire hydrant; and (b) the distance must be measured as a hose lay, between the fire fighting water point and the furthest part of the building area.
B.	Design criteria for fire hydrants	The following requirements apply: <ol style="list-style-type: none"> (a) fire hydrant system must be designed and constructed in accordance with <i>TasWater Supplement to Water Supply Code of Australia WSA 03 – 2011-3.1 MRWA 2nd Edition</i>; and (b) fire hydrants are not installed in parking areas.

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C.	Hardstand	A hardstand area for fire appliances must be: (a) no more than 3m from the hydrant, measured as a hose lay; (b) no closer than 6m from the building area to be protected; (c) a minimum width of 3m constructed to the same standard as the carriageway; and (d) connected to the property access by a carriageway equivalent to the standard of the property access.
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Figure 3: Existing Water Supply coverage

CONCLUSIONS

A 44 lot + roads subdivision is proposed from existing titles CT 173613/1 & 2, 157278/2, 145-153-173 Marlborough St Longford. The subdivision and surrounding land are mapped as bushfire prone in Planning Scheme overlays.

There is sufficient area on all lot to provide for a BAL 19 or lower for any future habitable dwellings. Land within the subdivision and adjacent to lots that have habitable buildings constructed must be managed as low threat in accordance with this report and BHMP. Provided hazard management on adjoining lots is undertaken staged development on lots will not affect BAL Ratings of any lot.

All permanent turning circles show on the plan of subdivision are 18m diameter and will require trafficable turning provision on kerbs and footpaths, to allow a full 2m horizontal clearance from the turning circle minor changes to lot frontages will be required at final survey prior to sealing of titles. Any temporary dead end during road construction that services a developed lot must also meet turning provision if longer than 30m.

The subdivision is serviced by a reticulated supply with additional hydrants required to service lots including those with frontage to Marlborough and Brickendon Streets. New hydrants must meet the requirements of Table 4 of Directive No. 5.1 Bushfire-Prone Areas Code.

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REFERENCES

Planning Commission (2017), Planning Directive No. 5.1 Bushfire-Prone Areas Code.

Standards Australia. (2009). *AS 3959-2009 Construction of Buildings in Bushfire Prone Areas*

APPENDIX 1 – MAPS

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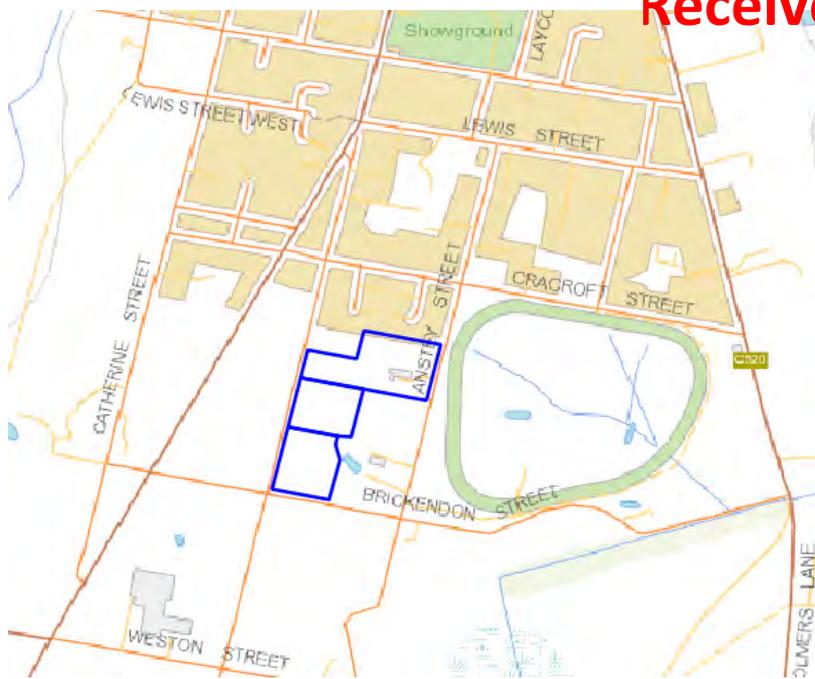


Figure 4: Location existing titles in blue



Figure 5: Aerial Image

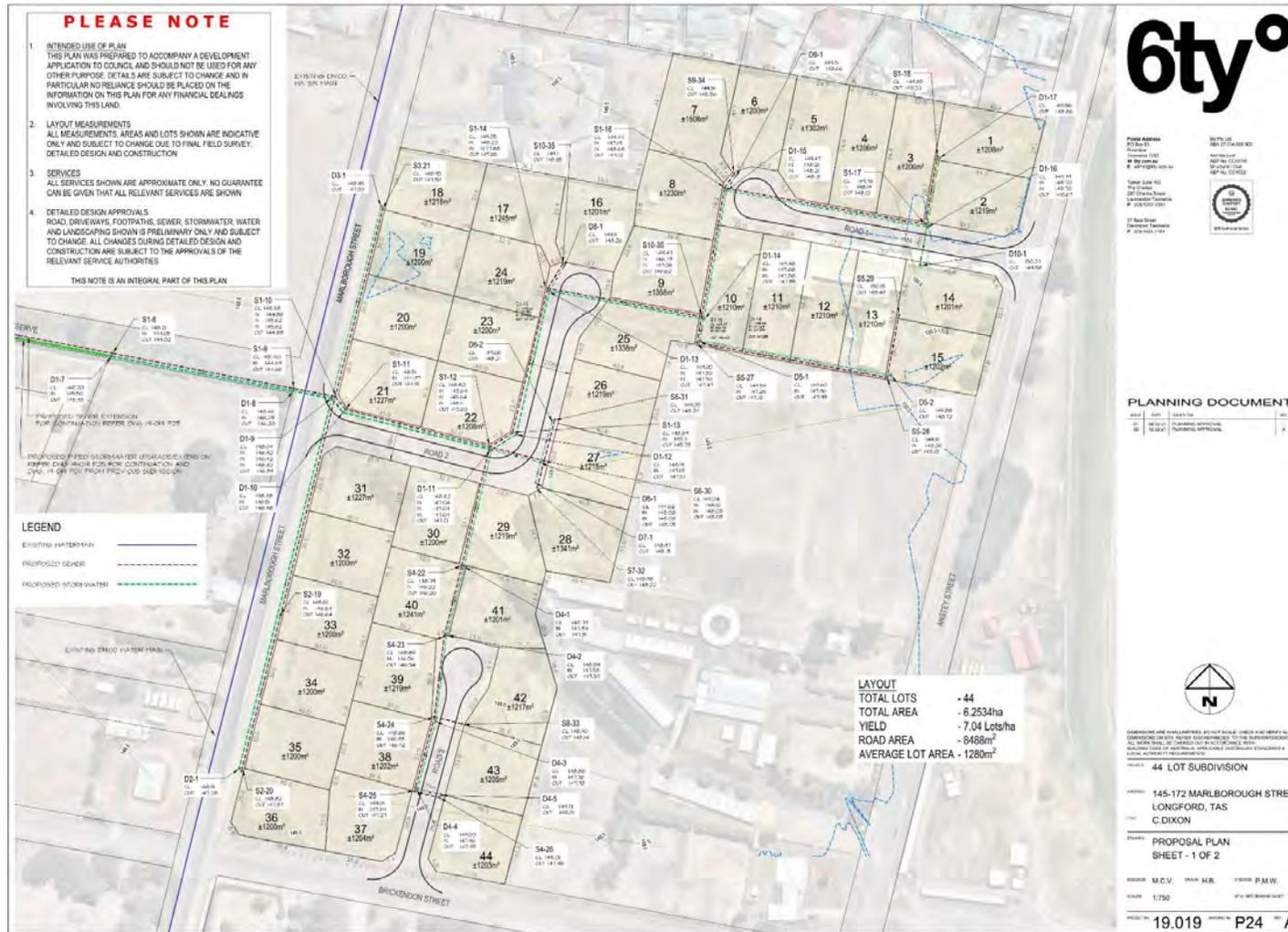


Figure 6: Proposed Subdivision Plan

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APPENDIX 2 – PHOTO



Figure 7: south along Marlborough St from north of the subdivision



Figure 8: SW of Marlborough and Brickendon Sts

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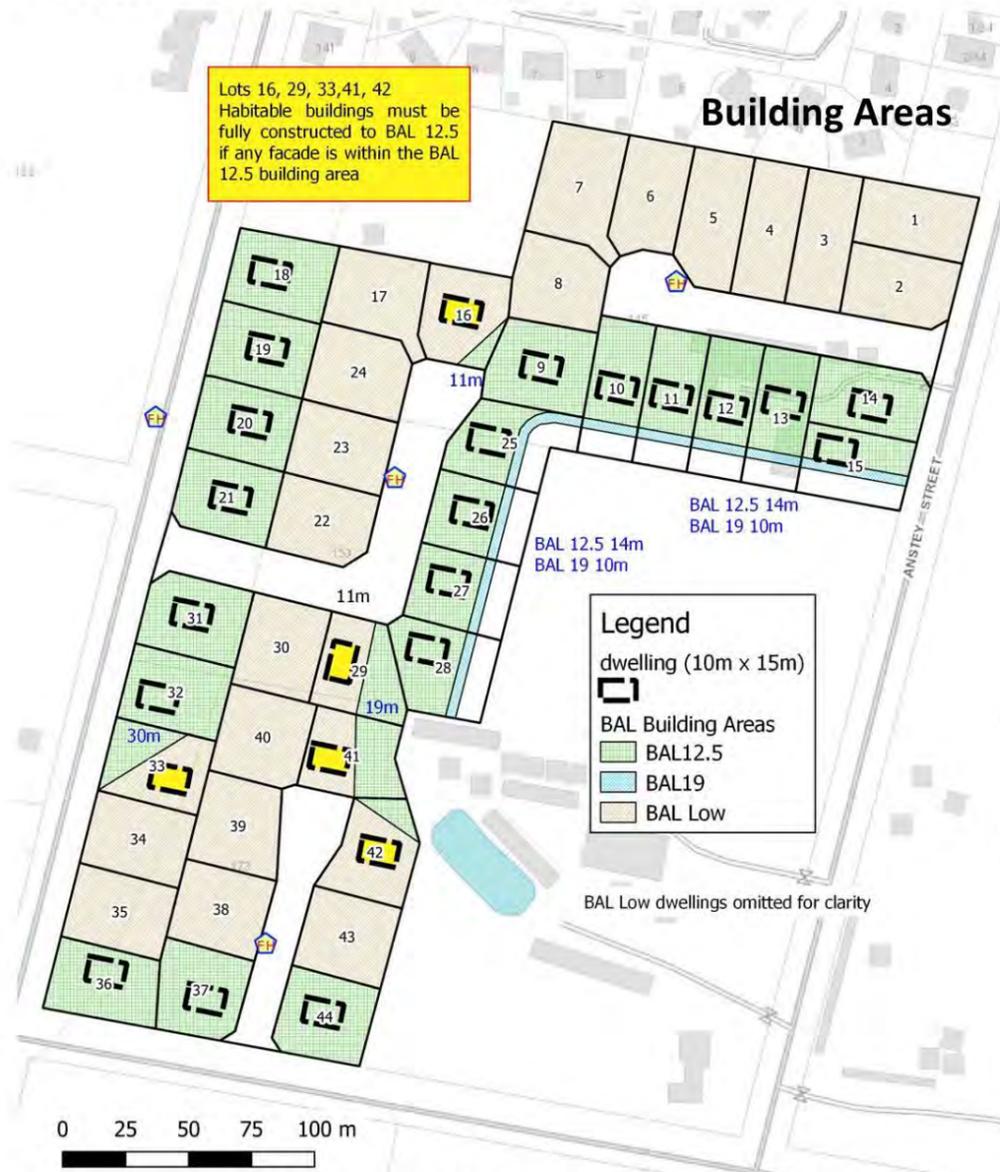
Figure 9: grassland south of Brickendon St



Figure 10: grassland east of subdivision Anstey St

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Bushfire Hazard Management Plan:



Construction: BAL Low , BAL 12.5, BAL 19 as shown

Buildings in Bushfire Prone Area to be built in accordance with the Building Code of Australia and Australian Standard AS3959.

Building setbacks / BAL ratings apply to habitable buildings (Class 1, 2 3, 8 or 9) and class 10a buildings within 6m of a habitable building.

Habitable buildings must be fully constructed to BAL 12.5 if any facade is within the BAL 12.5 building area of a lot.

Proposed Development	Subdivision, 44 lots & roads rom 3 lots
Plan of Subdivision	6TY Pty Ltd Proposal Plan P24 A, 12/2/21
Property Owner	NP Stubbs Twisted hotels Pty Ltd New Norfolk Hotels Pty Ltd, Zeekap (no 102) Pty Ltd
Address	145, 153 & 173 Marlborough St, Longford, 7301
CT	173613/1, 173613/2, 157278/2
PID	22964516, 2018204, 2018212

The following must be in place prior to sealing of titles for any stage and maintained in perpetuity:

- Hazard Management Areas including areas the balance lot
- Subdivision Roads
- Water Supply

The owner of a lot is responsible for management of vegetation and maintenance of infrastructure within a lot, including staged HMA's on the balance lot .

See report table for individual lot BAL ratings and setback requirements

This BHMP has been prepared to satisfy the requirements of the *Northern Midlands Planning Scheme, 2013* and *Planning Directive No. 5.1 Bushfire-Prone Areas Code*.

This plan should be read in conjunction with the report titled: Bushfire Hazard Management Report, 145 153 173 Marlborough St Longford v7 Livingston Natural Resource Services

Scott Livingston
 Accreditation: BFP – 105: 1, 2, 3A, 3B, 3C
 Date 20/8/2021
 SRL20/32S7



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Received 27/10/2021

Hazard Management Areas (HMA)

Hazard management areas include the area to protect the buildings as well as the access and water supplies.

Low threat vegetation, includes maintained lawns (<100mm in height) , gardens and orchards

All developed lots and roads and the balance lot within 50m of a developed lot must be managed as low threat vegetation from sealing of titles and in perpetuity.

The owner of a lot is responsible for management of vegetation within a lot including the balance lot at any stage of development.



Water Supply

The subdivision will be serviced by a reticulated supply, additional hydrant must be installed to the standards below. The building area to be protected must be located within 120 metres of a fire hydrant; and the distance must be measured as a hose lay, between the water connection point and the furthest part of the building area.

Additional Hydrants must comply with

- a. Fire hydrant system must be designed and constructed in accordance with TasWater Supplement to Water Supply Code of Australia WSA 03 – 2011-3.1 MRWA Edition 2.0; and
- b. Fire hydrants are not installed in parking areas

A hardstand area for fire appliances must be provided:

- a. no more than 3m from the hydrant, measured as a hose lay;
- b. No closer than six metres from the building area to be protected;
- c. With a minimum width of three metres constructed to the same standard as the carriageway; and
- d. Connected to the property access by a carriageway equivalent to the standard of the property access

ROADS

All roads within the subdivision must comply with the following:

- a. two-wheel drive, all-weather construction;
- b. load capacity of at least 20t, including for bridges and culverts;
- c. minimum carriageway width is 7m for a through road, or 5.5m for a dead-end or cul-de-sac road;
- d. minimum vertical clearance of 4m;
- e. minimum horizontal clearance of 2m from the edge of the carriageway;
- f. cross falls of less than 3 degrees (1:20 or 5%);
- g. maximum gradient of 15 degrees (1:3.5 or 28%) for sealed roads, and 10 degrees (1:5.5 or 18%) for unsealed roads;
- h. curves have a minimum inner radius of 10m;
- i. dead-end or cul-de-sac roads are not more than 200m in length unless the carriageway is 7 metres in width;
- j. dead-end or cul-de-sac roads have a turning circle with a minimum 12m outer radius; and
- k. carriageways less than 7m wide have 'No Parking' zones on one side, indicated by a road sign that complies with *Australian Standard AS1743-2001 Road signs-Specifications*.

The terminus of any dead-end road must meet turning circle provisions including a 12m outer radius, including any temporary dead end during staged construction. *Dead end roads must be 7min width.* Cul de sac heads must have no parking signs, where the carriageway is less than 12m outer radius, mountable kerbs and footpaths must be installed to provide compliant trafficable surface, all permanent turning circles show on the plan of subdivision are 18m diameter and will require trafficable turning provision on kerbs and footpaths . A full 2m horizontal clearance must be allowed from terminus turn heads(28m total diameter) within the road lots at final survey.

Turning provision must be installed on dead end staged roads.

Scott Livingston
Accreditation: BFP – 105: 1, 2, 3A, 3B, 3C
Date 20/8/2021

SRL20/3257

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BUSHFIRE-PRONE AREAS CODE**CERTIFICATE¹ UNDER S51(2)(d) LAND USE PLANNING AND APPROVALS ACT 1993****1. Land to which certificate applies**

The subject site includes property that is proposed for use and development and includes all properties upon which works are proposed for bushfire protection purposes.

Street address:	145, 153 173 Marlborough St Longford
Certificate of Title / PID:	CT 173613/1, PID 2964516, CT 173613/2, PID 2018204, CT 157278/2, PID 2018212

2. Proposed Use or Development

Description of proposed Use and Development:	44 lot subdivision from 3 existing titles
Applicable Planning Scheme:	Northern Midlands Interim Planning Scheme 2013

3. Documents relied upon

This certificate relates to the following documents:

Title	Author	Date	Version
Bushfire Hazard Management Report, 145 153 173 Marlborough St Longford v7	Scott Livingston	20/8/2021	7
Bushfire Hazard Management Plan, 145 153 173 Marlborough St Longford v7	Scott Livingston	20/8/2021	7
Proposal Plan	6TY Pty Ltd	12/2/21	P024 A,

4. Nature of Certificate

The following requirements are applicable to the proposed use and development:

¹ This document is the approved form of certification for this purpose and must not be altered from its original form.

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<input type="checkbox"/>	E1.4 / C13.4 – Use or development exempt from this Code	
	Compliance test	Compliance Requirement
<input type="checkbox"/>	E1.4(a) / C13.4.1(a)	Insufficient increase in risk

<input type="checkbox"/>	E1.5.1 / C13.5.1 – Vulnerable Uses	
	Acceptable Solution	Compliance Requirement
<input type="checkbox"/>	E1.5.1 P1 / C13.5.1 P1	<i>Planning authority discretion required. A proposal cannot be certified as compliant with P1.</i>
<input type="checkbox"/>	E1.5.1 A2 / C13.5.1 A2	Emergency management strategy
<input type="checkbox"/>	E1.5.1 A3 / C13.5.1 A2	Bushfire hazard management plan

<input type="checkbox"/>	E1.5.2 / C13.5.2 – Hazardous Uses	
	Acceptable Solution	Compliance Requirement
<input type="checkbox"/>	E1.5.2 P1 / C13.5.2 P1	<i>Planning authority discretion required. A proposal cannot be certified as compliant with P1.</i>
<input type="checkbox"/>	E1.5.2 A2 / C13.5.2 A2	Emergency management strategy
<input type="checkbox"/>	E1.5.2 A3 / C13.5.2 A3	Bushfire hazard management plan

<input checked="" type="checkbox"/>	E1.6.1 / C13.6.1 Subdivision: Provision of hazard management areas	
	Acceptable Solution	Compliance Requirement
<input type="checkbox"/>	E1.6.1 P1 / C13.6.1 P1	<i>Planning authority discretion required. A proposal cannot be certified as compliant with P1.</i>
<input type="checkbox"/>	E1.6.1 A1 (a) / C13.6.1 A1(a)	Insufficient increase in risk
<input checked="" type="checkbox"/>	E1.6.1 A1 (b) / C13.6.1 A1(b)	Provides BAL-19 for all lots (including any lot designated as ‘balance’)
<input type="checkbox"/>	E1.6.1 A1(c) / C13.6.1 A1(c)	Consent for Part 5 Agreement

<input checked="" type="checkbox"/>	E1.6.2 / C13.6.2 Subdivision: Public and fire fighting access	
	Acceptable Solution	Compliance Requirement

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<input type="checkbox"/>	E1.6.2 P1 / C13.6.2 P1	<i>Planning authority discretion required. A proposal cannot be certified as compliant with P1.</i>
<input type="checkbox"/>	E1.6.2 A1 (a) / C13.6.2 A1 (a)	Insufficient increase in risk
<input checked="" type="checkbox"/>	E1.6.2 A1 (b) / C13.6.2 A1 (b)	Access complies with relevant Tables,

<input checked="" type="checkbox"/>	E1.6.3 / C13.1.6.3 Subdivision: Provision of water supply for fire fighting purposes	
	Acceptable Solution	Compliance Requirement
<input type="checkbox"/>	E1.6.3 A1 (a) / C13.6.3 A1 (a)	Insufficient increase in risk
<input checked="" type="checkbox"/>	E1.6.3 A1 (b) / C13.6.3 A1 (b)	Reticulated water supply complies with relevant Table
<input checked="" type="checkbox"/>	E1.6.3 A1 (c) / C13.6.3 A1 (c)	Water supply consistent with the objective (existing hydrants)
<input type="checkbox"/>	E1.6.3 A2 (a) / C13.6.3 A2 (a)	Insufficient increase in risk
<input type="checkbox"/>	E1.6.3 A2 (b) / C13.6.3 A2 (b)	Static water supply complies with relevant Table
<input type="checkbox"/>	E1.6.3 A2 (c) / C13.6.3 A2 (c)	Static water supply consistent with the objective

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5. Bushfire Hazard Practitioner

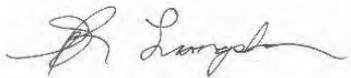
Name:	Scott Livingston	Phone No:	0438 951 021
Postal Address:	299 Relbia Road, Relbia, 7258	Email Address:	scottlivingston.lnra@gmail.com
Accreditation No:	BFP – 105	Scope:	1, 2, 3A, 3B, 3C

6. Certification

I certify that in accordance with the authority given under Part 4A of the *Fire Service Act 1979* that the proposed use and development:

- Is exempt from the requirement Bushfire-Prone Areas Code because, having regard to the objective of all applicable standards in the Code, there is considered to be an insufficient increase in risk to the use or development from bushfire to warrant any specific bushfire protection measures, or
- The Bushfire Hazard Management Plan/s identified in Section 3 of this certificate is/are in accordance with the Chief Officer's requirements and compliant with the relevant **Acceptable Solutions** identified in Section 4 of this Certificate.

Signed:
certifier



Name:

Scott Livingston

Date:

20/8/2021

Certificate Number:

SRL 20/32S7

(for Practitioner Use only)

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Received 27/10/2021

To: Owner /Agent
 Address
 Suburb/postcode

Form **55**

Qualified person details:

Qualified person:
 Address: Phone No:
 Fax No:
 Licence No: Email address:

Qualifications and Insurance details: (description from Column 3 of the Director of Building Control's Determination)

Speciality area of expertise: (description from Column 4 of the Director of Building Control's Determination)

Details of work:

Address: Lot No:
 Certificate of title No:

The assessable item related to this certificate: (description of the assessable item being certified)
 Assessable item includes –
 - a material;
 - a design
 - a form of construction
 - a document
 - testing of a component, building system or plumbing system
 - an inspection, or assessment, performed

Certificate details:

Certificate type: (description from Column 1 of Schedule 1 of the Director of Building Control's Determination)

This certificate is in relation to the above assessable item, at any stage, as part of - (tick one)
 building work, plumbing work or plumbing installation or demolition work:
 or
 a building, temporary structure or plumbing installation:

In issuing this certificate the following matters are relevant –

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Documents:

- Bushfire Attack Level Assessment & Report

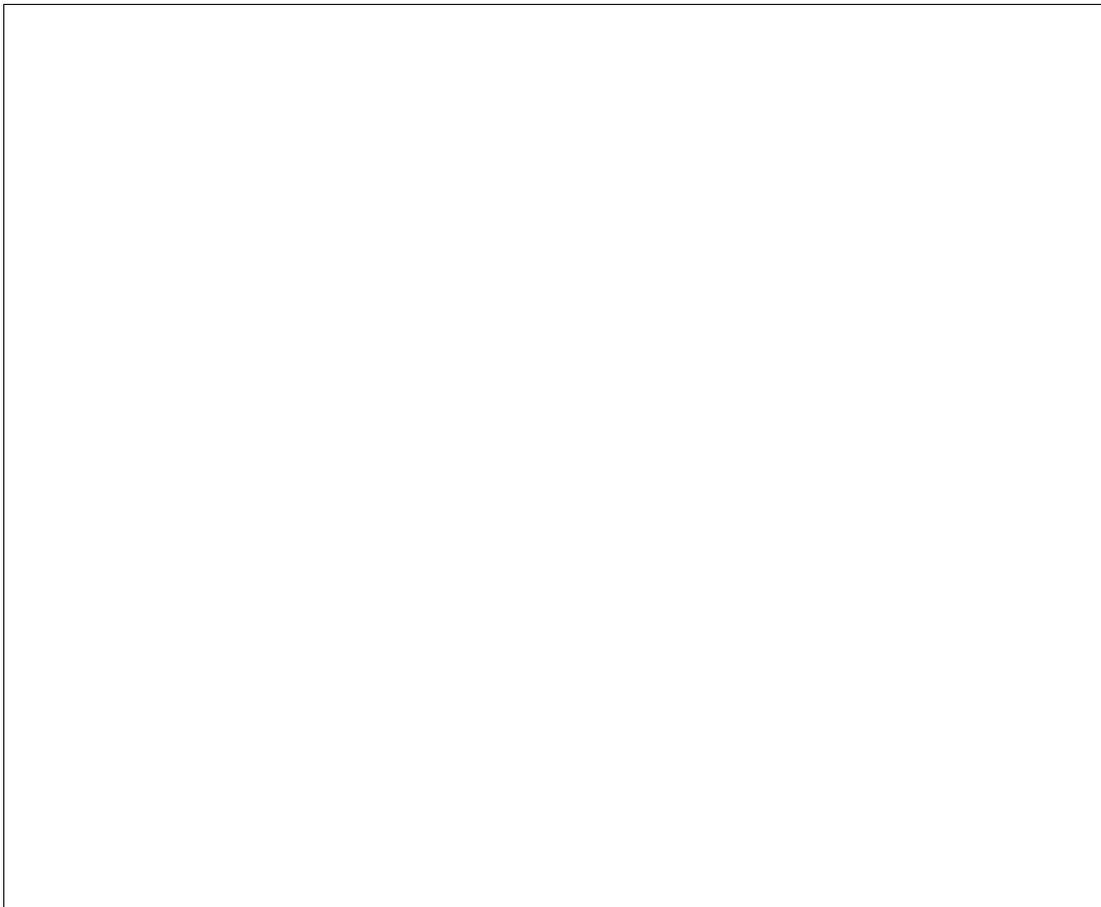
Relevant
calculations:

References:

- Australian Standard 3959
- Planning Directive No.5.1 *Bushfire-Prone Areas Code*
- Tasmanian Planning Scheme: Bushfire-Prone Areas Code C13
- Building Amendment Regulations 2016
- Director of Building Control, Determination
 - Application of Requirements for Building in Bushfire Prone Areas. (Aug 2017)
 - Director's Determination for Bushfire Hazard Areas v1.1 2021

Substance of Certificate: (what it is that is being certified)

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1. Assessment of the site Bushfire Attack Level (BAL) to Australian Standards 3959

Assessed as BAL Low, BAL 12.5, BAL 19

2. Bushfire Hazard Management Plan

Proposal is compliant with DTS requirements, clauses 4.1, 4.2, 4.3 & 4.4 Directors Determination Requirements for Building in Bushfire Prone Areas (v2.1)

Proposal is compliant with DTS requirements, tables 1, 2, 3A/3B & 4, Director's Determination for Bushfire Hazard Areas v1.1 2021

Scope and/or Limitations

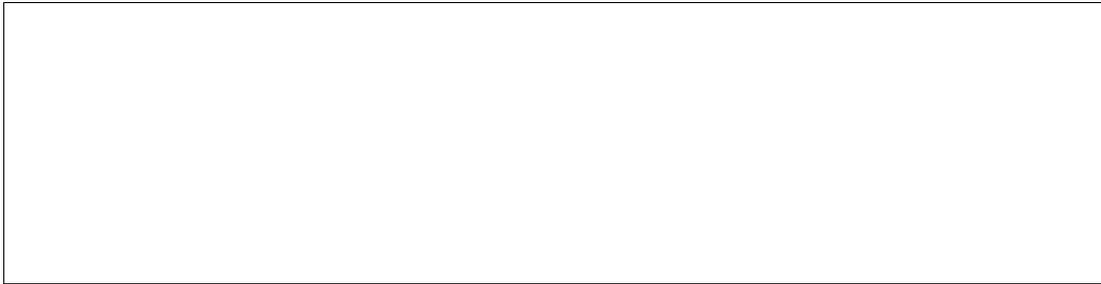
Scope:

This report was commissioned to identify the Bushfire Attack Level for the existing property. All comment, advice and fire suppression measures are in relation to compliance with Planning Directive No 5.1, Bushfire-Prone Areas Code issued by the Tasmanian Planning Commission, the Building Code of Australia and Australian Standards, AS 3959-2009, Construction of buildings in bushfire-prone areas.

Limitations:

The inspection has been undertaken and report provided on the understanding that;-

1. The report only deals with the potential bushfire risk all other statutory assessments are outside the scope of this report.
2. The report only identifies the size, volume and status of vegetation at the time the site inspection was undertaken and cannot be relied upon for any future development.
3. Impacts of future development and vegetation growth have not been considered.



I certify the matters described in this certificate.

	<i>Signed:</i>	<i>Certificate No:</i>	<i>Date:</i>
Qualified person:		<div style="border: 1px solid black; padding: 2px;">SRL20/32S7</div>	<div style="border: 1px solid black; padding: 2px;">20/8/2021</div>

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Rosemary Jones

From: Bushfire Practitioner <bfp@fire.tas.gov.au>
Sent: Monday, 1 November 2021 11:28 AM
To: NMC Planning
Subject: (ECM:1204938) FW: Representation to PLN21-0062 - 145-173 Marlborough Street, Longford
Attachments: 5) Tas Fire Representation.pdf; Bushfire Report_145-173 Marlborough Street Longford v7.pdf
Follow Up Flag: Follow up
Flag Status: Completed

Hello Paul,

Thanks for sending us the updated bushfire report for this subdivision proposal.

I can confirm that the revised document resolves the issues TFS detected and we would like to withdraw our representation.

The report identifies the cul-de-sac heads and interim turning heads have a 9m radius and rely on mountable kerbs and trafficable footpaths to achieve a 12m outer radius. TFS is concerned that the turning provisions may be overlooked and we advise Council that the detailed civil design must include the necessary measures to ensure the cul-de-sac are trafficable, including no parking signs, mountable kerbs, 20t load capacity for footpaths, 2m horizontal clearance etc. We are hoping Council will address this matter as a condition on the permit.

Kind regards

Suzie Gifford

**Planning & Assessment Officer
Bushfire Risk Unit**

Tasmania Fire Service

Service | Professionalism | Integrity | Consideration

Cnr Argyle and Melville Streets | GPO Box 308 Hobart Tasmania 7001
Phone (03) 6166 5600 | Mobile 0460 016 178
suzanne.gifford@fire.tas.gov.au | www.fire.tas.gov.au

From: NMC Planning <planning@nmc.tas.gov.au>
Sent: Thursday, 28 October 2021 11:24 AM
To: Bushfire Practitioner <bfp@fire.tas.gov.au>
Subject: Representation to PLN21-0062 - 145-173 Marlborough Street, Longford

Dear Suzie, I refer to your representation and the updated Bushfire Report v7 attached.

Can you please advise whether the updated Bushfire Report addresses the issues raised in your representation.

Regards,

Paul Godier



Senior Planner | Northern Midlands Council
Council Office, 13 Smith Street (PO Box 156), Longford Tasmania 7301
T: (03) 6397 7303 | F: (03) 6397 7331
E: paul.godier@nmc.tas.gov.au | W: www.northernmidlands.tas.gov.au



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14.4 PLN21-0248: 6 MUIRTON WAY, PERTH

File: PLN21-0248; 108370.38
Responsible Officer: Des Jennings, General Manager
Report prepared by: Paul Godier, Senior Planner

1 INTRODUCTION

This report assesses an application for a 6m x 6m shed in front of an existing garage at 6 Muirton Way, Perth.

It is proposed to construct a 6m x 6m x 3m to 3.525m high skillion garage, in front of an existing 6m x 9m x 3.6m high (to eaves) and 4.129m high (to apex) garage on the property.

2 BACKGROUND

Applicant: Evonne Van Veen	Owner: Evonne Van Veen and Director of Housing
Zone: General Residential	Codes: Car Parking and Sustainable Transport Code
Classification under the Scheme: Outbuilding	Existing Use: Residential (single dwelling)
Deemed Approval Date: 20 November 2021	Recommendation: Approve with conditions

Discretionary Aspects of the Application:

- More than 9m of walls within 1.5m of southern side boundary.

Planning Instrument:

Northern Midlands Interim Planning Scheme 2013, Version 35, Effective from 26 April 2021.

Preliminary Discussion

The applicant did not hold preliminary discussions with council officers.

The application was included in the agenda for the October meeting with a recommendation of refusal. The applicant asked for the application to be withdrawn from that agenda to enable discussions with council officers and the representor.

Contact was unable to be made with the representor. The author of this report met with the applicant on site on 8th November 2021. The applicant advised that:

- The highest part of the skillion garage would be below the top of the existing roller door, and would be 3m to 3.2m high, and that the lowest part of the skillion garage would be 2.4 to 2.6m high.
- The applicant would be willing to install timber screening on their property for the length of the garage.
- The garage would be used to park their ute out of the weather.

Image 1 – subject site



3 STATUTORY REQUIREMENTS

The proposal is an application pursuant to section 57 of the *Land Use Planning & Approvals Act 1993* (i.e. a discretionary application). Section 48 of the *Land Use Planning & Approvals Act 1993* requires the Planning Authority to observe and enforce the observance of the Planning Scheme. Section 51 of the *Land Use Planning & Approvals Act 1993* states that a person must not commence any use or development where a permit is required without such permit.

4 ASSESSMENT

4.1 Proposal

It is proposed to construct a 6m x 6m x 3m to 3.525m high skillion garage, in front of an existing 6m x 9m x 3.6m high (to eaves) and 4.129m high (to apex) garage on the property.

The applicant advised on 8 November 2021 that the actual height of the skillion garage is proposed to be ...

- 3m to 3.2m high (highest part of the skillion); and
- 2.4 to 2.6m high (lowest part of the skillion).



Image 2 - site plan

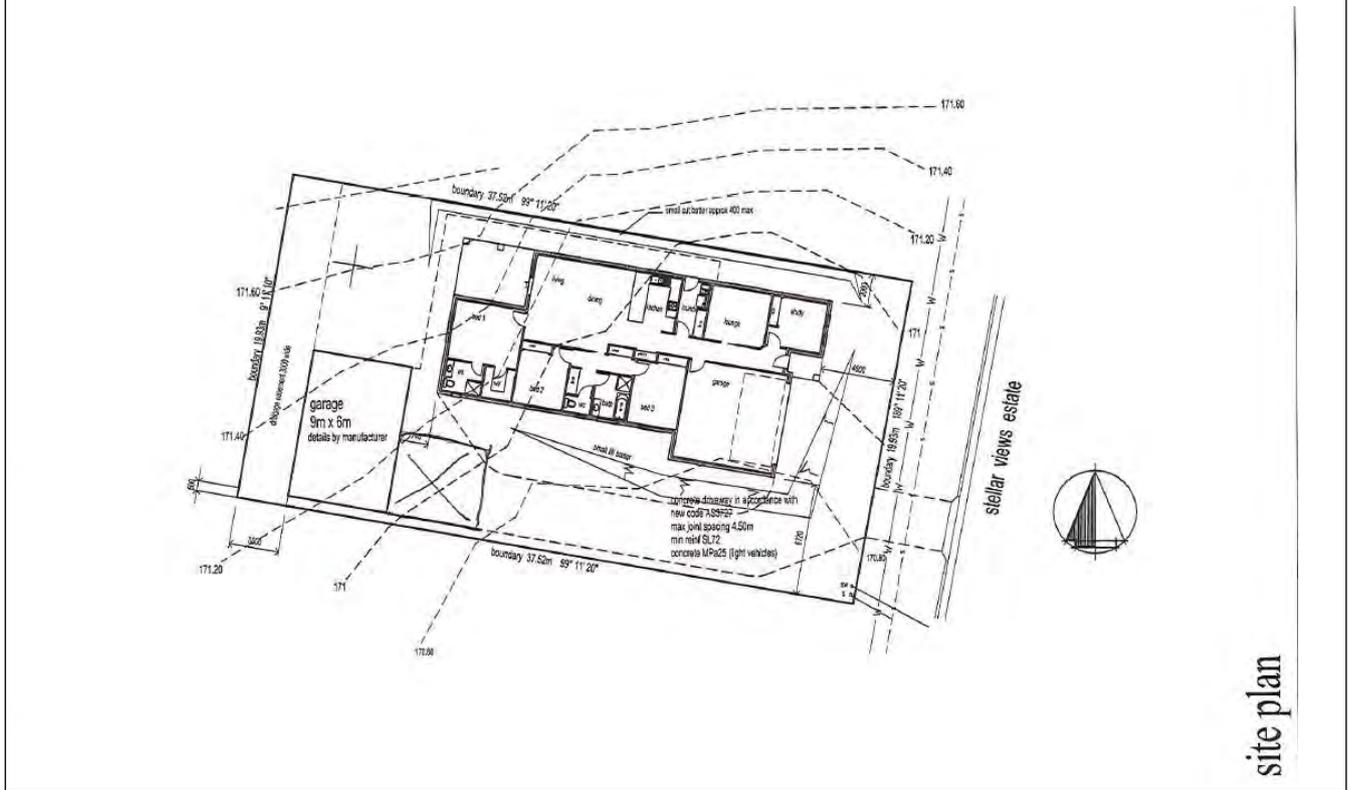


Image 3 - floor plan

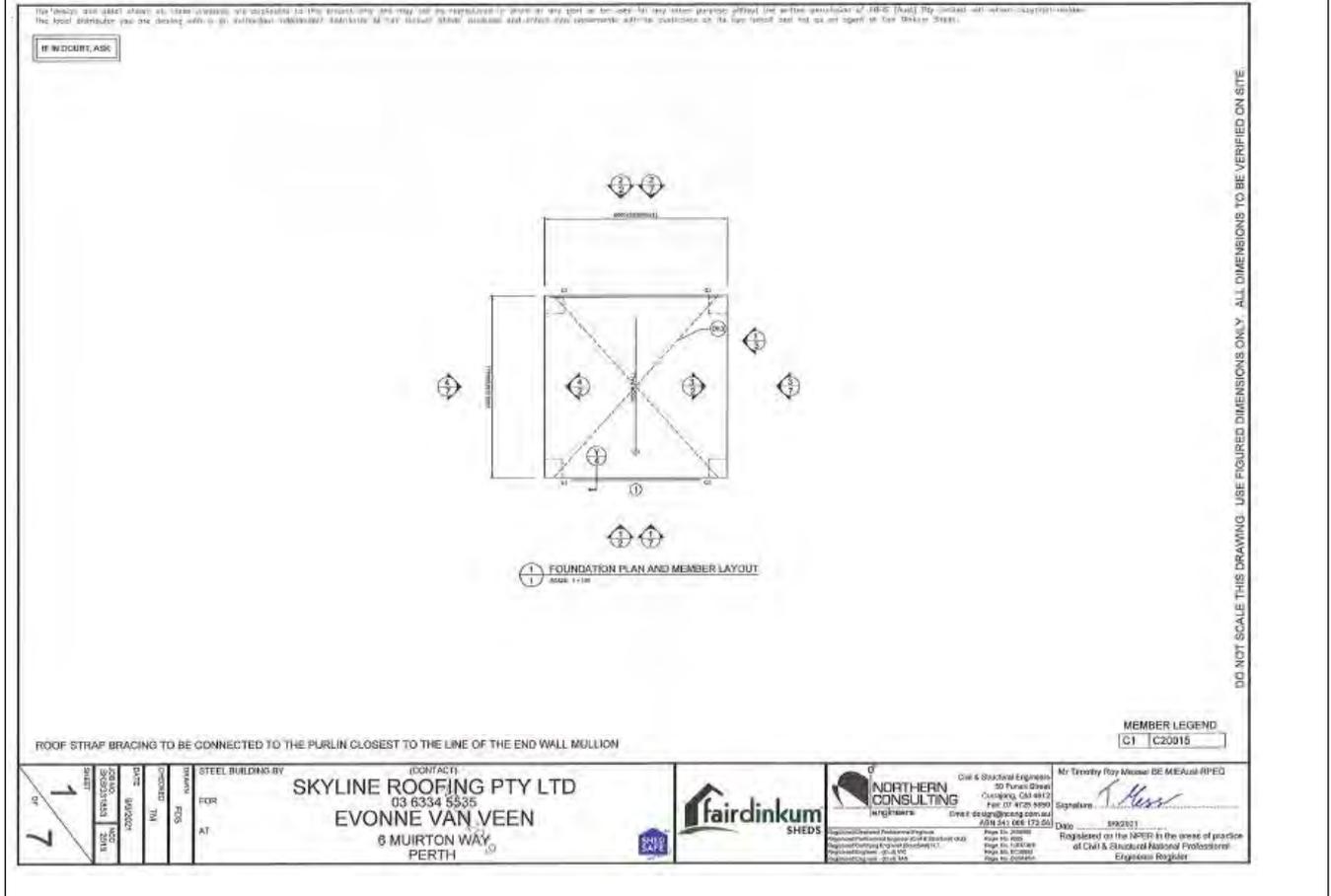




Image 4 – elevations of proposed garage

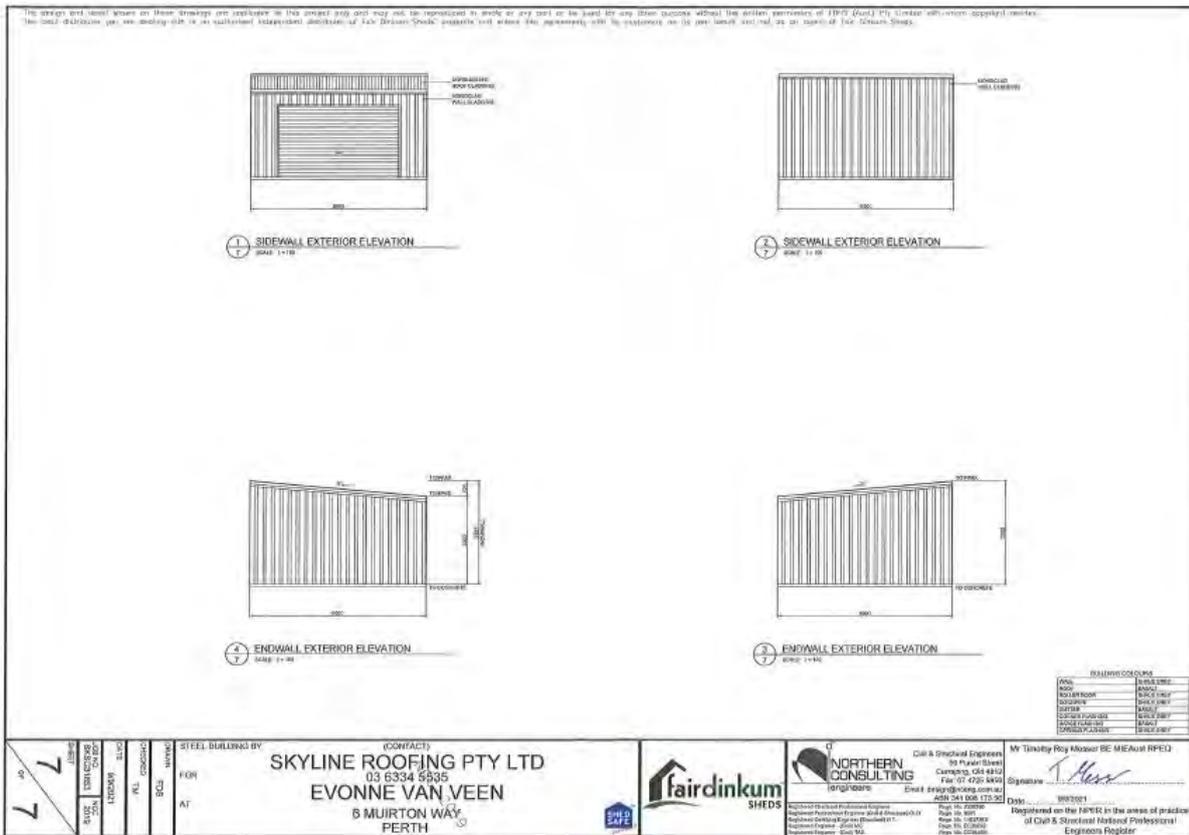
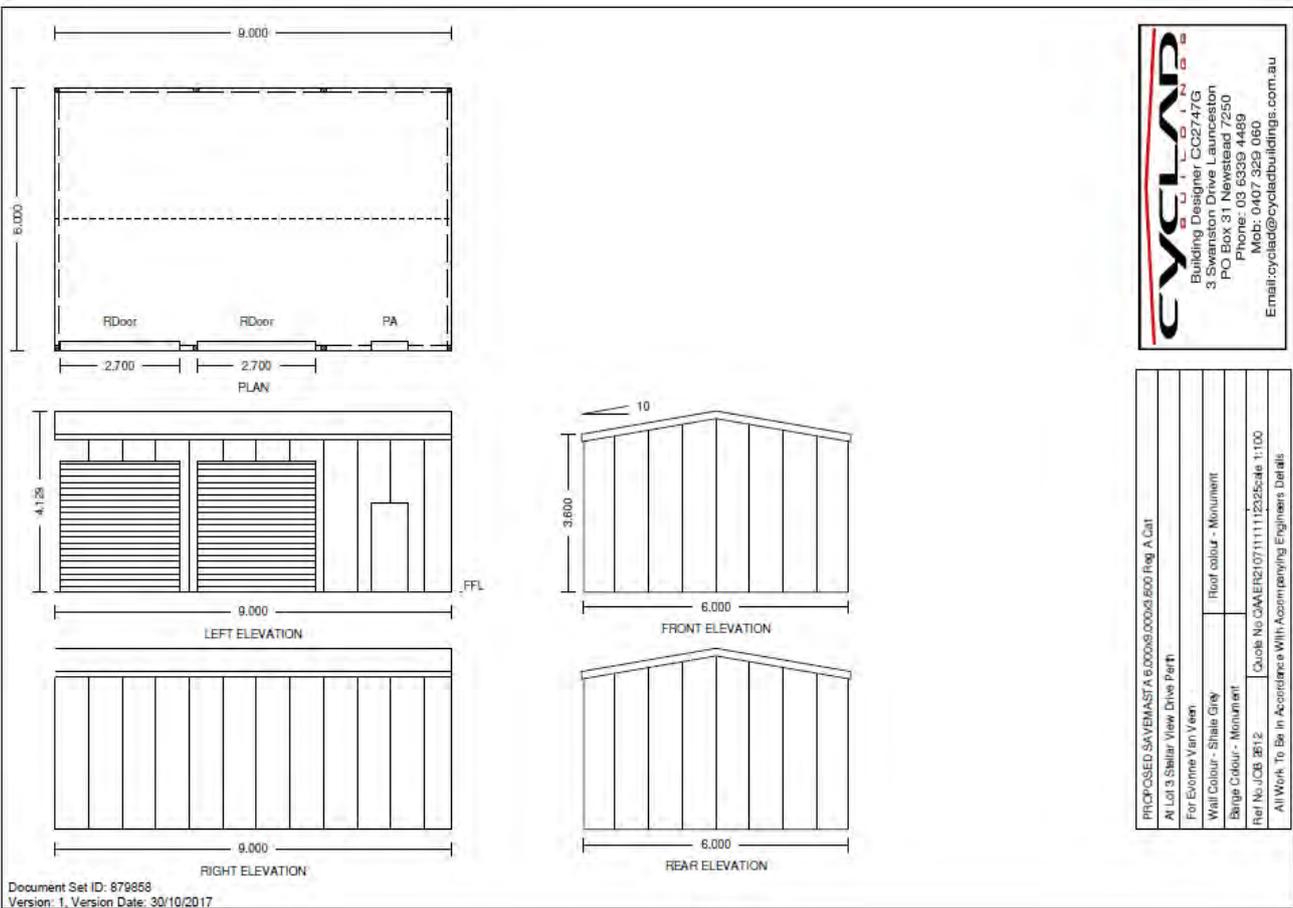


Image 5 – elevations of existing garage





4.2 Zone and Land Use

The land is zoned General Residential. The relevant Planning Scheme definition is Residential (single dwelling) (outbuilding).

4.3 Subject Site and Locality

The author of this report carried out a site visit on the 11th October and 8th November 2021. The site contains a dwelling and outbuildings. Surrounding land is similarly developed.

Image 6 - subject site



Image 7 - existing shed on 6 Muirton Way, taken from 4 Muirton Way



Image 8 - existing shed on 6 Muirton Way, taken from 4 Muirton Way



Image 9 - existing shed on 6 Muirton Way, taken from 4 Muirton Way



4.4 Permit/Site History

- P17-270 – dwelling and garage

4.5 Representations

Notice of the application was given in accordance with Section 57 of the Land Use Planning & Approvals Act 1993. A review of Council's records management system after completion of the public exhibition period revealed that a representation (attached) was received from:

- S McCafferty, 4 Muirton Way, Perth

Image 10 - Aerial photograph showing location of representor's property (outlined in red) in relation to subject site (highlighted)



The matter raised in the representation are outlined below followed by the planner's comments.

- Has already lost a section of sunlight to yard due to the existing shed and does not want to lose more sunlight due to the proposed shed.



Planner's comment: The relevant clause of the planning scheme is that buildings within 1.5m of the side boundary do not exceed a total length of 9m. The existing garage has a 6m wall 0.6m from the side boundary, and the proposed shed is to have a 6m wall 0.6m from the side boundary, resulting in 12m of walls within 1.5m of the side boundary. The relevant performance criteria to consider this variation against is:

The siting and scale of a dwelling must:

(a) *not cause an unreasonable loss of amenity to adjoining properties, having regard to:*

(i) *reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining property;*

Comment: The dwelling to the south is 5m from the side boundary. Given that distance it is considered that the shed will not cause an unreasonable loss of amenity by reduction in sunlight to a habitable room of that dwelling.

(ii) *overshadowing the private open space of a dwelling on an adjoining property;*

Comment: The aerial photograph shows that the dwelling to the south has an area of private open space that is of sufficient distance from the garage that it is considered that the shed will not cause an unreasonable loss of amenity through overshadowing the private open space of that dwelling.

(iii) *overshadowing of an adjoining vacant property.*

Comment: N/a, there is not an adjoining vacant property.

(iv) *visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining property;*

Comment: The proposal plans show the skillion shed with a wall height ranging between 3m to 3.525m with a length of 6m. This will be in front of an existing 6m long garage with a wall height ranging between 3.6m to 4.129m. This would place it just below the gutter of the existing shed.

The applicant has since advised that the highest part of the skillion shed would be below the top of the existing roller door, and would be 3m to 3.2m high, and that the lowest part of the skillion shed would be 2.4 to 2.6m high.

The site photographs show that such a reduced height breaks up the form of the walls such that it is considered not to have an adverse visual impact caused by the apparent scale, bulk and proportions when viewed from 4 Muirton Way. The applicant has also advised they are willing to install timber screening for the length of the shed. This will further reduce the visual impact.

(b) *provide separation between dwellings on adjoining properties that is consistent with that existing on established properties in the area; and*

Comment: The shed is to be 0.6m from the side boundary. The adjoining house is 5m from the boundary. It is considered that the shed provides separation between dwellings consistent with that established in the area.

(c) *not cause an unreasonable reduction in sunlight to an existing solar energy installation on:*

(i) *an adjoining property; or*

Comment: Complies.

(ii) *another dwelling on the same site.*

Comment: Complies.

4.6 Referrals

No referrals were required.



4.7 Planning Scheme Assessment

Assessment Against Development Standards for Dwellings

10.4.1 Residential density for multiple dwellings

Not applicable, not a multiple dwelling.

10.4.2 Setbacks and building envelope for all dwellings

<p>Objective:</p>	<p><i>The siting and scale of dwellings: provides reasonably consistent separation between dwellings and their frontage within a street; provides consistency in the apparent scale, bulk, massing and proportion of dwellings; provides separation between dwellings on adjoining properties to allow reasonable opportunity for daylight and sunlight to enter habitable rooms and private open space; and provides reasonable access to sunlight for existing solar energy installations.</i></p>
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1 <i>Unless within a building area on a sealed plan, a dwelling, excluding garages, carports and protrusions that extend not more than 0.9m into the frontage setback, must have a setback from a frontage that is: if the frontage is a primary frontage, not less than 4.5m, or, if the setback from the primary frontage is less than 4.5m, not less than the setback, from the primary frontage, of any existing dwelling on the site; if the frontage is not a primary frontage, not less than 3m, or, if the setback from the frontage is less than 3m, not less than the setback, from a frontage that is not a primary frontage, of any existing dwelling on the site; if for a vacant site and there are existing dwellings on adjoining properties on the same street, not more than the greater, or less than the lesser, setback for the equivalent frontage of the dwellings on the adjoining sites on the same street; if located above a non-residential use at ground floor level, not less than the setback from the frontage of the ground floor level; or if the development is on land that abuts a road specified in Table 10.4.2, at least that specified for the road.</i></p>	<p>P1 <i>A dwelling must: (a) have a setback from a frontage that is compatible with the streetscape, having regard to any topographical constraints; and (b) if abutting a road identified in Table 10.4.2, include additional design elements that assist in attenuating traffic noise or any other detrimental impacts associated with proximity to the road.</i></p>
<p>Comment: Complies.</p>	<p>N/a</p>
<p>A2 <i>A garage or carport for a dwelling must have a setback from a primary frontage of not less than: 5.5m, or alternatively 1m behind the building line; the same as the building line, if a portion of the dwelling gross floor area is located above the</i></p>	<p>P2 <i>A garage or carport for a dwelling must have a setback from a primary frontage that is compatible with the setbacks of existing garages or carports in the street, having regard to any topographical constraints.</i></p>



<p>garage or carport; or 1m, if the existing ground level slopes up or down at a gradient steeper than 1 in 5 for a distance of 10m from the frontage.</p>	
<p>Comment: Complies. The shed is proposed to be 22.5m from the primary frontage.</p>	<p>N/a</p>
<p>A3 A dwelling, excluding outbuildings with a building height of not more than 2.4m and protrusions that extend not more than 0.9m horizontally beyond the building envelope, must:</p> <p>(a) be contained within a building envelope (refer to Figures 10.1, 10.2 and 10.3) determined by:</p> <p>(i) a distance equal to the frontage setback or, for an internal lot, a distance of 4.5m from the rear boundary of a property with an adjoining frontage; and</p> <p>(ii) projecting a line at an angle of 45 degrees from the horizontal at a height of 3m above existing ground level at the side and rear boundaries to a building height of not more than 8.5m above existing ground level; and</p> <p>(b) only have a setback of less than 1.5m from a side or rear boundary if the dwelling:</p> <p>(i) does not extend beyond an existing building built on or within 0.2m of the boundary of the adjoining property; or</p> <p>(ii) does not exceed a total length of 9m or one third the length of the side boundary (whichever is the lesser).</p>	<p>P3 The siting and scale of a dwelling must:</p> <p>(a) not cause an unreasonable loss of amenity to adjoining properties, having regard to:</p> <p>(i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining property;</p> <p>(ii) overshadowing the private open space of a dwelling on an adjoining property;</p> <p>(iii) overshadowing of an adjoining vacant property; or</p> <p>(iv) visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining property;</p> <p>(b) provide separation between dwellings on adjoining properties that is consistent with that existing on established properties in the area; and</p> <p>(c) not cause an unreasonable reduction in sunlight to an existing solar energy installation on:</p> <p>(i) an adjoining property; or</p> <p>(ii) another dwelling on the same site.</p>
<p>Comment: Does not comply with A3 (b) (iii). The total length of walls, including the existing garage and proposed shed, within 1.5m of the side boundary would be 12m. This is longer than the acceptable solution of 9m. The application must be assessed against the performance criteria.</p>	<p>The siting and scale of a dwelling must:</p> <p>(a) not cause an unreasonable loss of amenity to adjoining properties, having regard to:</p> <p>(i) reduction in sunlight to a habitable room (other than a bedroom) of a dwelling on an adjoining property;</p> <p>Comment: The dwelling to the south is 5m from the side boundary. It is considered that the shed will not cause an unreasonable loss of amenity by reduction in sunlight to a habitable room of that dwelling.</p> <p>(ii) overshadowing the private open space of a dwelling on an adjoining property;</p> <p>Comment: The aerial photograph shows that the dwelling to the south has an area of private open space that is of sufficient distance from the shed that it is considered that the shed will not cause an unreasonable loss of amenity through overshadowing the private open space of that dwelling.</p> <p>(iii) overshadowing of an adjoining vacant property.</p> <p>Comment: N/a, there is not an adjoining vacant property.</p> <p>(iv) visual impacts caused by the apparent scale, bulk or</p>



	<p><i>proportions of the dwelling when viewed from an adjoining property;</i></p> <p>Comment: The proposal plans show the skillion shed with a wall height ranging between 3m to 3.525m with a length of 6m. This will be in front of an existing 6m long garage with a wall height ranging between 3.6m to 4.129m. This would place it just below the gutter of the existing shed.</p> <p>The applicant has since advised that the highest part of the skillion shed would be below the top of the existing roller door, and would be 3m to 3.2m high, and that the lowest part of the skillion shed would be 2.4 to 2.6m high.</p> <p>The site photographs show that such a reduced height breaks up the form of the walls such that it is considered not to have an adverse visual impact caused by the apparent scale, bulk and proportions when viewed from 4 Muirton Way. The applicant has also advised they are willing to install timber screening for the length of the shed. This will further reduce the visual impact. The revised proposal satisfies the performance criteria.</p> <p><i>(b) provide separation between dwellings on adjoining properties that is consistent with that existing on established properties in the area; and</i></p> <p>Comment: The shed is to be 0.6m from the side boundary. The adjoining house is 5m from the boundary. It is considered that the shed provides separation between dwellings consistent with that established in the area.</p> <p><i>(c) not cause an unreasonable reduction in sunlight to an existing solar energy installation on:</i></p> <p><i>(i) an adjoining property; or</i></p> <p>Comment: Complies.</p> <p><i>(ii) another dwelling on the same site.</i></p> <p>Comment: Complies.</p>
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Table 10.4.2

Road	Setback (m)

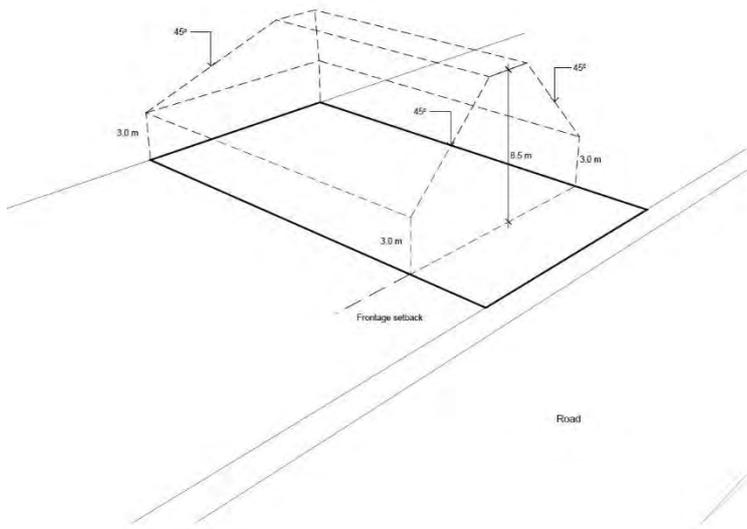


Figure 10.1 Building envelope as required by clause 10.4.2 A3(a)

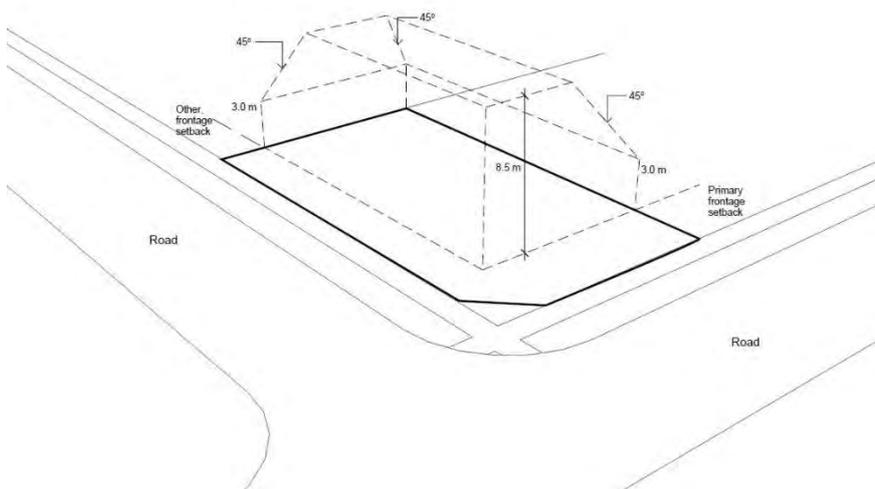


Figure 10.2 Building envelope for corner lots as required by clause 10.4.2 A3(a)

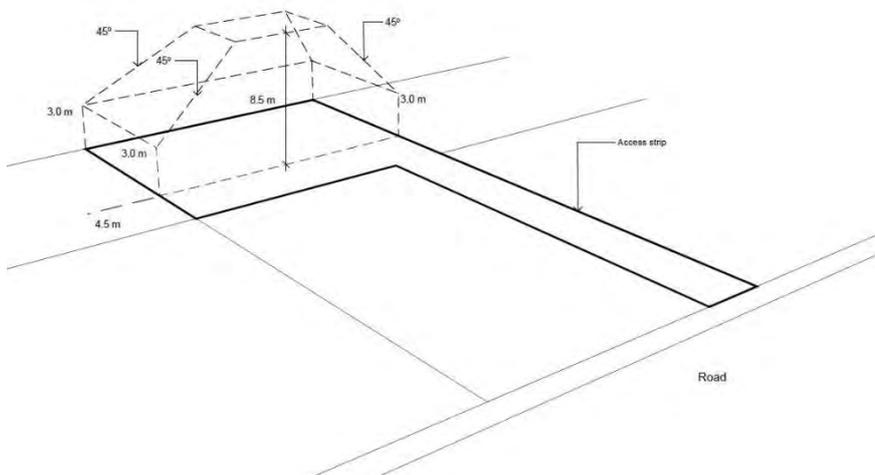


Figure 10.3 Building envelope for internal lots as required by clause 10.4.2 A3(a)



10.4.3 Site coverage and private open space for all dwellings

<p><i>Objective:</i></p>	<p><i>That dwellings are compatible with the amenity and character of the area and provide: for outdoor recreation and the operational needs of the residents; opportunities for the planting of gardens and landscaping; and private open space that is conveniently located and has access to sunlight.</i></p>
<p>Acceptable Solutions</p>	<p>Performance Criteria</p>
<p>A1 <i>Dwellings must have: a site coverage of not more than 50% (excluding eaves up to 0.6m wide); and for multiple dwellings, a total area of private open space of not less than 60m² associated with each dwelling, unless the dwelling has a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer).</i></p>	<p>P1 <i>Dwellings must have: (a) site coverage consistent with that existing on established properties in the area; (b) private open space that is of a size and with dimensions that are appropriate for the size of the dwelling and is able to accommodate: (i) outdoor recreational space consistent with the projected requirements of the occupants and, for multiple dwellings, take into account any common open space provided for this purpose within the development; and (ii) operational needs, such as clothes drying and storage; and reasonable space for the planting of gardens and landscaping.</i></p>
<p>Comment: Complies. Dwelling, alfresco, porch = 217.42m² Existing garage = 54 m² Proposed shed = 36 m² Total = 307.54 m² Site = 748 m² Coverage = 41%.</p>	<p>N/a</p>
<p>A2 <i>A dwelling must have private open space that: (a) is in one location and is not less than: (i) 24m²; or (ii) 12m², if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer); (b) has a minimum horizontal dimension of not less than: (i) 4m; or (ii) 2m, if the dwelling is a multiple dwelling with a finished floor level that is entirely more than 1.8m above the finished ground level (excluding a garage, carport or entry foyer); (c) is located between the dwelling and the frontage only if the frontage is orientated between 30 degrees west of true north and 30 degrees east of true north; and (d) has a gradient not steeper than 1 in 10.</i></p>	<p>P2 <i>A dwelling must have private open space that includes an area capable of serving as an extension of the dwelling for outdoor relaxation, dining, entertaining and children's play and is: conveniently located in relation to a living area of the dwelling; and orientated to take advantage of sunlight.</i></p>
<p>Comment: Complies. The proposed location of the shed does not reduce the area of private open space for the dwelling.</p>	<p>N/a</p>

10.4.4 Sunlight to private open space of multiple dwellings

Objective:	That the separation between multiple dwellings provides reasonable opportunity for sunlight to private open space for dwellings on the same site.	
Acceptable Solutions	Performance Criteria	
<p>A1</p> <p>A multiple dwelling, that is to the north of the private open space of another dwelling on the same site, required to satisfy A2 or P2 of clause 10.4.3, must satisfy (a) or (b), unless excluded by (c):</p> <p>(a) the multiple dwelling is contained within a line projecting (see Figure 10.4):</p> <p>(i) at a distance of 3m from the northern edge of the private open space; and</p> <p>(ii) vertically to a height of 3m above existing ground level and then at an angle of 45 degrees from the horizontal;</p> <p>(b) the multiple dwelling does not cause 50% of the private open space to receive less than 3 hours of sunlight between 9.00am and 3.00pm on 21st June; and</p> <p>(c) this Acceptable Solution excludes that part of a multiple dwelling consisting of:</p> <p>(i) an outbuilding with a building height not more than 2.4m; or</p> <p>(ii) protrusions that extend not more than 0.9m horizontally from the multiple dwelling.</p>	<p>P1</p> <p>A multiple dwelling must be designed and sited to not cause an unreasonable loss of amenity by overshadowing the private open space, of another dwelling on the same site, which is required to satisfy A2 or P2 of clause 10.4.3 of this planning scheme.</p>	
Comment: Not applicable, not a multiple dwelling.	N/a	

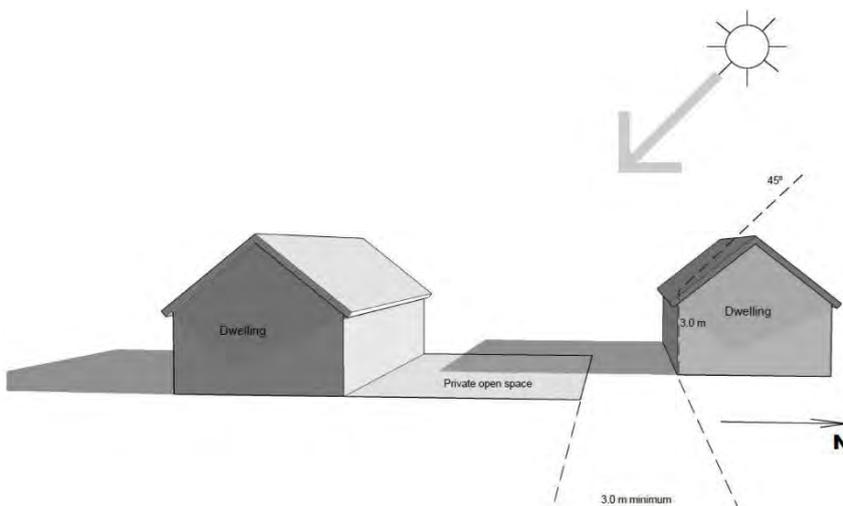


Figure 10.4 Separation from the private open space of another dwelling on the same site as required by clause 10.4.4 A1(a)

10.4.5 Width of openings for garages and carports for all dwellings

Objective:	To reduce the potential for garage or carport openings to dominate the primary frontage.	
Acceptable Solutions	Performance Criteria	
<p>A1</p> <p>A garage or carport for a dwelling within 12m of a primary frontage, whether the garage or carport is free-standing or</p>	<p>P1</p> <p>A garage or carport for a dwelling must be designed to minimise the width of its openings that are visible</p>	



<i>part of the dwelling, must have a total width of openings facing the primary frontage of not more than 6m or half the width of the frontage (whichever is the lesser).</i>	<i>from the street, so as to reduce the potential for the openings of a garage or carport to dominate the primary frontage.</i>
Comment: Not applicable. The shed is proposed to be 22.5m from the primary frontage.	N/a

CODES		
E1.0	Bushfire Prone Areas Code	N/a
E2.0	Potentially Contaminated Land	N/a
E3.0	Landslip Code	N/a
E4.0	Road And Railway Assets Code	N/a
E.5.0	Flood Prone Areas Code	N/a
E6.0	Car Parking And Sustainable Transport Code	Complies. Two spaces required; two spaces provided.
E7.0	Scenic Management Code	N/a
E8.0	Biodiversity Code	N/a
E9.0	Water Quality Code	N/a
E10.0	Recreation And Open Space Code	N/a
E11.0	Environmental Impacts & Attenuation Code	N/a
E12.0	Airports Impact Management Code	N/a
E13.0	Local Historic Heritage Code	N/a
E14.0	Coastal Code	N/a
E15.0	Signs Code	N/a
SPECIFIC AREA PLANS		
F1.0	Translink Specific Area Plan	N/a
F2.0	Heritage Precincts Specific Area Plan	N/a
SPECIAL PROVISIONS		
9.1	Changes to an Existing Non-conforming Use	N/a
9.2	Development for Existing Discretionary Uses	N/a
9.3	Adjustment of a Boundary	N/a
9.4	Demolition	N/a
9.5	Change of Use of a Place listed on the Tasmanian Heritage Register or a heritage place	N/a
9.6	Change of Use	N/a
9.7	Access and Provision of Infrastructure Across Land in Another Zone	N/a
9.8	Buildings Projecting onto Land in a Different Zone	N/a
9.9	Port and Shipping in Proclaimed Wharf Areas	N/a
STATE POLICIES		
The proposal is consistent with all State Policies.		
OBJECTIVES OF LAND USE PLANNING & APPROVALS ACT 1993		
The proposal is consistent with the objectives of the <i>Land Use Planning & Approvals Act 1993</i> .		

5 FINANCIAL IMPLICATIONS TO COUNCIL

There are no financial implications to Council.

6 OPTIONS

Approve subject to conditions or refuse and state reasons for refusal.



7 DISCUSSION

Discretion to refuse the application is limited to the proposal resulting in more than 9m of walls within 1.5m of the side boundary. Conditions that relate to any aspect of the application can be placed on a permit.

The performance criteria requires that the siting and scale of the shed must not cause an unreasonable loss of amenity to adjoining properties having regard to visual impacts caused by the apparent scale, bulk or proportions of the dwelling when viewed from an adjoining property.

The proposal plans show the skillion shed with a wall height ranging between 3m to 3.525m with a length of 6m. This will be in front of an existing 6m long garage with a wall height ranging between 3.6m to 4.129m. This would place it just below the gutter of the existing shed.

The applicant has since advised that the highest part of the skillion shed would be below the top of the existing roller door, and would be 3m to 3.2m high, and that the lowest part of the skillion shed would be 2.4 to 2.6m high.

The site photographs show that such a reduced height breaks up the form of the walls such that it is considered not to have an adverse visual impact caused by the apparent scale, bulk and proportions when viewed from 4 Muirton Way. The applicant has also advised they are willing to install timber screening for the length of the shed. This will further reduce the visual impact. The revised proposal satisfies the performance criteria.

It is recommended that the application be approved, and be conditioned to be in accordance with the revised proposal.

8 ATTACHMENTS

1. Application [14.4.1 - 10 pages]
2. Representation [14.4.2 - 1 page]

RECOMMENDATION

That land at 6 Muirton Way, Perth be approved to be developed and used for an outbuilding in accordance with application PLN21-0248 and subject to the following conditions:

1 Layout not altered

Except as required by condition 2, the use and development must be in accordance with the endorsed plans.

2 Amended Plans Required

Before the development commences, amended plans must be submitted showing:

- 3.2m as the maximum height of the shed.
- 2.4m as the minimum height of the shed.

When approved, the plans will be endorsed and will form part of this permit.

3 Screening required

- Before the use commences, timber screening stained or painted in a muted colour must be installed on 6 Muirton Way.
- The screen must be for the length of the shed to a height of 2.1m above ground level.
- The screen must be maintained for the duration of the use.

PLANNING APPLICATION

Proposal

Description of proposal: Stand alone shed/carport

.....
.....
.....
.....

(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: 6 Muirton Way, Perth, TAS

.....

CT no:

Estimated cost of project \$15,000 (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 Residence

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

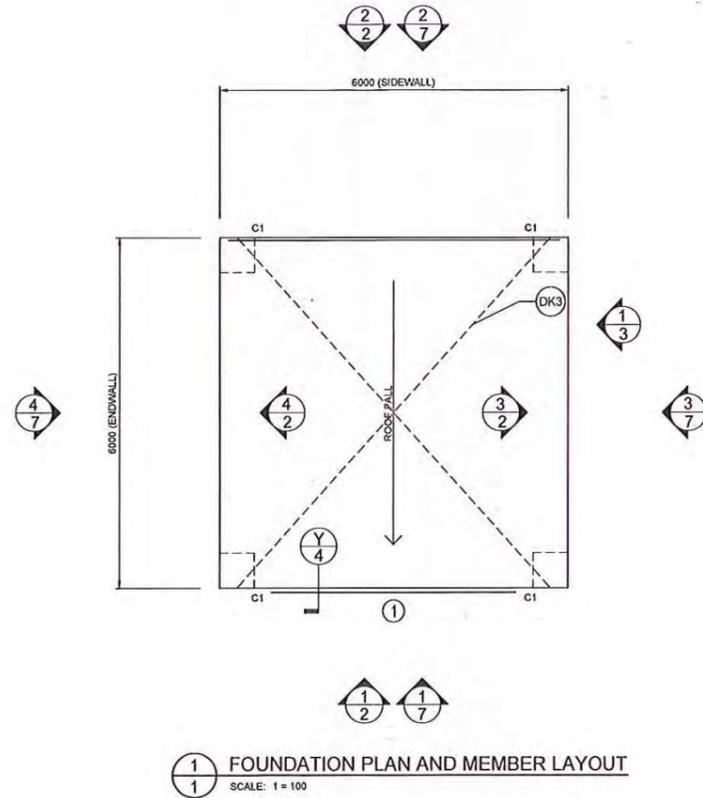
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(attach additional sheets if necessary)

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

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IF IN DOUBT, ASK.



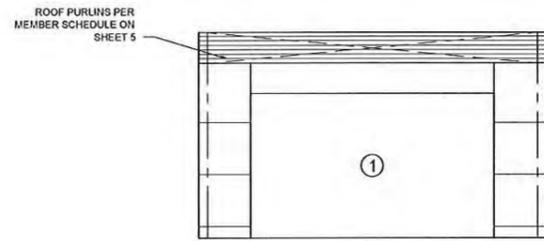
DO NOT SCALE THIS DRAWING. USE FIGURED DIMENSIONS ONLY. ALL DIMENSIONS TO BE VERIFIED ON SITE.

ROOF STRAP BRACING TO BE CONNECTED TO THE PURLIN CLOSEST TO THE LINE OF THE END WALL MULLION

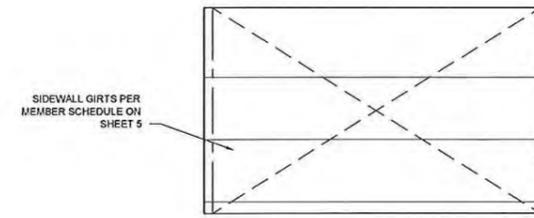
MEMBER LEGEND	
C1	C20015

SHEET 1 OF 7	DATE 9/9/2021 CHECKED TM DRAWN FDS	STEEL BUILDING BY SKYLINE ROOFING PTY LTD (CONTACT) 03 6334 5535 EVONNE VAN VEEN 6 MUIRTON WAY PERTH		Civil & Structural Engineers 50 Punari Street Currajong, Qld 4812 Fax: 07 4725 5850 Email: design@nceng.com.au ABN 341 008 173 56 Registered Chartered Professional Engineer Registered Professional Engineer (Civil & Structural) QLD Registered Certifying Engineer (Structural) N.T. Registered Engineer - (Civil) VIC Registered Engineer - (Civil) TAS	Mr Timothy Roy Messer BE MIEAust RPEQ Signature <i>T. Messer</i> Date 9/9/2021 Registered on the NPBR in the areas of practice of Civil & Structural National Professional Engineers Register
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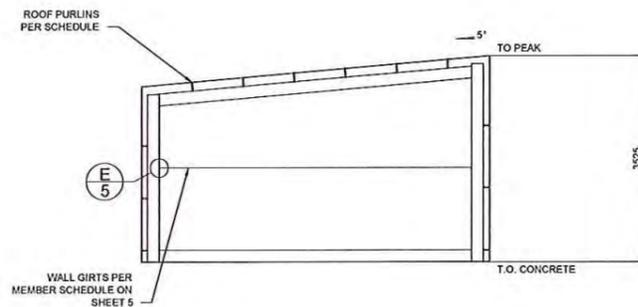
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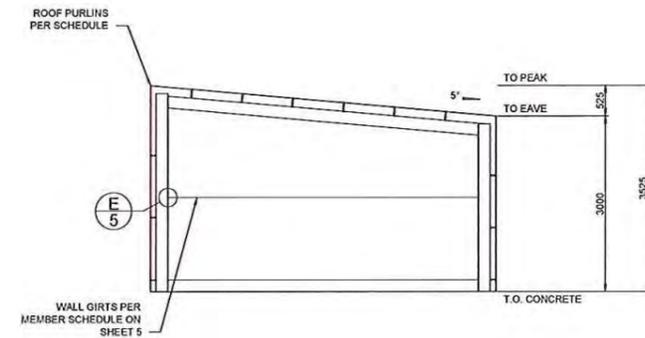
1 SIDEWALL EXTERIOR ELEVATION
SCALE: 1 = 100



2 SIDEWALL EXTERIOR ELEVATION
SCALE: 1 = 100



4 ENDWALL INTERIOR ELEVATION
SCALE: 1 = 100

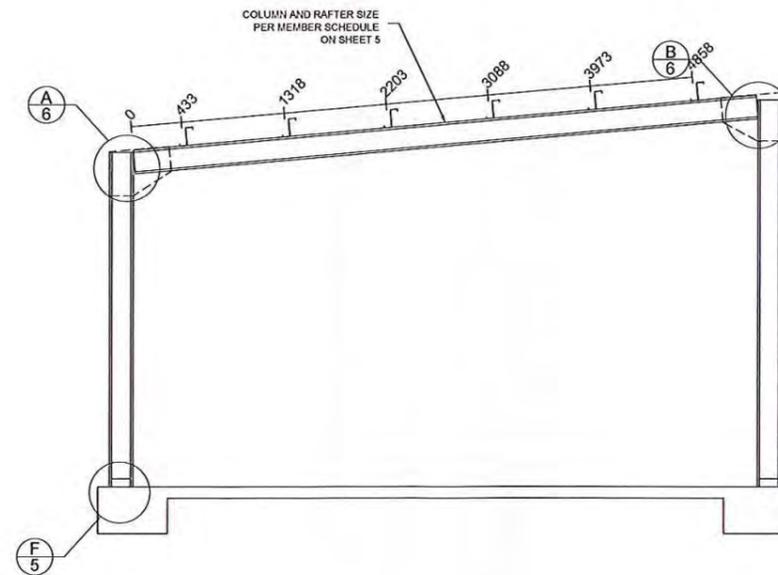


3 ENDWALL INTERIOR ELEVATION
SCALE: 1 = 100

X BRACING IS REQUIRED IN 1 SIDE BAY(S) AND 1 ROOF BAY(S) (BOTH SIDES).

2 OF 7 SHEET	JOB NO. SKSG31853 2019	DATE 9/9/2021	CHECKED TM	DRAWN FDS	STEEL BUILDING BY SKYLINE ROOFING PTY LTD (CONTACT) 03 6334 5535 EVONNE VAN VEEN 6 MURTON WAY PERTH			Civil & Structural Engineers 50 Punari Street Currrejong, Qld 4812 Fax: 07 4725 5850 Email: design@nceng.com.au ABN 341 008 173 56	Mr Timothy Roy Messer BE MIEAust RPEQ Signature <i>T. Messer</i> Date 9/9/2021 Registered on the NPER in the areas of practice of Civil & Structural National Professional Engineers Register
	JOB NO. NCC 2019	DATE 9/9/2021	CHECKED TM	DRAWN FDS	FOR AT	Registered Chartered Professional Engineer Registered Professional Engineer (Civil & Structural) QLD Registered Certifying Engineer (Structural) N.T. Registered Engineer - (Civil) VIC Registered Engineer - (Civil) TAS	Regn No. 2558980 Regn No. 5985 Regn No. 116373ES Regn No. EC36692 Regn No. CC5648M		

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1 RIGHT END FRAME SECTION
 3 SCALE: 1 = 50

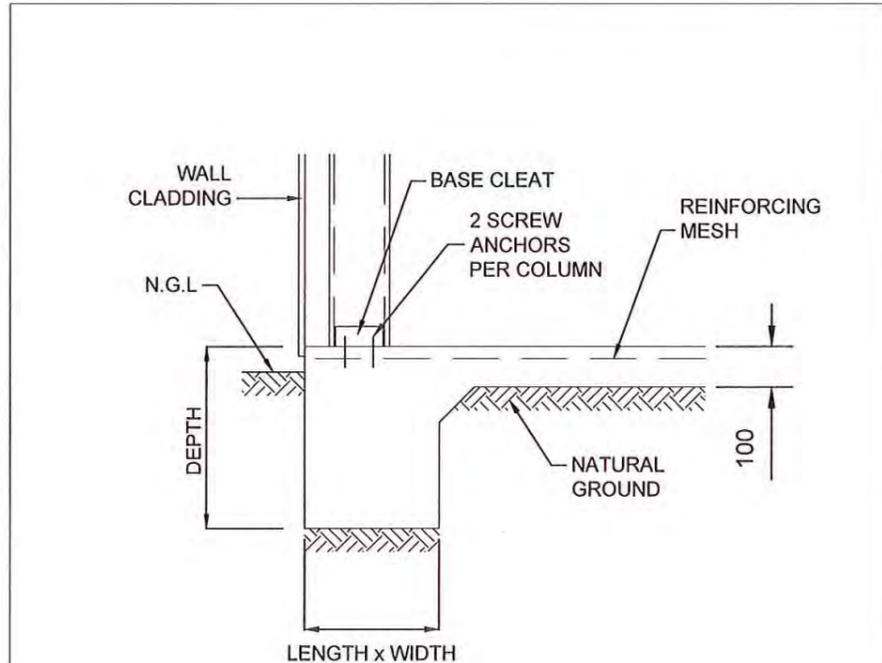
Refer to Sheet #4 for concrete specification.

3 OF 7	SHEET	JOB NO. SKSG31853	DATE 9/9/2021	CHECKED TM	DRAWN FDS	STEEL BUILDING BY SKYLINE ROOFING PTY LTD (CONTACT) 03 6334 5535 EVONNE VAN VEEN 6 MURTON WAY PERTH	FOR AT	 	 Civil & Structural Engineers 50 Punari Street Currajong, Qld 4812 Fax: 07 4725 5850 Email: design@nceng.com.au ABN 341 008 173 56	Mr Timothy Roy Messer BE MIEAust RPEQ Signature  Date 9/9/2021 Registered on the NPER in the areas of practice of Civil & Structural National Professional Engineers Register
	Registered Chartered Professional Engineer Registered Professional Engineer (Civil & Structural) QLD Registered Certifying Engineer (Structural) N.T. Registered Engineer - (Civil) VIC Registered Engineer - (Civil) TAS	Regn. No. 2558990 Regn. No. 9985 Regn. No. 116373ES Regn. No. EC36692 Regn. No. CC5648M								

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STRUCTURAL GENERAL NOTES

- COVERING CODE** : NATIONAL CONSTRUCTION CODE (NCC), LOADING TO AS1170 - ALL SECTIONS, BUILDING SUITABLE AS EITHER A PRIVATE GARAGE CLASS 10a, OR A FARM SHED (CLASS 7 OR 8), UNLESS OTHERWISE SPECIFICALLY NOTED. FOR USE AS A FARM SHED, IT MUST MEET THE FOLLOWING REQUIREMENTS:
 - BE LESS THAN 2000 SQM IN AREA (EXCLUSIVE OF ANY MEZZANINE FLOOR AREA).
 - MUST BE LOCATED ON A FARM AND USED IN CONNECTION WITH FARMING PURPOSES.
 - BUILDING IS NOT TO BE OCCUPIED FREQUENTLY NOR FOR EXTENDED PERIODS BY PEOPLE, WITH A MAXIMUM OF 1 PERSON PER 200 SQM OR 2 PERSONS MAXIMUM IN TOTAL WHICHEVER IS THE LESSER.
- DESIGN CRITERIA** : THESE DRAWINGS REMAIN THE PROPERTY OF FBHS (AUST) PTY LIMITED. ENGINEERING SIGNATURE AND CERTIFICATION IS ONLY VALID WHEN BUILDING IS SUPPLIED BY A DISTRIBUTOR OF FBHS. DRAWINGS ARE PROVIDED FOR THE DUAL PURPOSE OF OBTAINING BUILDING PERMITS AND AIDING CONSTRUCTION. ANY OTHER USE OR REPRODUCTION IS FORBIDDEN WITHOUT WRITTEN APPROVAL FROM FBHS.
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- CONTRACTOR RESPONSIBILITIES** : CERTIFIER AND CONTRACTOR TO CONFIRM (ON SITE) THAT THE WIND LOADINGS APPLIED TO THIS DESIGN ARE TRUE AND CORRECT FOR THE ADDRESS STATED IN THE TITLE BLOCK. CONTRACTOR SHALL VERIFY AND CONFIRM ALL EXISTING CONDITIONS AND DIMENSIONS. ENGINEER SHALL BE NOTIFIED OF ANY DISCREPANCIES BETWEEN DRAWINGS AND EXISTING CONDITIONS PRIOR TO START OF WORK. CONTRACTOR MUST NOT MAKE ANY DEVIATION FROM THE PROVIDED PLANS WITHOUT FIRST OBTAINING WRITTEN APPROVAL FROM ONE OF THE UNDERSIGNED ENGINEERS. THE ENGINEER / FBHS TAKE NO RESPONSIBILITY FOR CHANGES MADE WITHOUT WRITTEN APPROVAL. CONTRACTOR IS RESPONSIBLE FOR ENSURING NO PART OF THE STRUCTURE BECOMES OVERSTRESSED DURING CONSTRUCTION. BUILDING IS NOT STRUCTURALLY ACCURATE UNTIL THE INSTALLATION OF ALL COMPONENTS AND DETAILS SHOWN IS COMPLETED IN ACCORDANCE WITH THESE DRAWINGS. THE INDICATED DRAWING SCALES ARE APPROPRIATE. DO NOT SCALE DRAWINGS FOR CONSTRUCTION PURPOSES. FOR FURTHER DIRECTIONS ON CONSTRUCTION THE CONTRACTOR SHOULD CONSULT THE APPROPRIATE INSTRUCTION MANUAL.
- ENGINEERING** : THE ENGINEER / FBHS ARE NOT ACTING AS PROJECT MANAGERS FOR THIS DEVELOPMENT, AND WILL NOT BE PRESENT DURING CONSTRUCTION. THE UNDERSIGNED ENGINEERS HAVE REVIEWED THIS BUILDING FOR CONFORMITY ONLY TO THE STRUCTURAL DESIGN PORTIONS OF THE COVERING CODE. THE PROJECT MANAGER IS RESPONSIBLE FOR ADDRESSING ANY OTHER CODE REQUIREMENTS APPLICABLE TO THIS DEVELOPMENT. THESE DOCUMENTS ARE ISSUED ONLY AS TO THE COMPONENTS SUPPLIED BY FBHS. IT IS THE RESPONSIBILITY OF THE PURCHASER TO COORDINATE DRAWINGS PROVIDED BY FBHS WITH OTHER PLANS AND/OR OTHER COMPONENTS THAT ARE PART OF THE OVERALL PROJECT. IN CASES OF DISCREPANCIES, THE LATEST DRAWINGS PROVIDED BY FBHS SHALL GOVERN. NO ALTERATIONS TO THIS STRUCTURE (INCLUDING REMOVAL OF CLADDING) ARE TO BE UNDERTAKEN WITHOUT THE CONSENT OF THE CERTIFYING ENGINEER. OPENINGS SUCH AS WINDOWS AND DOORS NEED TO BE INSTALLED AS PER THE PRODUCT MANUFACTURER'S INFORMATION/DETAILS.
- INSPECTIONS** : NO SPECIAL INSPECTIONS ARE REQUIRED BY THE COVERING CODE ON THIS JOB. ANY OTHER INSPECTIONS REQUESTED BY THE LOCAL BUILDING DEPARTMENT SHALL BE CONDUCTED AT THE OWNER'S EXPENSE.
- SOIL REQUIREMENTS** : SITE CLASSIFICATION TO BE A, S OR N ONLY. SOIL SAFE BEARING CAPACITY VALUE INDICATED ON DRAWING SHEET 4 OCCURS AT 100mm BELOW FINISH GRADE, EXISTING NATURAL GRADE, OR AT FROST DEPTH SPECIFIED BY LOCAL BUILDING DEPARTMENT, WHICHEVER IS THE LOWEST ELEVATION. REGARDLESS OF DETAIL Y ON SHEET 4 THE MINIMUM FOUNDATION DEPTH SHOULD BE 100MM INTO NATURAL GROUND OR BELOW FROST DEPTH SPECIFIED BY LOCAL COUNCIL. ROLLED OR COMPACTED FILL MAY BE USED UNDER SLABS, COMPACTED IN 150mm LAYERS TO A MAXIMUM DEPTH OF 900mm. CONCRETE FOUNDATION ELEMENTS DO NOT APPLY TO LOCATIONS WHERE ANY UNEXPECTED FILL OR DISTURBED GROUND EXISTS OR WHERE WALLS OF THE EXCAVATION WILL NOT STAND WITHOUT SUPPLEMENTAL SUPPORT, IN THIS CASE SEEK FURTHER ENGINEERING ADVICE.
- CLASS 10a or CLASS 7 FOOTING DESIGN** : THE FOUNDATION DETAILER IS ALSO APPROPRIATE FOR CLASS 10a or CLASS 7 BUILDING DESIGNS ON 'M-D', 'H', 'H-D' OR 'E' CLASS SOILS, IF TOTAL SLAB AREA IS UNDER 100m² SQUARE AND THE MAXIMUM SLAB DIMENSION (LENGTH AND WIDTH) IS LESS THAN OR EQUAL TO 12m. PLEASE BE AWARE THAT THE SLAB DESIGN FOR H & E CLASS SOILS IN THESE INSTANCES ARE DESIGNED TO EXPERIENCE SOME CRACKING. THIS CRACKING IS NOT CONSIDERED A STRUCTURAL FLAW OR DESIGN ISSUE, AND IS SIMPLY COSMETIC IN NATURE. IF THIS IS A CONCERN TO THE CLIENT IT IS ADVISED THEY DISCUSS OTHER OPTIONS WITH THE RELEVANT DISTRIBUTOR PRIOR TO THE POURING OF THE SLAB.
- CONCRETE REQUIREMENTS** : ALL CONCRETE DETAILS AND PLACEMENT SHALL BE PERFORMED IN ACCORDANCE WITH AS2070 AND AS3600. CONCRETE SHALL HAVE A MIN. 28-DAY STRENGTH OF 20MPa FOR EXPOSURE A1 & B1, 25MPa FOR EXPOSURE A2 & B2 AND 32MPa FOR EXPOSURE C, IN ACCORDANCE WITH SECTION 4, AS3600. CEMENT TO BE TYPE A. MAX AGGREGATE SIZE OF 20mm. SLUMP TO BE 80mm +/- 15mm. SLABS TO BE CURED FOR 7 DAYS BY WATERING OR COVERING WITH A PLASTIC MEMBRANE. AFTER WHICH CONSTRUCTION CAN BEGIN, THE CARE GIVEN NOT TO OVER-TIGHTEN HOLD DOWN BOLTS. GIVEN ALLOWABLE SOIL TYPES 1 LAYER OF S1/2 REINFORCING MESH IS TO BE INSTALLED ON STRAPPED SLABS WITH A MINIMUM 30MM COVER FROM CONCRETE SURFACE. CONCRETE REINFORCING TO CONFORM TO AS 1302, AS1303 & AS 1304. ALL REINFORCING COVER TO BE A MINIMUM OF 30mm.
- STRUCTURAL STEEL REQUIREMENTS** : ALL STRUCTURAL STEEL, INCLUDING SHEETING THICKNESS EXCLUDING CONCRETE REINFORCING, SHALL CONFORM TO AS 1397 (GRADE <= 1mm fy = 550MPa, GRADE > 1mm < 1.5mm fy = 500MPa, GRADE >= 1.5mm fy = 450MPa). NO WELDING IS TO BE PERFORMED ON THIS BUILDING. ALL STRUCTURAL MEMBERS AND CONNECTIONS DESIGNED TO AS4600. ALL BOLT HOLE DIAMETERS TO STRAIGHT GENERAL PUNCHINGS.
- ROOF TRAFFIC** : FOR ERECTION AND MAINTENANCE PLEASE NOTE THE FOLLOWING DEFINED FOOT TRAFFIC ZONES:
 - CORRUGATED: WALK ONLY WITHIN 200MM OF SCREW LINES. FEET SPREAD OVER AT LEAST TWO RIBS.
 - MINORCLAD: WALK ONLY IN BAYS, OR ON RIBS AT SCREW LINES.



600 x 600 x 400
Length x Width x Depth (mm)

N.G.L. - NATURAL GROUND LINE

Y	BLOCK LOCAL THICKENING DETAIL	DRWG NO SBLMA
---	-------------------------------	------------------

PROJECT DESIGN CRITERIA	
ROOF LIVE LOAD:	0.25 kPa
BASIC WIND SPEED:	VR 45 m/s
SITE WIND SPEED:	VsIB 40.2 m/s
WIND REGION:	Reg A
TOPOGRAPHY FACTOR, Mt:	1
SHIELDING FACTOR, Ms:	1
MAX GROUND SNOW LOAD:	N/A
MAX ROOF SNOW LOAD:	N/A
SITE ALTITUDE:	N/A
TERRAIN CATEGORY:	TCat 2.22
SOIL SAFE BEARING CAPACITY:	100 kPa
RETURN PERIOD:	1:500
LIMITING CPI 1:	-0.5
LIMITING CPI 2:	0.5
IMPORTANCE LEVEL:	2

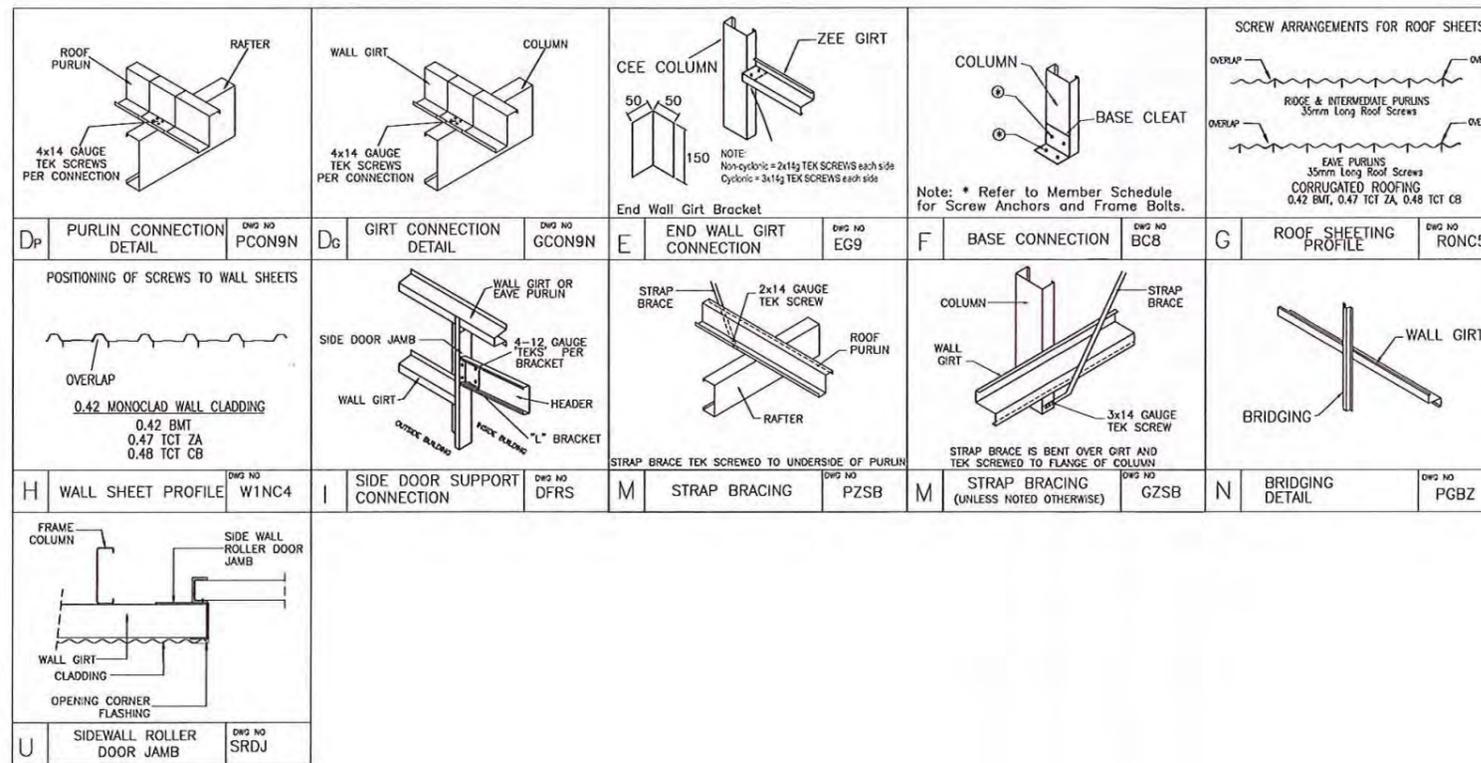
DETAIL KEYS	
DK1	ENDWALL VERTICAL MULLION (SEE DETAIL C/5 FOR TOP CONN. AND F/5 FOR BASE CONN.)
DK2	FLYBRACING PER DETAIL L/5
DK3	X-BRACING IN ROOF ABOVE (SEE DETAIL M/5)
DK4	DOUBLE X-BRACING IN ROOF ABOVE (SEE DETAIL M/5)

DOOR SCHEDULE						
DOOR	WIDTH	HEIGHT	OPENING TYPE	HEADER GIRT	OPENING JAMBS	WIND RATED
1	4200	2480*	250X430CB SERIES AA	SINGLE	SRDZ1503	NO

NOTES: 1) SEE SHEET 5 FOR DOOR OPENING FRAMING INFORMATION.
 2) ALL DOOR SCHEDULE MEASUREMENTS ARE ACTUAL DOOR/WINDOW SIZE NOT OPENING SIZE.
 * ROLLER DOOR OPENING HEIGHT DEPENDENT ON FINAL BUILD LOCATION.

SHEET 4 OF 7	JOB NO. SWSG31853 NCC 2019	DATE 9/9/2021	CHECKED TM	DRAWN FDS	STEEL BUILDING BY SKYLINE ROOFING PTY LTD (CONTACT) 03 6334 5535 EVONNE VAN VEEN 6 MURTON WAY PERTH	FOR AT	Civil & Structural Engineers 50 Punari Street Currajong, Qld 4812 Fax: 07 4725 5850 Email: design@nceng.com.au ABN 341 008 173 56	Mr Timothy Roy Messer BE MIEAust RPEQ Signature: <i>T. Messer</i> Date: 9/9/2021 Registered on the NPER in the areas of practice of Civil & Structural National Professional Engineers Register
	FAIRDINKUM SHEDS Registered Chartered Professional Engineer Registered Professional Engineer (Civil & Structural) QLD Registered Certifying Engineer (Structural) N.T. Registered Engineer - (Civil) VIC Registered Engineer - (Civil) TAS	Regn No. 255890 Regn No. 9985 Regn No. 116373ES Regn No. EC36692 Regn No. CC5648M						

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MEMBER AND MATERIAL SCHEDULE

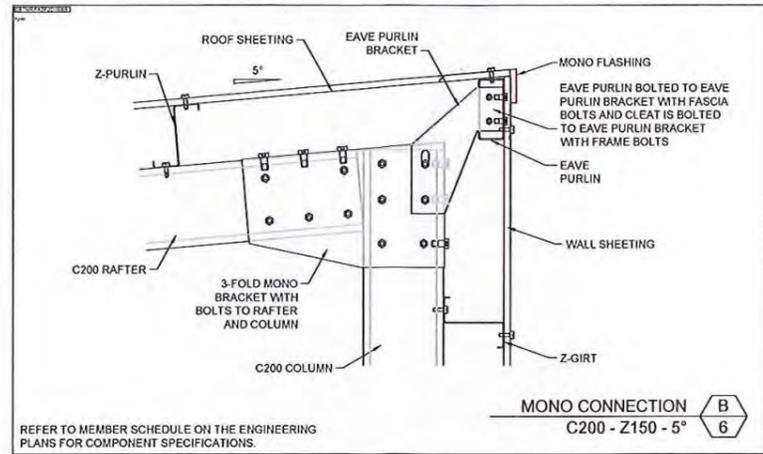
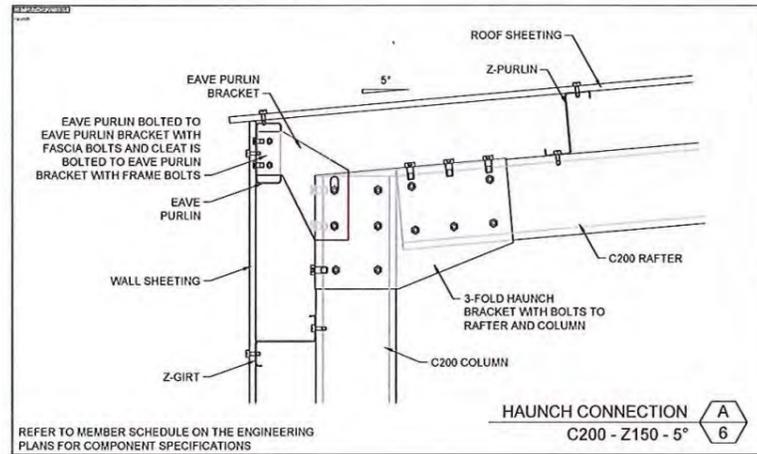
1	END WALL RAFTER	Single C20019
2	C.S. FRAME RAFTER	Single C20019
3	END FRAME COLUMN (C1)	Single C20015
4	END FRAME MONO COLUMN (C1)	Single C20015
5	ANCHOR BOLTS (# PER DETS.)	Screw Anchor 16mm x 100 Galv
6	LOWER EAVE PURLIN	C15019
7	UPPER EAVE PURLIN	C15019
8	TYP. ROOF PURLIN SIZE	Z15015 (1 rows of bridging)
9	MAIN BLDG. PURLIN SPACING	0.885 m. (6 rows) (Max Allow. 1.000m)
10	MAIN BLDG. PURLIN LENGTH	6 m. (0m Overlap)
11	ROOF PURLIN BRIDGING	Tophat 64 x 0.75
12	TYP. SIDEWALL GIRT SIZE	Z15015 (1 rows of bridging)
13	MAIN BLDG. SIDEWALL GIRT SPACING	0.891 m. (3 rows) (Max Allow. 1.281m)
14	MAIN BLDG. HIGH SIDEWALL GIRT SPACING	1.066 m. (3 rows)
15	MAIN BLDG. SIDEWALL GIRT LENGTH	6 m. (0m Overlap)
16	SIDEWALL GIRT BRIDGING	Tophat 64 x 0.75
17	TYP. ENDWALL GIRT SIZE	Z15015 (1 rows of bridging)
18	MAIN BLDG. ENDWALL GIRT SPACING	1.409 m. (2 rows) (Max Allow. 1.493m)
19	MAIN BLDG. ENDWALL GIRT LENGTH	5.29 m. (0m Overlap)
20	ENDWALL GIRT BRIDGING	Tophat 64 x 0.75
21	FRAME SCREW FASTENERS	14-13x22 Hex C/S (SP HD 5/16" Hex Drive)
22	FRAME BOLT FASTENERS	Purlin Assy M12x30 ZP
23	X-BRACING STRAP AND FASTENERS	Single Bracing Strap Per Roll Light
24	WALL COLOUR	SHALE_GREY
25	ROOF COLOUR	BASALT
26	ROLLER DOOR COLOUR	SHALE_GREY
27	DOWNPIPE COLOUR	SHALE_GREY
28	GUTTER COLOUR	BASALT
29	CORNER FLASHING COLOUR	SHALE_GREY
30	BARGE FLASHING COLOUR	BASALT
31	OPENING FLASHING COLOUR	SHALE_GREY
32	OPEN BAY HEADER HEIGHT	0.5

C.S. = CLEARSPAN "L" = LEFT "R" = RIGHT

^ NOTE: Upper Eave Purlin Positioned with bottom lip against Eave Purlin Bracket.

<p>5 OF 7</p>	<p>SHEET JOB NO. SKS31853 NCC 2019</p>	<p>DATE 9/9/2021</p>	<p>CHECKED TM</p>	<p>DRAWN FDS</p>	<p>STEEL BUILDING BY (CONTACT) SKYLINE ROOFING PTY LTD 03 6334 5535 EVONNE VAN VEEN 6 MURTON WAY PERTH</p>			<p>Civil & Structural Engineers 50 Punari Street Curralong, Qld 4812 Fax: 07 4725 5850 Email: design@nceng.com.au ABN 341 008 173 56</p>	<p>Mr Timothy Roy Messer BE MIEAust RPEQ Signature: <i>T. Messer</i> Date: 9/9/2021 Registered on the NPER in the areas of practice of Civil & Structural National Professional Engineers Register</p>
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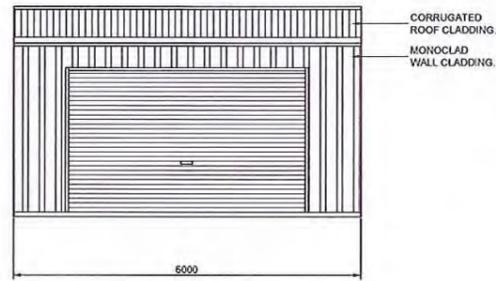


REFER TO MEMBER SCHEDULE ON THE ENGINEERING PLANS FOR COMPONENT SPECIFICATIONS

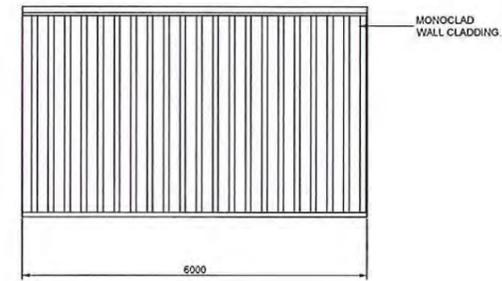
REFER TO MEMBER SCHEDULE ON THE ENGINEERING PLANS FOR COMPONENT SPECIFICATIONS

6 OF 7	SHEET SRS/SG31853 2019	DATE 9/9/2021 NCC 2019	CHECKED TM	DRAWN FDS	STEEL BUILDING BY SKYLINE ROOFING PTY LTD (CONTACT) 03 6334 5535 FOR EVONNE VAN VEEN AT 6 MURTON WAY PERTH	 	Civil & Structural Engineers 50 Punari Street Currajong, Qld 4812 Fax: 07 4725 5850 Email: design@nceng.com.au ABN 341 008 173 56	Mr Timothy Roy Messer BE MIEAust RPEQ  Signature Date 9/9/2021 Registered on the NPER in the areas of practice of Civil & Structural National Professional Engineers Register
	REGISTERED CHARTERED PROFESSIONAL ENGINEER REGISTERED PROFESSIONAL ENGINEER (CIVIL & STRUCTURAL) QLD REGISTERED CERTIFYING ENGINEER (STRUCTURAL) N.T. REGISTERED ENGINEER - (CIVIL) VIC REGISTERED ENGINEER - (CIVIL) TAS					Regn No. 2558980 Regn No. 9935 Regn No. 116373ES Regn No. EC36692 Regn No. CC5948M		

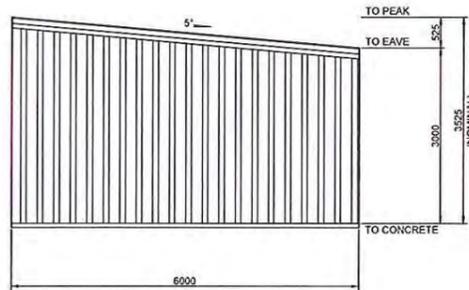
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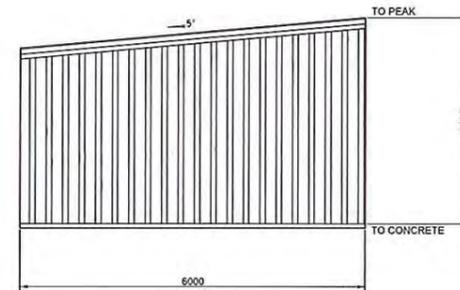
1
7
SIDEWALL EXTERIOR ELEVATION
SCALE: 1 = 100



2
7
SIDEWALL EXTERIOR ELEVATION
SCALE: 1 = 100



4
7
ENDWALL EXTERIOR ELEVATION
SCALE: 1 = 100



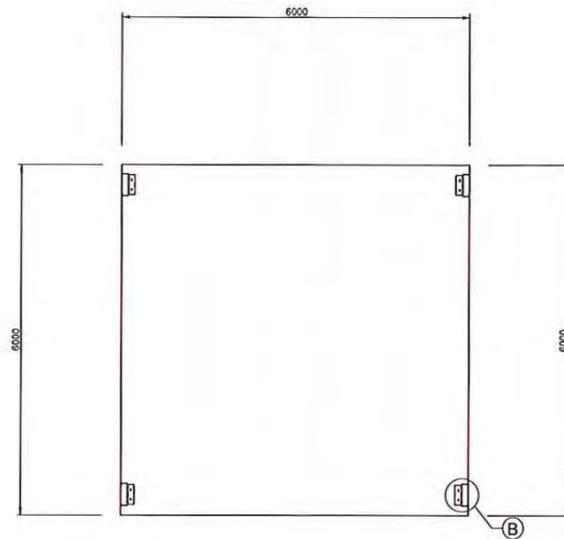
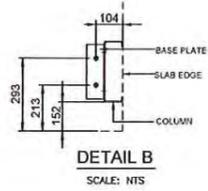
3
7
ENDWALL EXTERIOR ELEVATION
SCALE: 1 = 100

BUILDING COLOURS

WALL	SHALE GREY
ROOF	BASALT
ROLLER DOOR	SHALE GREY
DOWNPIPE	SHALE GREY
GUTTER	BASALT
CORNER FLASHING	SHALE GREY
BARGE FLASHING	BASALT
OPENING FLASHING	SHALE GREY

SHEET 7 OF 7	DATE 9/9/2021 CHECKED TM DRAWN FDS	STEEL BUILDING BY (CONTACT) SKYLINE ROOFING PTY LTD 03 6334 5535 EVONNE VAN VEEN 6 MURTON WAY PERTH	 	 Civil & Structural Engineers 50 Punari Street Currajong, Qld 4812 Fax: 07 4725 5850 Email: design@nceng.com.au ABN 341 008 173 56	Mr Timothy Roy Messer BE MIEAust RPEQ Signature  Date 9/9/2021 Registered on the NPER in the areas of practice of Civil & Structural National Professional Engineers Register
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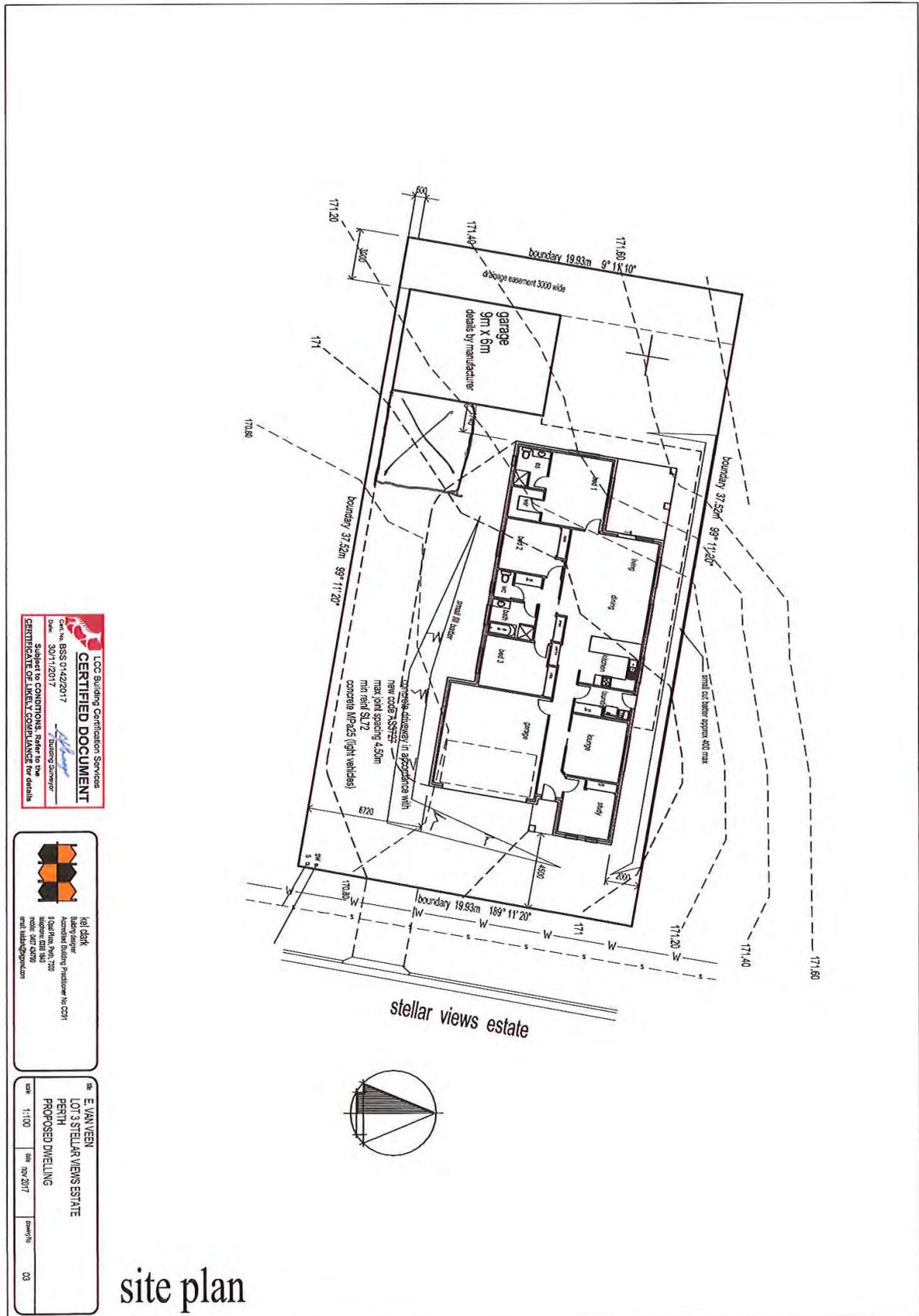


1 BOLT LAYOUT PLAN
 1 SCALE: 1 = 100

IF YOU HAVE A ROLLER DOOR IN THE GABLE END OF YOUR SHED, CONTACT YOUR DISTRIBUTOR TO SEE IF MULLION NEEDS TO BE ROTATED FOR USE AS A DOOR JAMB.

NOT PART OF COUNCIL APPLICATION DOCUMENTATION

JOB NO. SKSG31853	DATE 9/9/2021	CHECKED TM	DRAWN FDS	STEEL BUILDING BY SKYLINE ROOFING PTY LTD 03 6334 5535 FOR EVONNE VAN VEEN AT 6 MUIRTON WAY PERTH	 	<h1>BOLT LAYOUT PLAN</h1>
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LCC Building Certification Services
CERTIFIED DOCUMENT
 Cert. No. BSS 1422017
 Date: 30/11/2017
 Subject to CONDITIONS. Refer to the CERTIFICATE OF LIKELY COMPLIANCE for details.

Red ark
 Building Designer
 Accredited Building Practitioner No. CD31
 100 Park Ave, 700
 Wembley WA 6108
 Tel: 9447 8888
 Email: info@redark.com.au

14 E WAAVEEN
 LOT 3 STELLAR VIEWS ESTATE
 PERTH
 PROPOSED DWELLING
 Scale 1:100 Date 09/2017 Drawing No. 03

site plan



15 COUNCIL ACTING AS A PLANNING AUTHORITY: CESSATION

RECOMMENDATION

That the Council cease to act as a Planning Authority under the *Land Use Planning and Approvals Act 1993*, for the remainder of the meeting.



16 ITEMS FOR THE CLOSED MEETING

RECOMMENDATION

That Council move into the “Closed Meeting” with the General Manager, Corporate Services Manager, Works Manager, Senior Planner and Executive Assistant to discuss Closed Council Items.

Item	Local Government (Meeting Procedures) Regulations 2015 Reference
1.1 Table of Contents	15(2)(g)
2.1 Confirmation of Closed Council Minutes	15(2)(g)
2.2 Councillors’ Leave	15(2)(h)
3.1 Personnel Matters	15(2)(a)
3.2 Management Meetings	15(2)(g)
3.3 Correspondence Received	15(2)(i)
3.4 Action Items: Status Report	15(2)(g)
4.1 Legal Matter	15(2)(i)
4.2 Land Purchase: Perth	15(2)(f)
4.3 Contract/Tender: Footbridge Tender – William Street Perth	15(2)(d)
4.4 Contract/Tender: Bridge Tender – Bryants Lane	15(2)(d)
4.5 Land Purchase: Longford	15(2)(f)
4.6 Local District Committee Membership	15(2)(g)
4.7 Stormwater Management	15(2)(i)
4.8 Personnel Matters	15(2)(a)

Local Government (Meeting Procedures) Regulations 2015 - Part 2 - Meetings

- (a) *personnel matters, including complaints against an employee of the council and industrial relations matters;*
- (b) *information that, if disclosed, is likely to confer a commercial advantage or impose a commercial disadvantage on a person with whom the council is conducting, or proposes to conduct, business;*
- (c) *commercial information of a confidential nature that, if disclosed, is likely to -*
 - (i) *prejudice the commercial position of the person who supplied it; or*
 - (ii) *confer a commercial advantage on a competitor of the council; or*
 - (iii) *reveal a trade secret.*
- (d) *contracts, and tenders, for the supply of goods and services and their terms, conditions, approval and renewal;*
- (e) *the security of -*
 - (i) *the council, councillors and council staff; or*
 - (ii) *the property of the council.*
- (f) *proposals for the council to acquire land or an interest in land or for the disposal of land;*
- (g) *information of a personal and confidential nature or information provided to the council on the condition it is kept confidential;*
- (h) *applications by councillors for a leave of absence;*
- (i) *matters relating to actual or possible litigation taken, or to be taken, by or involving the council or an employee of the council;*
- (j) *the personal hardship of any person who is a resident in, or is a ratepayer in, the relevant municipal area.*

17 CLOSURE

