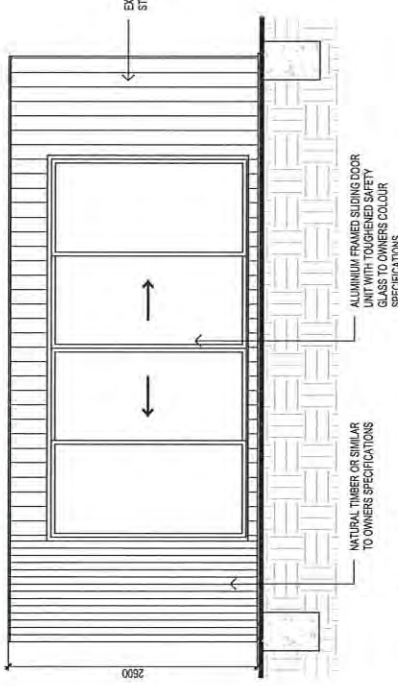
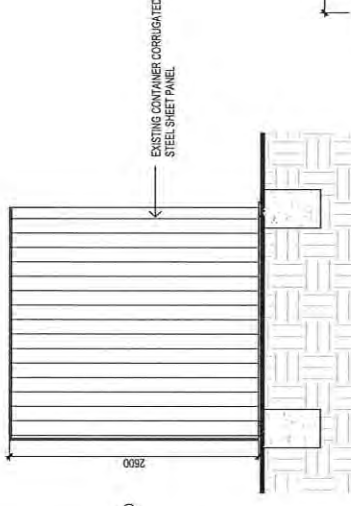


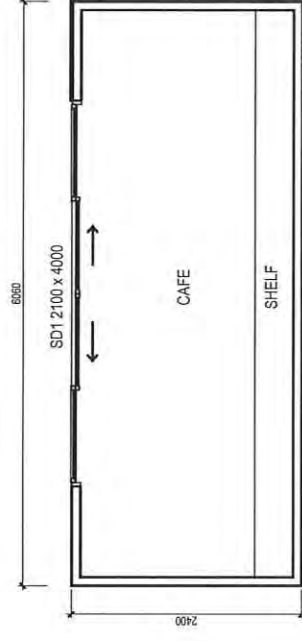
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02.05.2023



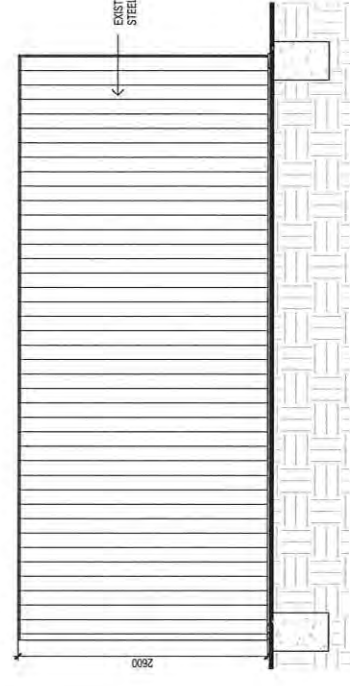
CAFE-NORTH ELEVATION
SCALE 1:50



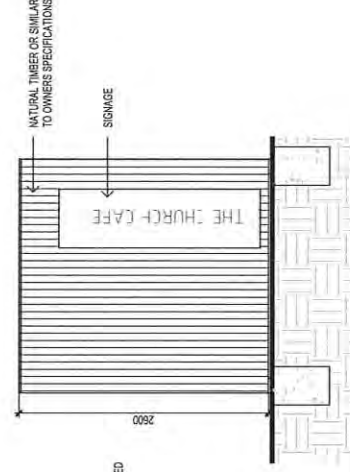
CAFE- WEST ELEVATION
SCALE 1:50



CAFE- FLOOR PLAN
SCALE 1:50



CAFE-SOUTH ELEVATION
SCALE 1:50



CAFE - EAST ELEVATION
SCALE 1:50

WINDOW SCHEDULE

MARK	HEIGHT	WIDTH	TYPE	U-VALUE	SHGC
SD1	2100	4000	DG	4.0	.61

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 Project: PROPOSED EXTENSION, CAFE, SHOP, OFFICE & TOILET
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 Email: info@engineeringplus.com.au
ENGINEERING PLUS
 CONSULTING ENGINEERS

Rev:	Amendment:	Date:	Int:	Accreditation No:
D	PERGOLA/TASWATER RFI	01.05.23	O.J	
C	ISSUED FOR APPROVAL	20.12.22	S.C	
B	RFI	07.09.22	S.C	
A	ISSUED FOR APPROVAL	24.11.21	S.C	
-	ISSUED FOR REVIEW	09.11.21	S.C	

Date Drawn:	Drawn:	Checked:	Approved:	Scale:	As Shown @
09.11.21	S.Chin	A. Taylor	J. Pfeiffer		A3

Date:	Int:	Accreditation No:
09.11.21	S.C	CC2211T

Drawing No:	Rev
50321	D

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02.05.2023



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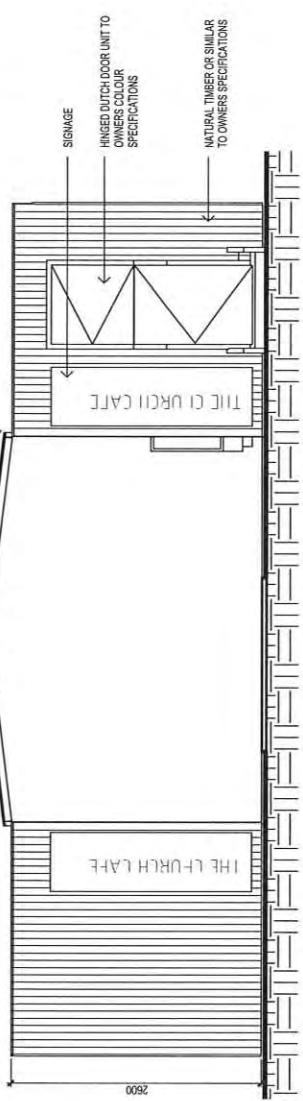
Client: G. & N. GRAHAM
 Project: PROPOSED EXTENSION, CAFE,
 SHOP, OFFICE & TOILET
 Address: 55 HIGH STREET, CAMPBELL TOWN
 Phone 0417 382 783 or 0417 545 813
 Email: info@engineeringplus.com.au
 Website: www.engineeringplus.com.au
 Drawing No: 50321
 Rev: A08
 D

Rev.	Description	Date:	Int:	Accreditation No:
D	PERGOLA/TASWATER RFI	01.05.23	O.J	S.Chin
C	ISSUED FOR APPROVAL	20.12.22	S.C	A. Taylor
B	RFI	07.09.22	S.C	J. Pfeiffer
A	ISSUED FOR APPROVAL	24.11.21	S.C	As Showin @ A3
-	ISSUED FOR REVIEW	09.11.21	S.C	Accredited Building Designer
	Amendment:			Designer Name: J.Pfeiffer
				Accreditation No: CC2211T

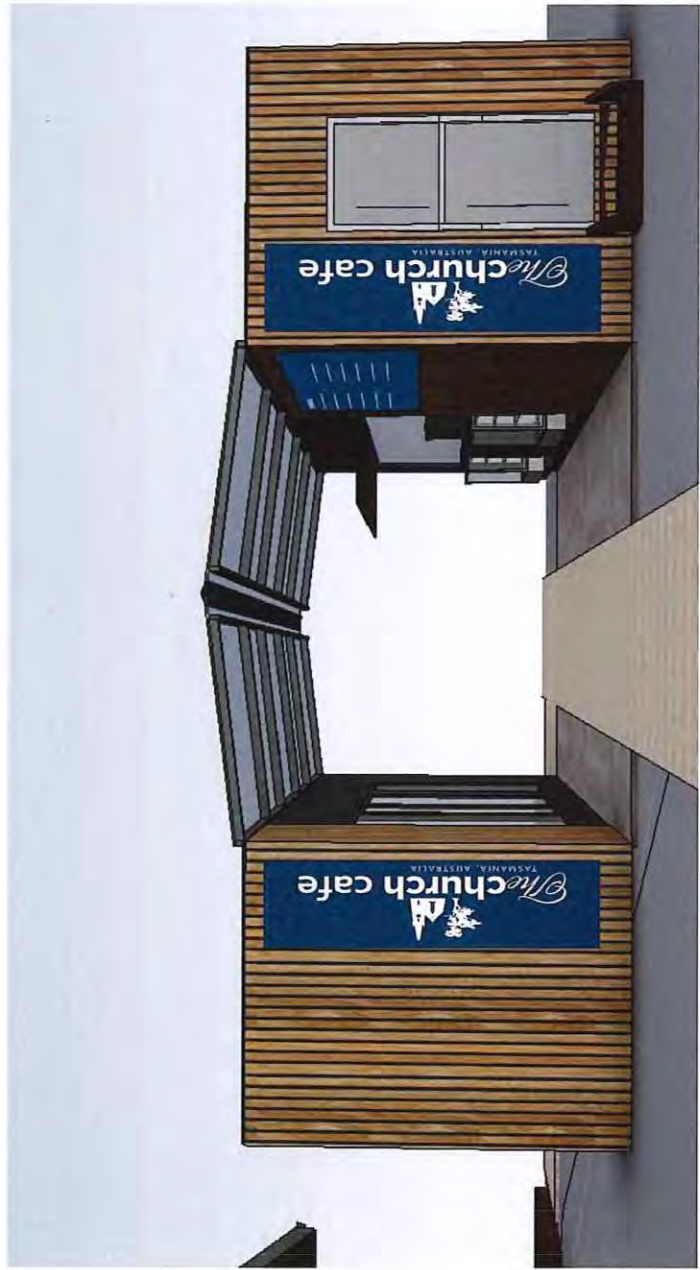
Received
02.05.2023



PROPOSED PERGOLA/ROOF-GABLE
ROOF PLAN TO MANUFACTURERS
SPECIFICATIONS



SHOP & CAFE ELEVATION
SCALE 1:50



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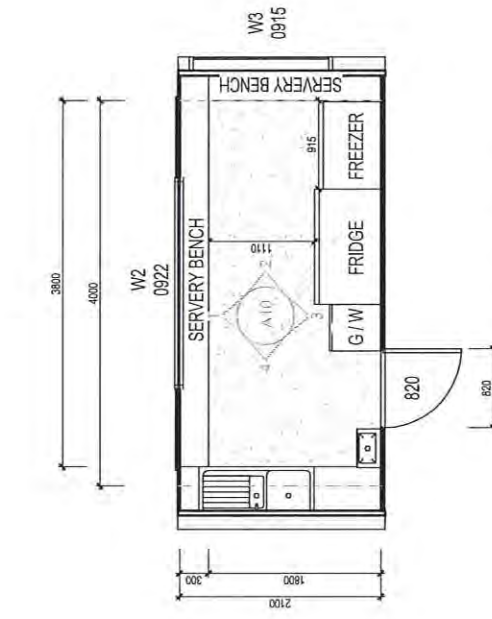
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SHOP, OFFICE & TOILET
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land@engineeringplus.com.au
land@engineeringplus.com.au
ENGINEERING PLUS
Rev Drawing No: 50321 A09 D

D	PERGOLA/TASWATER RFI	01.05.23	O.J	Drawn: S.Chin	Date Drawn: 09.11.21
C	ISSUED FOR APPROVAL	20.12.22	S.C	Checked: A. Taylor	
B	RFI	07.09.22	S.C	Approved: J. Pfeiffer	
A	ISSUED FOR APPROVAL	24.11.21	S.C	Scale: As Shown @ A3	
-	ISSUED FOR REVIEW	09.11.21	S.C	Accredited Building Designer Designer Name: J.Pfeiffer	
Rev:	Amendment:	Date:	Int:	Accreditation No: CC2211T	

Received

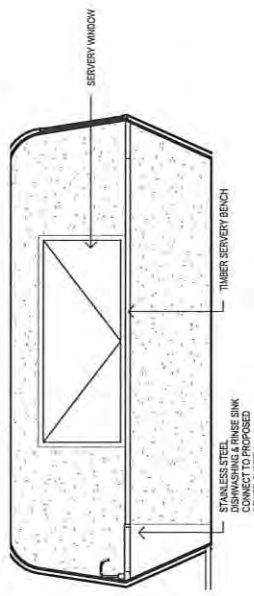
02.05.2023



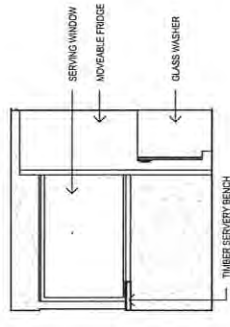
CARAVAN BAR FLOOR PLAN
SCALE 1:50

WINDOW SCHEDULE

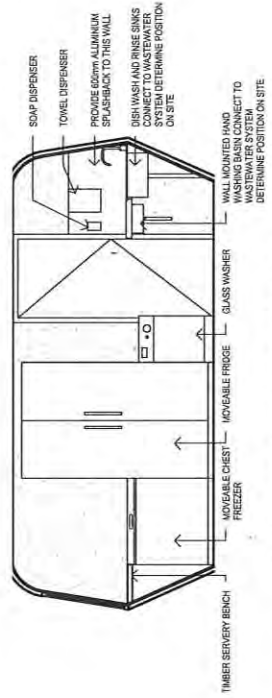
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W3	900	1500	DG	4.3	.55



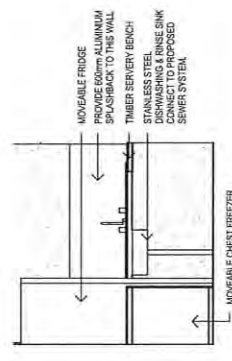
CARAVAN BAR - INT. ELEVATION#1
SCALE 1:50



CARAVAN BAR - INT. ELEVATION #2
SCALE 1:50



CARAVAN BAR - INT. ELEVATION #3
SCALE 1:50



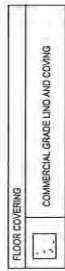
CARAVAN BAR - INT. ELEVATION #4
SCALE 1:50

ISSUED FOR APPROVAL

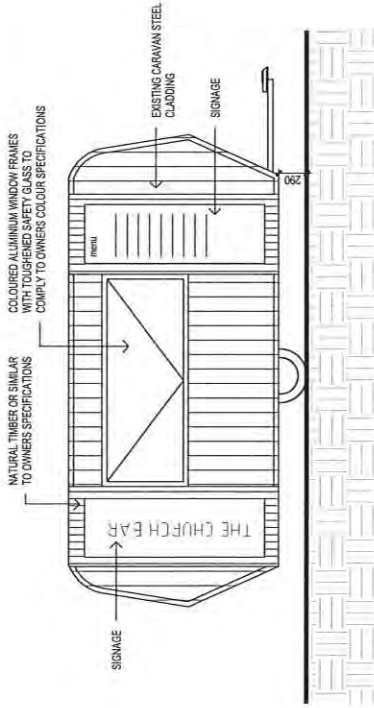
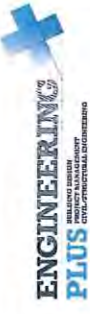
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Project: PROPOSED EXTENSION, CAFE, SHOP, OFFICE & TOILET
Address: 55 HIGH STREET, CAMPBELL TOWN
Date Drawn: 09.11.21
Drawn: S.Chin
Checked: A. Taylor
Approved: J. Pfeiffer
Scale: As Shown @ A3
Accredited Building Designer
Designer Name: J. Pfeiffer
Accreditation No: CC2211T

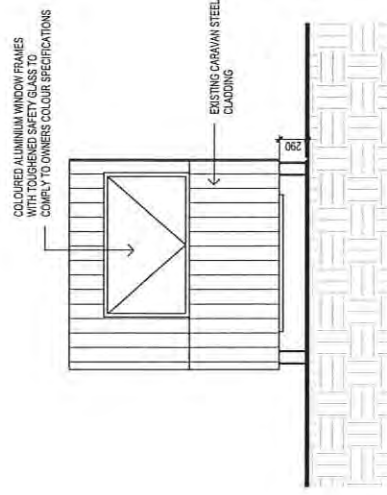
Rev:	Amendment:	Date:	Int:
D	PERGOLA/TASWATER RFI	01.05.23	O.J
C	ISSUED FOR APPROVAL	20.12.22	S.C
B	RFI	07.09.22	S.C
A	ISSUED FOR APPROVAL	24.11.21	S.C
-	ISSUED FOR REVIEW	09.11.21	S.C



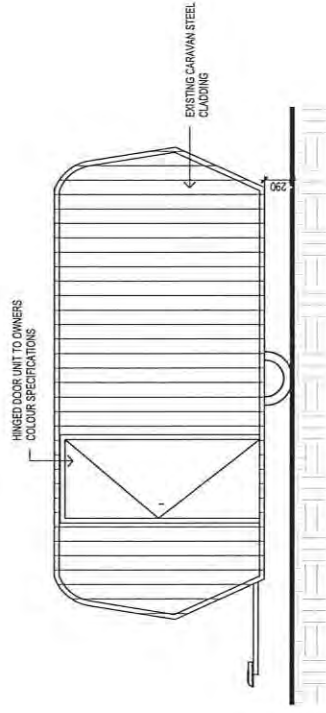
Received
02.05.2023



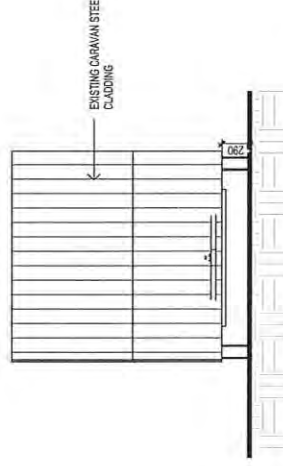
CARAVAN- NORTH ELEVATION
SCALE 1:50



CARAVAN- EAST ELEVATION
SCALE 1:50



CARAVAN- SOUTH ELEVATION
SCALE 1:50



CARAVAN- WEST ELEVATION
SCALE 1:50

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Email: info@engineeringplus.com.au
www.engineeringplus.com.au

Rev

A11

Drawing No:

50321

Designer Name:

J. Pfeiffer

Accreditation No:

CC2211T

D	PERGOLA/TASWATER RFI	01.05.23	O.J	S.Chin	Date Drawn: 09.11.21
C	ISSUED FOR APPROVAL	20.12.22	S.C	A. Taylor	Drawn: S.Chin
B	RFI	07.09.22	S.C	J. Pfeiffer	Checked: A. Taylor
A	ISSUED FOR APPROVAL	24.11.21	S.C	As Shown @ A3	Approved: J. Pfeiffer
-	ISSUED FOR REVIEW	09.11.21	S.C	J. Pfeiffer	Scale: As Shown @ A3
Rev:	Amendment:	Date:	Int:	Accreditation No:	CC2211T

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 Email: info@engineeringplus.com.au
ENGINEERING PLUS
 ENGINEERING DESIGN
 PROJECT MANAGEMENT
 CONSTRUCTION MANAGEMENT

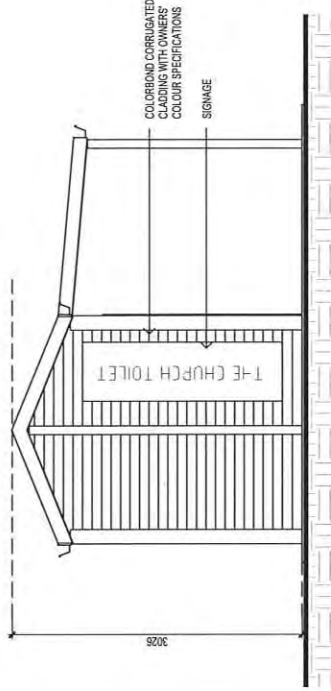
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C	ISSUED FOR APPROVAL	20.12.22	S.C	Checked:	A. Taylor		
B	RFI	07.09.22	S.C	Approved:	J. Pfeiffer		
A	ISSUED FOR APPROVAL	24.11.21	S.C	Scale:	As Shown @ A3		
-	ISSUED FOR REVIEW	09.11.21	S.C	Accredited Building Designer	J. Pfeiffer		
Rev:	Amendment:	Date:	Int:	Designer Name:	J. Pfeiffer	Drawing No:	50321
				Accreditation No:	CC2211T	Rev	A12
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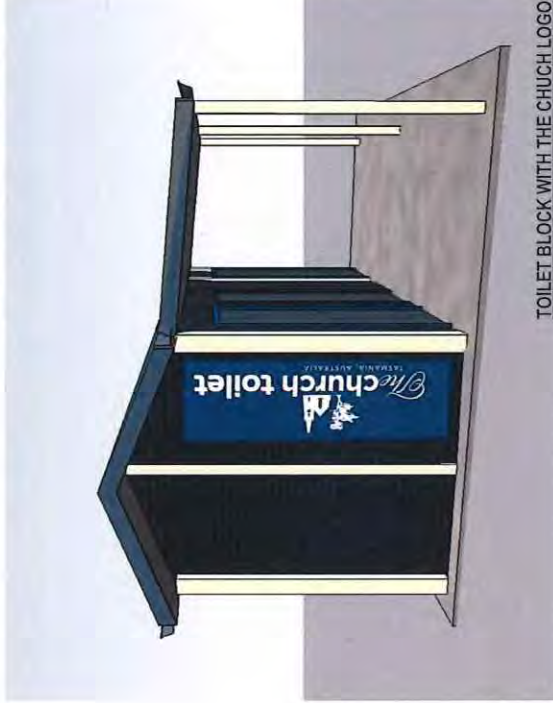
02.05.2023



TOILET BLOCK FROM MANUFACTURER



TOILET BLOCK- SOUTH ELEVATION
SCALE 1:50



TOILET BLOCK WITH THE CHURCH LOGO

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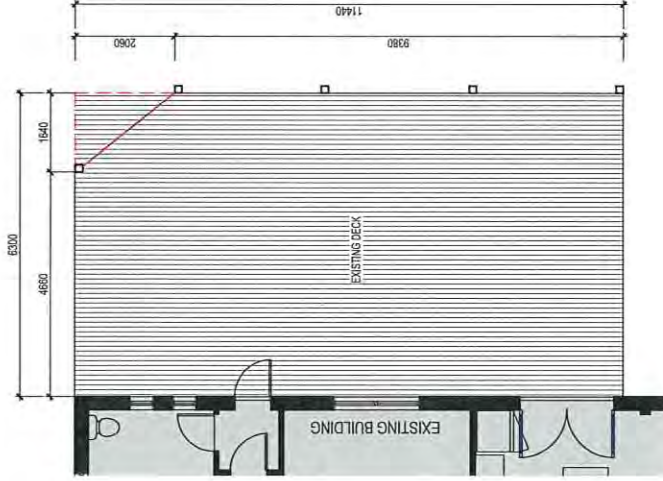
Client: G. & N. GRAHAM
 Project: PROPOSED EXTENSION, CAFE,
 SHOP, OFFICE & TOILET
 Address: 55 HIGH STREET, CAMPBELL TOWN
 Mob: 0417 382 793 or 0417 545 813
 jpc@engineeringplus.com.au
 info@engineeringplus.com.au
ENGINEERING PLUS CIVIL/STRUCTURAL ENGINEERING PROJECT MANAGEMENT

D	PERGOLA/TASWATER RFI	01.05.23	O.J	S.Chin	Date Drawn: 09.11.21
C	ISSUED FOR APPROVAL	20.12.22	S.C	A. Taylor	Drawn: S.Chin
B	RFI	07.09.22	S.C	J. Pfeiffer	Checked: A. Taylor
A	ISSUED FOR APPROVAL	24.11.21	S.C	Accredited Building Designer	Approved: J. Pfeiffer
-	ISSUED FOR REVIEW	09.11.21	S.C	J. Pfeiffer	Scale: As Shown @ A3

Drawing No: 50321
 Rev D
 A13

Received

02.05.2023



PERGOLA PLAN
SCALE 1 : 100

FLOOR COVERINGS	
<input type="checkbox"/>	CARPET
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<input type="checkbox"/>	TIMBER/DECKING
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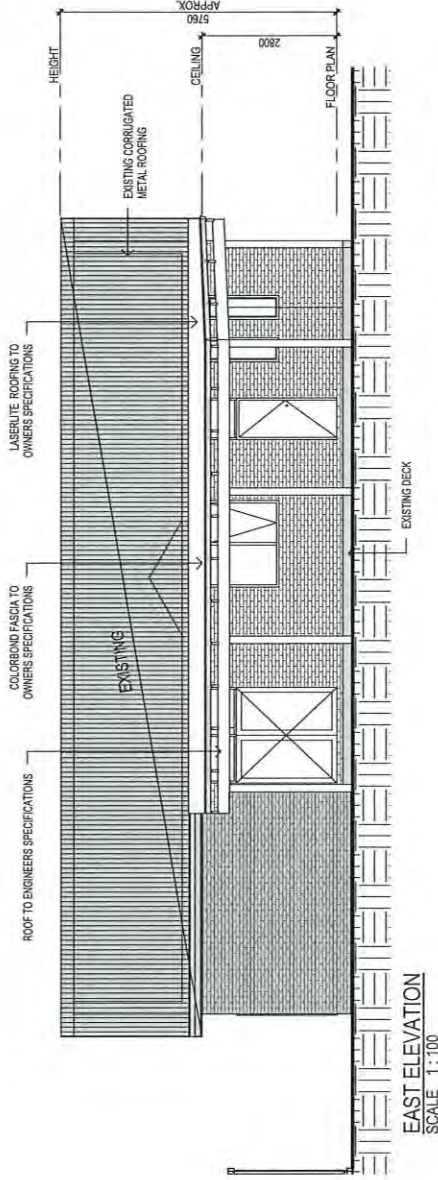
ISSUED FOR APPROVAL

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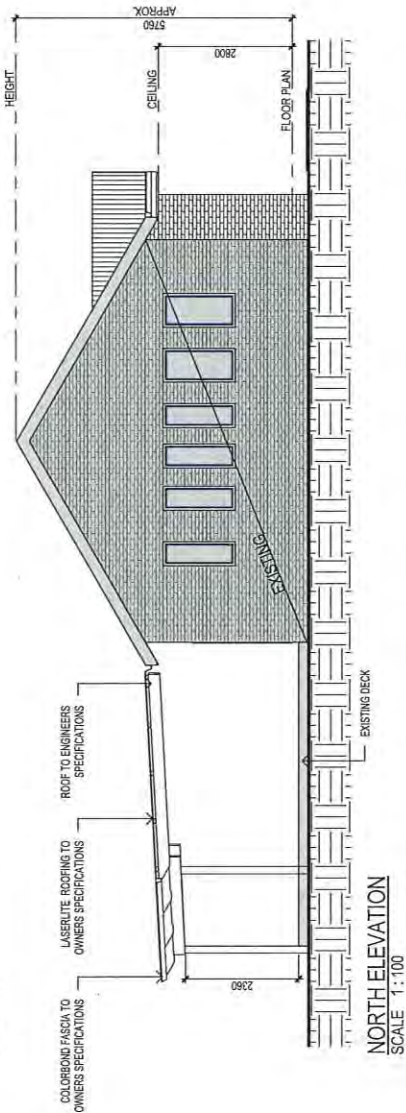
Client: G. & N. GRAHAM
 Project: PROPOSED EXTENSION, CAFE, SHOP, OFFICE & TOILET
 Address: 55 HIGH STREET, CAMPBELL TOWN
 Phone: 0417 392 783 or 0417 545 813
 Email: info@engineeringplus.com.au
 Website: www.engineeringplus.com.au
 ENGINEERING PLUS
 Drawing No: 50321 A14
 Rev: D

Rev:	Amendment:	Date:	Int:	Accreditation No:
D	PERGOLA/TASWATER RFI	01.05.23	O.J	
C	ISSUED FOR APPROVAL	20.12.22	S.C	
B	RFI	07.09.22	S.C	
A	ISSUED FOR APPROVAL	24.11.21	S.C	
-	ISSUED FOR REVIEW	09.11.21	S.C	

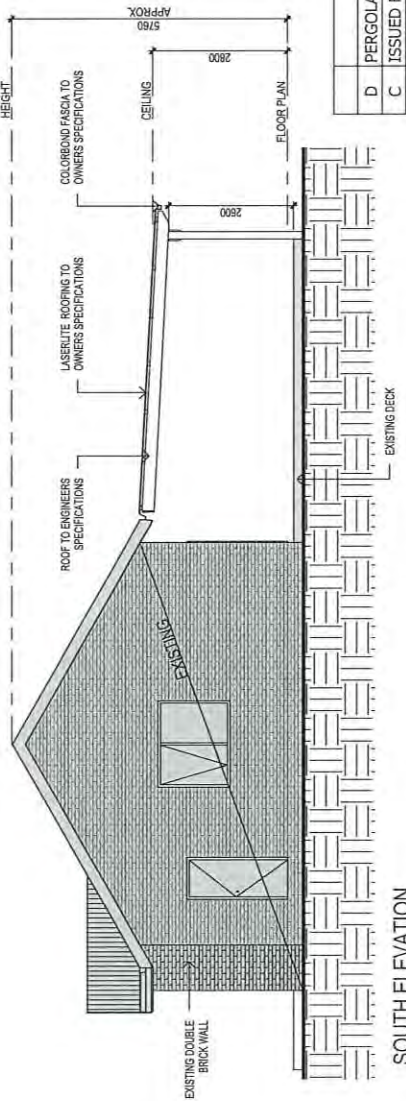
Area Schedule (Gross Building)		
Name	Area	Area (sq)
EXISTING DWELLING	134.26 m ²	14.45
PROPOSED PERGOLA	70.38 m ²	7.58
PROPOSED OFFICE & STORAGE	14.88 m ²	1.60
EXISTING GARAGE	96.00 m ²	10.33
PROPOSED SHOP	14.88 m ²	1.60
PROPOSED TOILET BLOCK	18.09 m ²	1.95
PROPOSED CAFE	14.88 m ²	1.60
PROPOSED BAR	10.62 m ²	1.14
	374.01 m ²	40.26



EAST ELEVATION
SCALE 1:100



NORTH ELEVATION
SCALE 1:100



SOUTH ELEVATION
SCALE 1:100

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 High 0417 382 788 or 0417 545 813
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 Website: www.engineeringplus.com.au

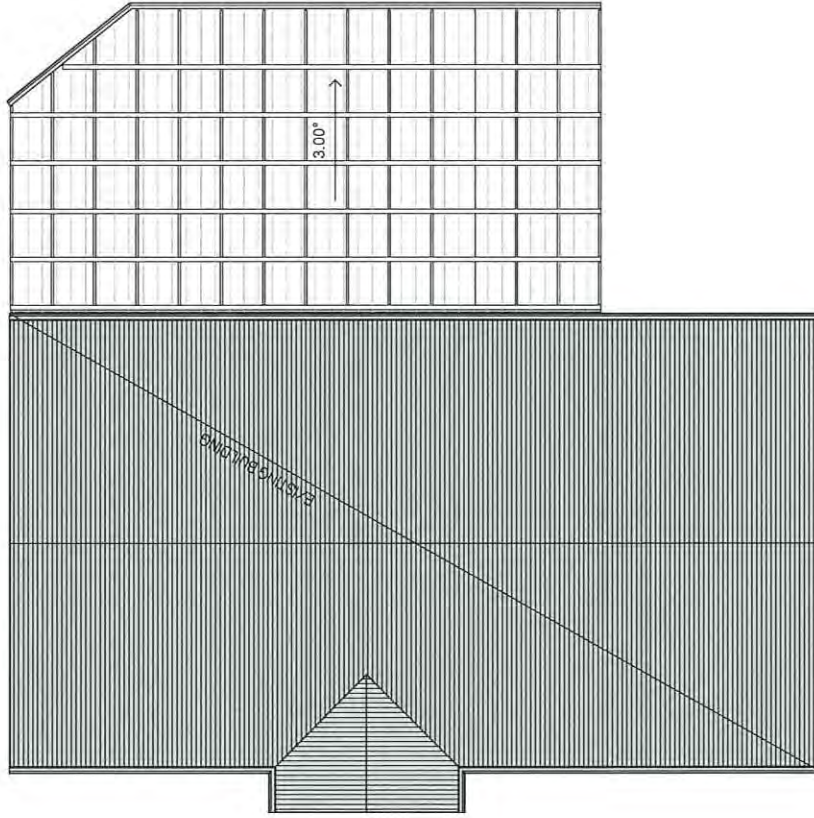
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C	ISSUED FOR APPROVAL	20.12.22	S.C	Drawn: S.Chin
B	RFI	07.09.22	S.C	Checked: A. Taylor
A	ISSUED FOR APPROVAL	24.11.21	S.C	Approved: J. Pfeiffer
-	ISSUED FOR REVIEW	09.11.21	S.C	Scale: As Shown @ A3
Rev:	Amendment:	Date:	Int:	Accredited Building Designer Designer Name: J.Pfeiffer Accreditation No: CC2211T

Drawing No: 50321

A15

Rev D

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ROOF CLADDING - BCA VOLUME 2 PART 3.5.1.3
COLOURBOND 'CUSTOM ONE' METAL SHEETING INSTALLED IN
ACCORDANCE WITH THIS PART, AS 1562.1 AND MANUFACTURERS
RECOMMENDATIONS.

REFER TO 'EIGHT ROOFING & WALLING MANUAL FOR FULL DETAILS ON SHEET
INSTALLATION, FIXINGS & FLASHINGS

- MINIMUM PITCH 5 DEGREES.
- CORROSION PROTECTION IN ACCORDANCE WITH BCA TABLE 3.5.1.1.
- END LAP OF SHEETS 5-15 DEGREES - MINIMUM 200 MM.

ABOVE 15 DEGREES - MINIMUM 150 MM.

- RIDGE LINE VALLEY TO BE TURNED UP (STOP ENDED).
- FASTENERS TO BE MADE OF COMPATIBLE MATERIAL WITH ROOFING MATERIAL.
- CREST FIXINGS OF END SPANS @ EVERY SECOND RIB AND INTERNAL SPANS @ EVERY THIRD RIB.
- WHERE POSSIBLE SHEETS TO BE LAID WITH SIDE LAPS FACING AWAY FROM PREVAILING WEATHER.
- REFLECTIVE FOIL INSULATION TO BE FITTED TO UNDERSIDE OF SHEETS.

RECOMMENDED FIXINGS FOR SEVERE EXPOSURE CONDITIONS TO AS 3566

USE CLASS 4 MATERIALS FOR SEVERE EXPOSURE & STAINLESS STEEL FOR VERY SEVERE COASTAL ENVIRONMENTS.

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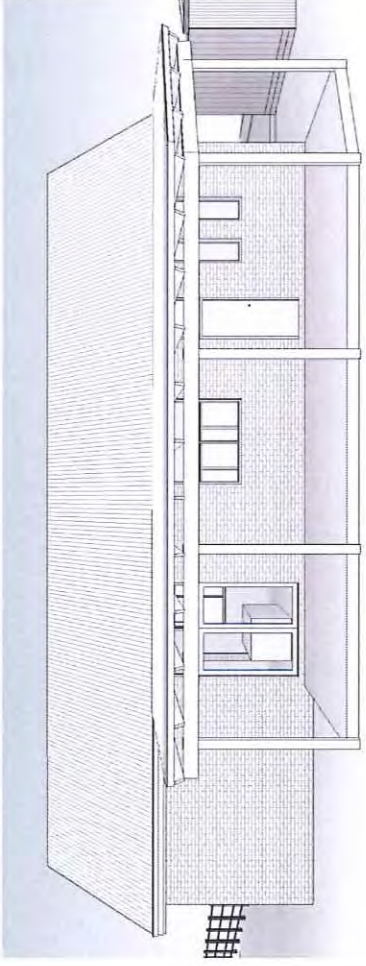
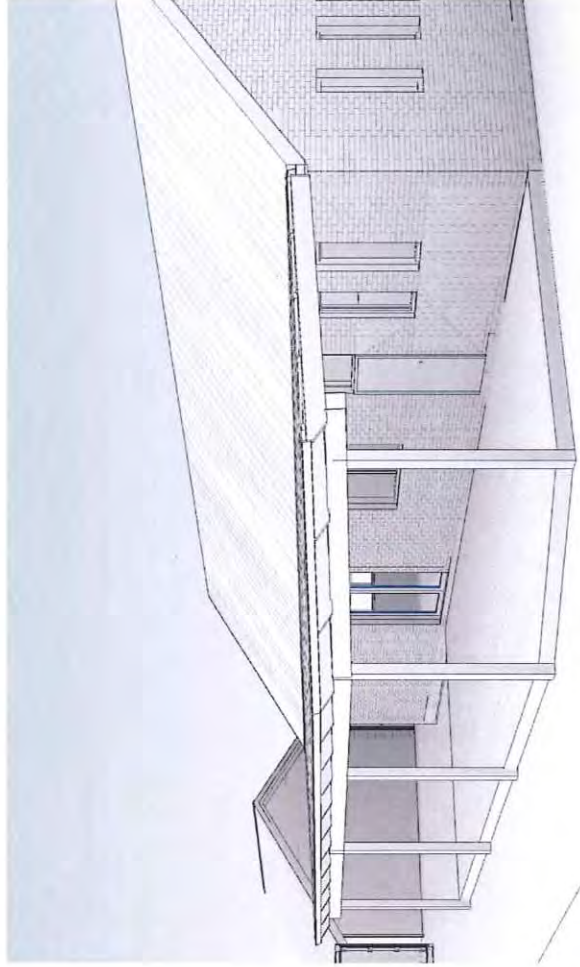
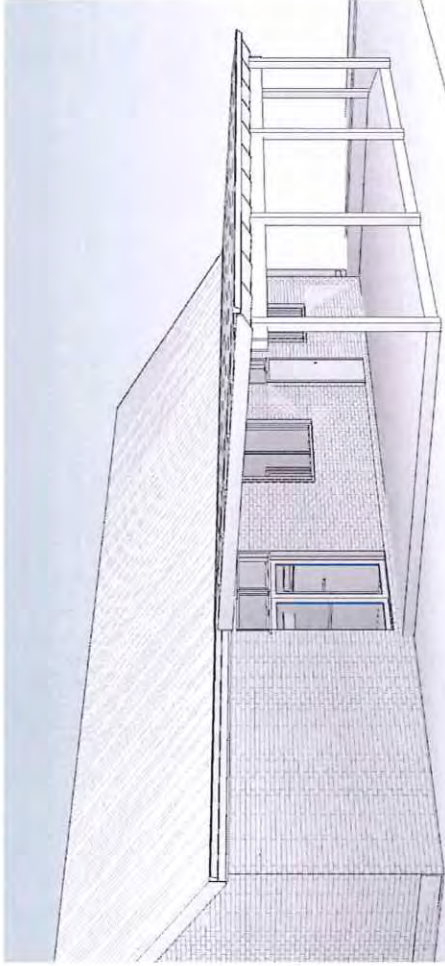
ROOF PLAN
SCALE: 1:100

Client: **G. & N. GRAHAM**
Project: **PROPOSED EXTENSION, CAFE,
SHOP, OFFICE & TOILET**
Address: **55 HIGH STREET, CAMPBELL TOWN**
No. 017 302 793 or 0417 545 813
Email: en@engineeringplus.com.au
ENGINEERING PLUS CONSULTING ENGINEERING

D	PERGOLA/TASWATER RFI	01.05.23	O.J	Date Drawn: 09.11.21	Drawn: S.Chin
C	ISSUED FOR APPROVAL	20.12.22	S.C	Checked: A. Taylor	Approved: J. Pfeiffer
B	RFI	07.09.22	S.C	Scale: As Shown @ A3	Accredited Building Designer
A	ISSUED FOR APPROVAL	24.11.21	S.C	Date: 09.11.21	Designer Name: J.Pfeiffer
-	ISSUED FOR REVIEW		S.C	Int: CC2211T	Accreditation No: CC2211T

Drawing No: 50321
Rev: A16
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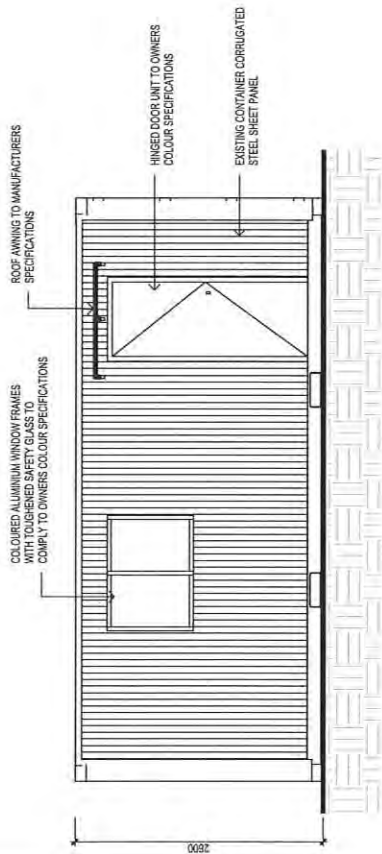
Client: G. & N. GRAHAM
 Project: PROPOSED EXTENSION, CAFE,
 SHOP, OFFICE & TOILET
 Address: 55 HIGH STREET, CAMPBELL TOWN
 Phone: 0417 392 798 or 0417 545 813
 Email: info@engineeringplus.com.au
 ENGINEERING PLUS
 ACCREDITED BUILDING DESIGNER

Rev.	Amendment:	Date:	Int:	Designer Name:	Accreditation No:
D	PERGOLA/TASWATER RFI	01.05.23	O.J	S.Chin	
C	ISSUED FOR APPROVAL	20.12.22	S.C	A. Taylor	
B	RFI	07.09.22	S.C	J. Pfeiffer	
A	ISSUED FOR APPROVAL	24.11.21	S.C	Scale: As Shown @ A3	
-	ISSUED FOR REVIEW	09.11.21	S.C	Accredited Building Designer	
				J. Pfeiffer	
					CC2211T

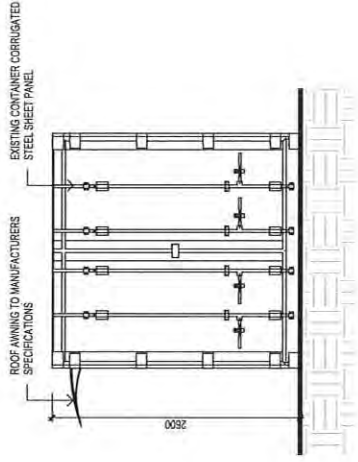
Drawing No: 50321
 Rev: A17
 D

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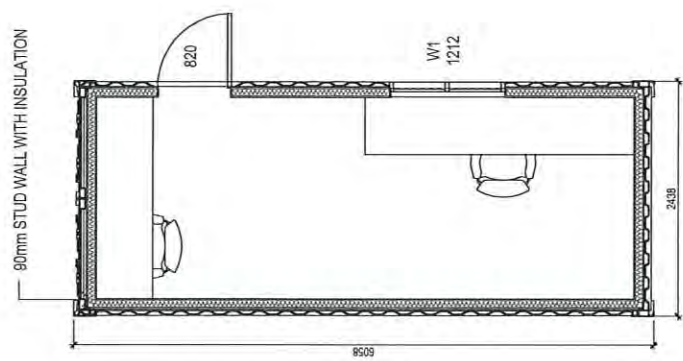
02.05.2023



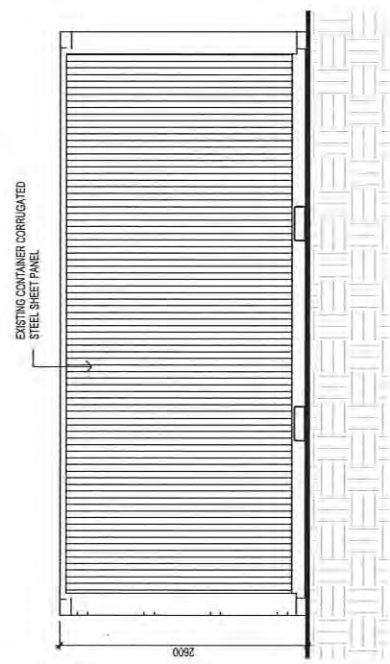
OFFICE - EAST ELEVATION
SCALE 1:50



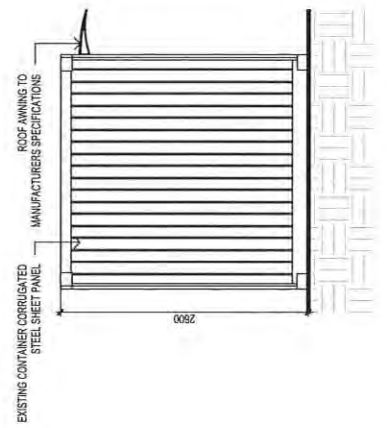
OFFICE - NORTH ELEVATION
SCALE 1:50



OFFICE PLAN
SCALE 1:50



OFFICE - WEST ELEVATION
SCALE 1:50



OFFICE - SOUTH ELEVATION
SCALE 1:50

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www.engineeringplus.com.au
ENGINEERING PLUS
Drawing No: 50321
Rev: A18 D

Date Drawn:	09.11.21
Drawn:	S.Chin
Checked:	A. Taylor
Approved:	J. Pfeiffer
Scale:	As Shown @ A3
Accredited Building Designer	J. Pfeiffer
Designer Name:	J. Pfeiffer
Accreditation No:	CC2211T

Date:	Int:
01.05.23	O.J
20.12.22	S.C
07.09.22	S.C
24.11.21	S.C
09.11.21	S.C
Date:	Int:
01.05.23	O.J
20.12.22	S.C
07.09.22	S.C
24.11.21	S.C
09.11.21	S.C
Date:	Int:
01.05.23	O.J
20.12.22	S.C
07.09.22	S.C
24.11.21	S.C
09.11.21	S.C

Received
16.09.2022

Traffic Impact Statement



29th August 2022

Chris Triebe

Chris Triebe and Associates

Town Planning Services

Dear Darren,

1 Cooper Crescent
Riverside TAS 7250
M: 0456 535 746
P: 03 6334 1868
E: Richard.burk@trafficandcivil.com.au

**TRAFFIC IMPACT STATEMENT FOR PROPOSED FACILITIES AT 55
HIGH STREET, CAMPBELL TOWN.**

This traffic impact statement assesses the proposed access in terms of traffic engineering principles and Northern Midlands Interim Planning Scheme 2013 requirements including:

- site inspection and review of available sight distances and the speed environment
- consideration of references on property access requirements including Council guidelines and Australian Standard provisions
- consideration of safety issues regarding all road users including pedestrians and cyclists

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1) Site Description

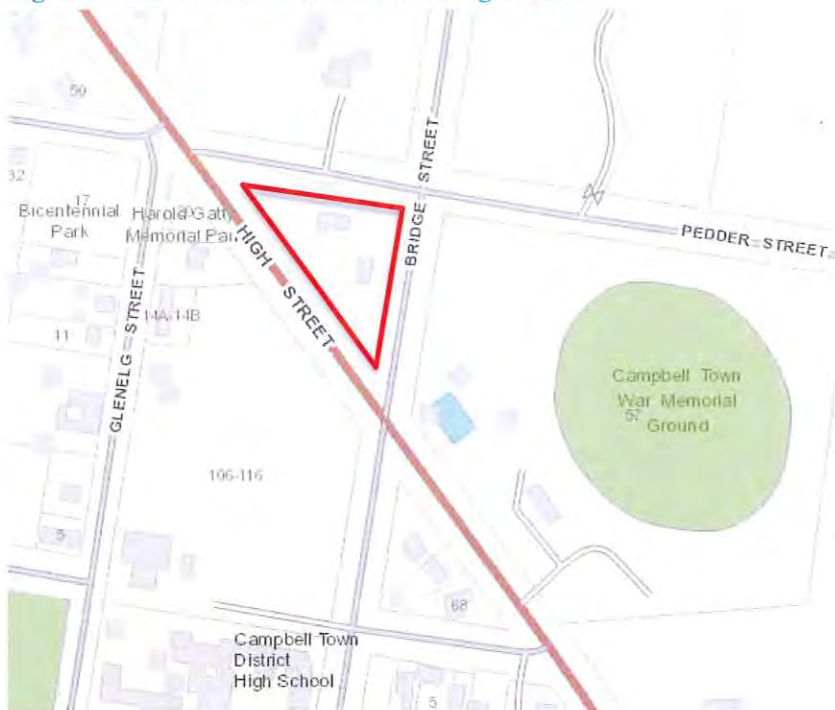
55 High Street is some 500m North of the Campbell Town CBD, see Figures 1 & 2. The property is bound by Council Roads i.e Bridge and Pedder Streets along the Northern and Eastern boundaries respectively. High Street (Midlands Highway) is a State Road on the Western boundary.

Figure 1 – Property Location



Source: LISTmap, DPIPWE

Figure 2 – Council Road network at 55 High Street



Source: LISTmap, DPIPWE

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2) Proposal

2.1 Description of Proposed Development

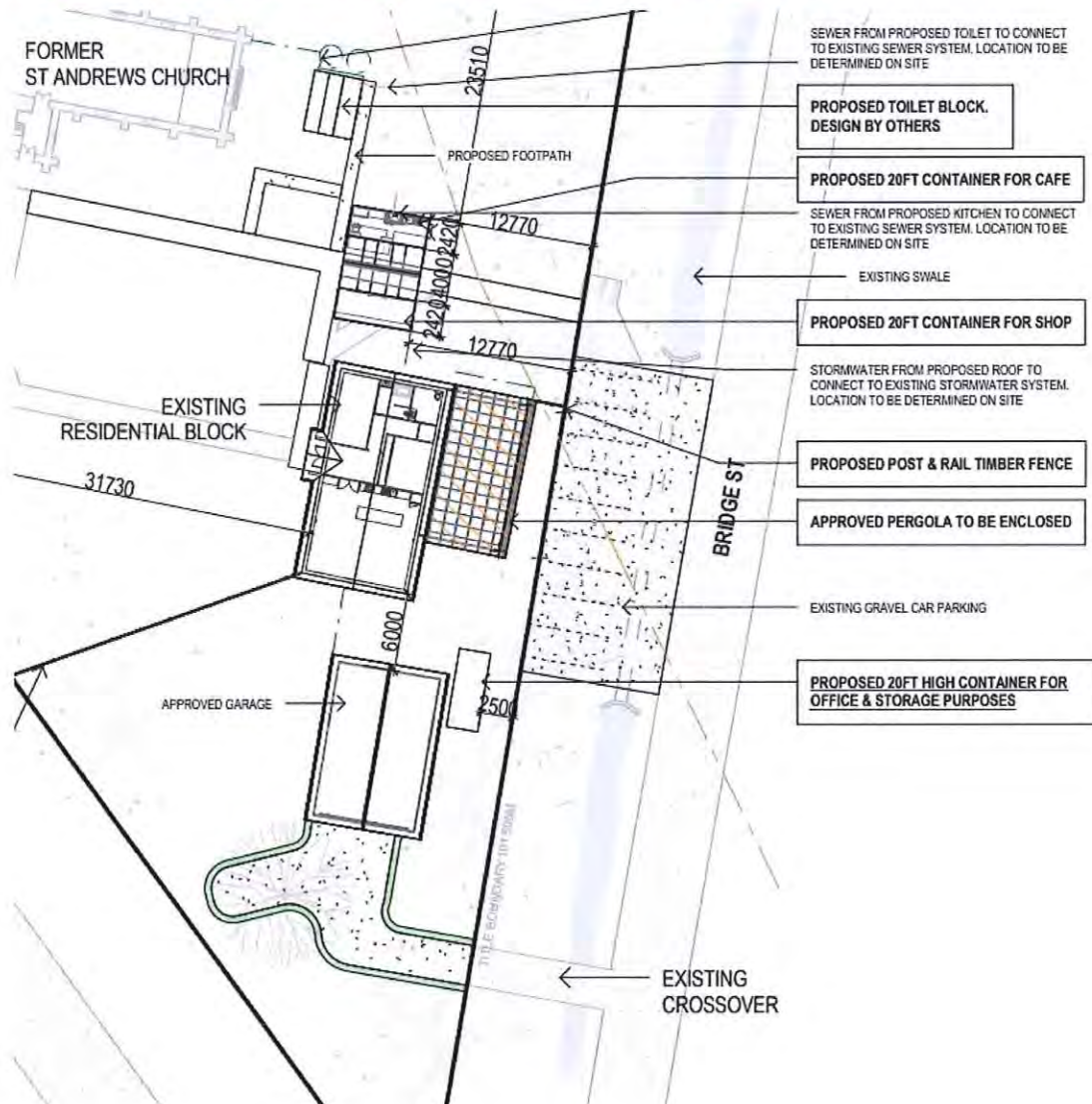
The proposal involves operation of a café & function centre at 55 High St.

Cafe

The proposal extends existing facilities to include a café, shop, office, and toilet with pedestrian access and on-street car parking on Bridge St.

Figure 3 shows the proposed facilities. Kitchen operation is proposed 6AM to 3PM closing at 4PM. Building plans are attached in Appendix A.

Figure 3 – Proposed café and shop additions accessed from Bridge Street



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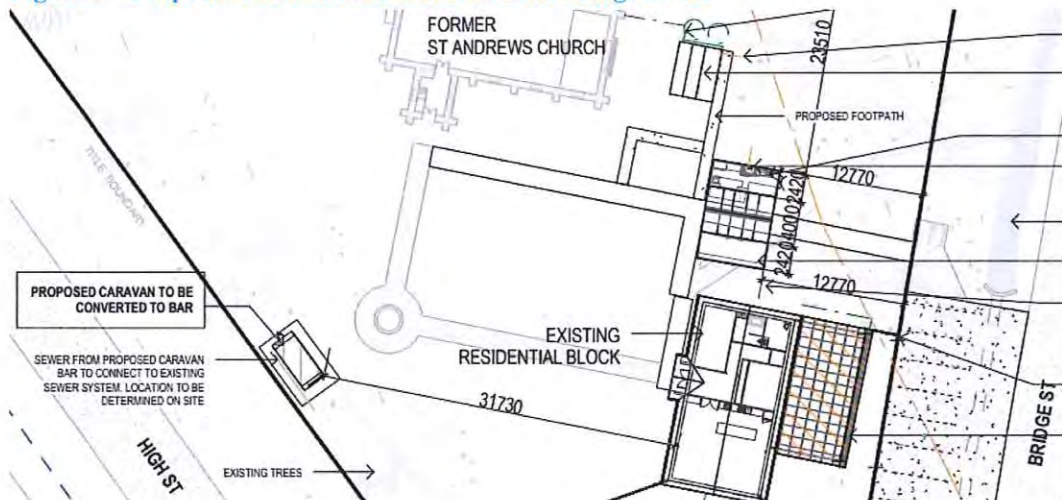
Figure 4 – Proposed café and shop entrance from Bridge Street



Functions

A 'functions' bar is proposed inside the High Street boundary fence. The Liquor Licence previously held for 12 months, will be applied for prior to any public functions. Alcoholic beverages will only be served during opening hours and events (Monday – Friday 07⁰⁰ to 15⁰⁰hrs; Saturday – Sunday 11⁰⁰ to 17⁰⁰hrs). None will be served for takeaway purposes. No access is proposed to High Street (Midlands Highway). Figure 5 shows the 'functions' bar location and Figure 6 shows the function bar counter.

Figure 5 – Proposed functions bar accessed from Bridge Street



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Figure 6 – Proposed ‘functions ‘ bar accessed from Bridge Street



Estimated annual functions and frequency are summarised in Figure 7.

Figure 7 – Proposed functions bar accessed from Bridge Street

ACTIVITY	FREQUENCY	NO OF ATTENDEES	OPERATING HOURS
Weddings	Estimate 6 per year either	80 seated (dining tables)	11am to 11pm
	Lunchtime wedding or	120 cocktail style (standing)	
	Dinner wedding		
New Years Eve / Hogmanay Celebration	1 per year	120 cocktail style – standing	6pm to 1am
General Events & Functions	Unlimited on booking basis. <52 per year	100 Mixed dining tables & standing	9am to 11pm

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2.2 Estimated Traffic Generation

2.2.1 Café and Shop

The proposal is to extend the existing facilities and provide 90-degree on-street (Bridge St) parking and pedestrian access for a café, shop, office, and toilet.

Shipping containers are proposed for the café, shop and office. The containers have a 2.4m *6m floor area of some 15m² each. Floor areas however are misleading for estimating traffic generation for take-away outlets, see Section 3.7.1 Drive in take away food outlets of the RTA Guide to Traffic Generating Developments 2002. Traffic generation should be estimated based on first principles.

- **Café:** it is estimated that the café would produce 2 coffees / 3 minutes / visiting vehicle. This equates to 20 arrivals & 20 departures /hr i.e 40vph and 320vpd.
- **Shop:** it is estimated that the shop would attract visitors from the Café browsing while waiting for their coffee.
- **Office & Storage** is not expected to generate traffic and would be used by the proprietors only.

2.2.2 Functions Bar:

From Figure 7 it is estimated that traffic activity peaks occur at events typically with 100-120 attendees. This is estimated to equate to 40 vehicle arrivals and 40 vehicle departures in the hours before and after the event i.e peak arrival and departure rates of 40vph.

The Café and Functions Bar could operate together for private functions without public access. Estimated traffic generation is 40 vph and 80-100 vpd.

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2.3 Council Planning Scheme

55 High Street zoning is shown in Figure 8 in accordance with the Northern Midlands Interim Planning Scheme 2013.

Figure 8 – 55 High Street is zoned Community Purpose



Source: LISTmap, DPIPW

2.4 Council Road Network Owner Objectives

The Northern Midlands Council's objectives are to maintain traffic safety and efficiency for all road users, including pedestrians and cyclists.

2.5 State Road Network Owner Objectives

The Department of State Growth (DSG) objectives are to maintain safe and efficient operation of the State Road network. The Midlands Highway is a State Road, see Appendix B.

DSG is currently installing a pedestrian underpass at the Bridge Street intersection, see Appendix G.

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3) Existing Conditions

3.1 High Street (Midlands Highway)

The Midland Highway is a two-way two-lane road in the vicinity of the development and a Category 1 Trunk Road in the State Road Hierarchy, see Appendix B and part of the Tasmanian 26m B Double Network, see Appendix D. The Midlands Highway within Campbell Town is not a Limited Access Road, see Appendix E. Estimated AADT is 8,000 vpd (2022), see Appendix C.

High Street has an 60km/h speed limit in the vicinity of the development with 3.7m traffic lanes and a footpath on the West side offset some 9m from the edge line. A pedestrian underpass is under construction at the intersection with Bridge Street, see Appendix G for details.

The road is delineated with a Separation and Edge Lines and streetlighting.

3.2 Bridge Street

Bridge Street is a residential street with no kerb & channel and has no street lighting or footpaths however the mowed roadsides are relatively flat and even and pedestrian friendly. The General Urban Speed Limit of 50km/h applies. Estimated AADT is 100 vpd (2022).

Bridge Street has a seal width of 5m.

3.3 High Street / Bridge Street Intersection

The anticipated High / Bridge Street intersection layout once DSG underpass construction is completed is shown in Figure 9.

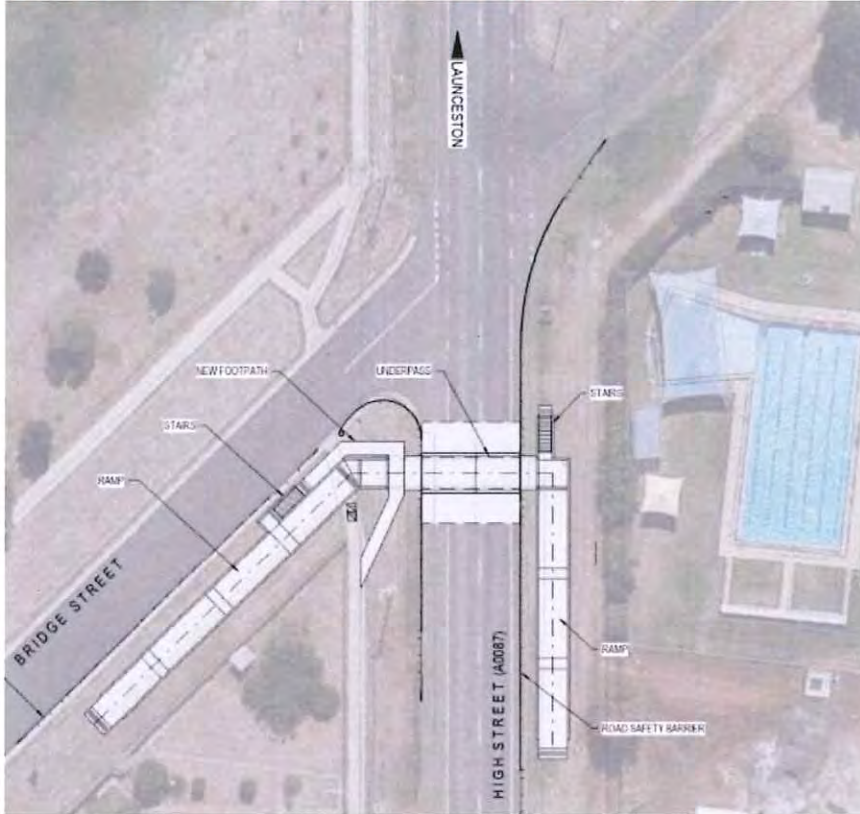
Figures 9 -16 show the approaches to the Bridge Street intersection.

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Figure 9 – Anticipated High Street / Bridge Street intersection layout



Source: DSG Website

Figure 10 – Bridge Road Eastern approach to High Street



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Figure 11 – Looking right along High Street from Bridge Street Eastern approach.



Figure 12 – Looking left along High Street from Bridge Street Eastern approach.



Figure 13 – High Street Southern approach to Bridge Street Intersection.



Source: LISTmap, DPIPWE

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Figure 14 – High Street Northern approach to Bridge Street Intersection



Source: LISTmap, DPIPWE

Figure 15 – High Street Northern approach to Bridge Street Intersection



Source: LISTmap, DPIPWE

Figure 16 – High Street Heading North from Bridge Street.



Source: Google Maps

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3.5 Bridge Street carpark for 55 High Street

Figures 17-22 show the nature of the proposed Bridge Street carpark approaches.

Figure 17 – Aerial view of proposed Bridge Street access to 55 High Street



Source: LISTmap, DPIPWE

Figure 18 – Bridge Street Western approach to 55 High Street access



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Figure 19 – Bridge Street Eastern approach to proposed carpark



Figure 20 – Looking left along Bridge Street from the proposed carpark



Sight distance
left is > 80m.

Figure 21 – Looking right along Bridge Street from proposed carpark



Sight distance
right is > 80m.

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Figure 22 – Elevation view of proposed Bridge Street carpark



3.6 Pedder Street

Pedder Street is a residential street with no kerb & channel and has no street lighting or footpaths however the mowed roadsides are relatively flat and even and pedestrian friendly. The General Urban Speed Limit of 50km/h applies. Pedder Street has a seal width of 5m. Estimated AADT is 100 vpd (2022).

3.7 Bridge Street/ Pedder Street Intersection

The Bridge Street/ Pedder Street Intersection is shown in Figures 23 & 24. Pedder Street is the priority road, and the intersection is controlled with signs and line marking to the Australian Standard.

Figure 23 – Aerial view of the Bridge Street / Pedder Street Intersection



Source: LISTmap, DPIPWE

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Figure 24 – Bridge Street Western approach to Pedder Street Intersection



3.8 High Street / Pedder Street Intersection

The High / Pedder Street intersection layout is shown in Figure 25.

Figure 25 – Aerial view of the High Street / Pedder Street Intersection



Source: LISTmap, DPIPWE

3.9 Services

The proposal does not appear to disaffect above ground services.

3.10 5 Year Reported Crash History

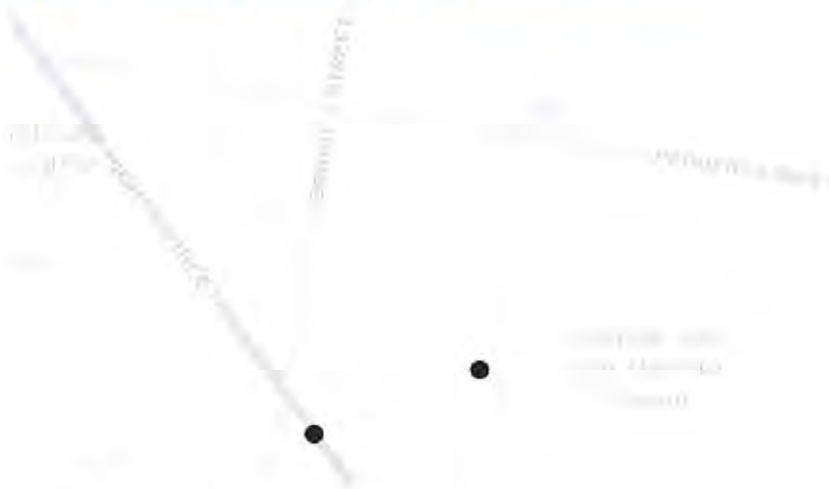
The Department of State Growth advise as of the 10th of June 2022 there have been no reported crashes on Bridge St (High – Pedder), Campbell Town. Closest crash sites are shown in Figure 26.

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Figure 26 – Bridge St nearest 5 year reported crash locations



3.11 Road Safety Review

From Austroads Safe System Assessment and application of the Safe Systems Framework:

Bridge Street (High Street to Pedder Street):

- low crash exposure – estimated AADT 100vpd (2022)
- low crash severity – 40km/h speed environment
- low crash likelihood – the road is built to a suitable standard for the function of the road.

This equates to a very low crash risk for all road users.

Pedder Street (Bridge Street to High Street):

- low crash exposure – estimated AADT 100vpd (2022)
- low crash severity – 40km/h speed environment
- low crash likelihood – the road is built to a suitable standard for the function of the road.

This equates to a very low crash risk for all road users.

High Street (Midlands Hwy) (Pedder Street to Bridge Street)

- high crash exposure – estimated AADT 8,000vpd (2022)
- low to moderate crash severity – 60km/h speed environment
- low crash likelihood – the road is built to a suitable standard for the function of the road with pedestrian underpass.

This equates to a low crash risk for all road users.

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4) Northern Midlands Interim Planning Scheme Council 2013

4.1 Road & Railway Assets Code E4

E4.6.1 - Use and road or rail infrastructure

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 vehicle entry and exit movements per day.

The proposal is estimated to generate:

- 40vph on Bridge Street at the Café and Shop with public access estimated at up to 320 vpd.
- 40 vph on Bridge Street at the private function centre and bar estimated at up to 100 vpd.

A2 is not satisfied.

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.

Total traffic activity on Bridge St will increase from 100 vpd to some 520 vpd by 2031, due to the proposal. 520vpd is a low traffic activity level and easily absorbed by Bridge St.

Due to the location of the café suiting south bound through traffic it is expected that the majority of the turning movements at the High St / Bridge St intersection will be left in and left out of Bridge Street (East).

Bridge St has a 5m seal adequate for the forecast increase in traffic.

The right turn movement from High Street to Bridge Street (East) is expected to be very low and not disaffect north bound traffic on High Street. The intersection is estimated to operate at Austroads Level of Service (LOS) A which is a high LOS. See Appendix I for Level of Service definitions.

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From review of 5 year reported crash history, road safety review and Austroads Safe System Assessment, the increased traffic activity due to the proposal is considered safe with a low crash risk and no traffic capacity issues.

P2 is satisfied.

E4.7.2 - Management of Road 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.*

The proposal is to provide Bridge Street on street parking with pedestrian access to the café, shop, toilets and bar. No vehicular or pedestrian access to 55 High Street, via High Street is proposed.

A1 is satisfied.

E4.7.4 - Sight Distance at Accesses, Junctions and Level Crossings

Acceptable solution A1: *An access or junction must comply with the Safe Intersection Sight Distance (SISD) shown in Table E4.7.4 of the Northern Midlands Interim Planning Scheme.*

The proposal is to provide on street parking with pedestrian access to the café, shop, toilets and bar. No vehicular access to 55 High St is proposed.

On street parking is available on Bridge St. alongside the proposed café, shop and toilet with visibility left and right along Bridge St. of > 100m in a 50km/h zone where SISD is 80m.

The proposal is compliant with Table E4.7.4 requirements.

A1 is satisfied.

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4.2 Car Parking and Sustainable Transport Code E6

E6.6.1 - Car Park Numbers

Acceptable solution A1: The number of car parking spaces must not be less than the requirements of Table E6.1.

Public café and shop operation

Table E6.1 for Food Services – Take-away specifies 1 space /15m² of net floor area and 6 queuing spaces for drive through.

The proposal involves a cafe and shop each with a GFA of 15m². The café is a take-away operation. Accordingly, 8 car parking spaces are required. 9 on street parking spaces are proposed, see Figures 3 & 17 -22.

Private functions

Table E6.1 for Community meeting and entertainment specifies 1 space /20m² of public area or 1 space per 4 seats whichever is greater.

- The public area is some 400m² – requiring 20 spaces or
- Seating is for 120 guests requiring 30 spaces.

Accordingly, 30 parking spaces are required.

Parking supply in the vicinity is summarised in Figure 27.

Figure 27 – On Street Parking Supply in vicinity of Bridge St entrance to 55 High St.

On Street Parking Supply			
	Frontage (m)	Spaces (90 degree)	Spaces (Parallel)
Bridge Street (High - Pedder)			
West side	100	33	14
East side	100	33	14
Pedder Street (Bridge - High)			
North side	110	35	16
South side	110	35	16
Total		136	60

A1 is not satisfied as no off-street parking is proposed and the proposal relies on Council agreement for use of on street parking.

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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 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:*
 - (1) *The size of the dwelling and the number of bedrooms; and*
 - (2) *The pattern of parking in the locality ; and*
 - (3) *Any existing structure on the land.*

a) The provisions of any relevant location specific car parking plan;
There is no specific car parking plan applicable in the Northern Midlands Interim Planning Scheme (April 2019)

b) The availability of public car parking spaces within reasonable walking distance; **Considerable on street parking is available see Figure 27 with either:**

- **136 spaces with 90-degree on-street parking or**
- **60 spaces managed with parallel on street parking.**

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- 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 ; **No such benefit is anticipated.**
- d) The availability and frequency of public transport within reasonable walking distance of the site ; **No such benefit is anticipated.**
- e) Site constraints such as existing buildings, slope, drainage, vegetation and landscaping ; **55 High Street is a constrained site with insufficient space for off street parking due to the landscaping and building layout within the property.**
- 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.
Considerable on street parking is available see Figure 27 with either:
- **136 spaces with 90-degree on-street parking or**
 - **60 spaces with parallel on-street parking.**
- g) An empirical assessment of the car parking demand ; **From on-street parking observations parking demand on Bridge Street and Pedder Street is very low.**
- h) The effect on streetscape, amenity and vehicle, pedestrian and cycle safety and convenience; **It is estimated that the proposal will have low impact on the residential amenity of Bridge Street and Pedder Street.**
- i) The recommendations of a traffic impact assessment prepared for the proposal; **This traffic impact statement identifies no traffic capacity or safety issues with the proposal and considers that the on-street parking supply available on the Council Streets (Bridge and / or Pedder Street) exceeds the parking demand from the proposal.**
- j) Any heritage values of the site ; **The proposal does not appear to disaffect heritage values of the site.**

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- k) For residential buildings and multiple dwellings, whether parking is adequate to meet the needs of the residents having regard to:
1. The size of the dwelling and the number of bedrooms;
 2. The pattern of parking in the locality
 3. Any existing structure on the land.

Not applicable.

P1 is satisfied, subject to Council agreement as the Road owner.

E6.6.2 – Bicycle Parking Numbers

Acceptable solution A1.1: *Permanently accessible bicycle parking or storage spaces must be provided either on site or within 50m of the site in accordance with the requirements of Table E6.1.*

Table E6.1 specifies 1 space per 75m² of net floor area. The proposal involves a net floor area of 45m², and 1 bicycle space is proposed.

A1.1 is satisfied.

E6.6.3 – Taxi Drop-off and Pickup

The proposal does not trigger the requirement for a taxi zone.

E6.6.4 – Motorbike Parking Provisions

Acceptable solution A1: *One motorbike parking space must be provided for each 20 car spaces required by Table E6.1 or part thereof.*

10 car parking spaces are proposed, and 1 motorcyclist space is proposed.

A1 is satisfied.

E6.7.1 - Construction of Car Parking Spaces and Access Strips

Acceptable Solution A1 – *All car parking access strips, manoeuvring and circulation spaces are:*

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

The proposal is compliant with the above requirements. **A1 is satisfied.**

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E6.7.2 - Design and Layout of Car Parking

Acceptable Solution 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;*

Not applicable as no vehicular access to 55 High Street is proposed.

A1.1 is satisfied.

Acceptable Solution A2.1 – *Car parking and manoeuvring space must:*

- (a) *Have a gradient of 10% or less; (parking is compliant).*
- (b) *Where providing for more than 4 cars, provide for vehicles to enter and exit the site in a forward direction; (Not applicable as no property access is proposed).*
- (c) *Have a width of vehicular access no less than prescribed in Table E6.2; (Not applicable as no property access is proposed).*
- (d) *Have a combined width of access and manoeuvring space adjacent to parking spaces not less than as prescribed in Table E6.3 where any of the following apply:*
 - (1) *There are three or more car parking spaces; and*
 - (2) *Where parking is more than 30m driving distance from the road;*
or
 - (3) *Where the sole vehicle access is to a category 1, 2, 3 or 4 road.*

Proposed parking spaces 2.4m * 6.1m with 6.4m manoeuvre space), comply with requirements of Table E6.3 i.e 2.6m * 5.4m with 6.4m manoeuvre space.

A2.1 is satisfied.

Acceptable Solution A2.2 – *The layout of car spaces and access ways must be designed in accordance with Australian Standards AS 2890.1 – 2004 Off-street parking.*

A2.2 is satisfied.

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E6.7.3 – Car Parking Access, Safety and Security

Acceptable Solution A1 – *Car parking areas with greater than 20 parking spaces must be:*

- a) *Secured and lit so that unauthorised persons cannot enter or;*
- b) *Visible from buildings on or adjacent to the site during the times when parking occurs.*

Less than 20 formal parking spaces are proposed:

- Café and shop parking – 9 on street spaces.

A1 is satisfied.

E6.7.4 – Parking for Persons with a Disability

Acceptable Solution A1 – *All spaces designated for use by persons with a disability must be located closest to the main entry point to the building.*

The proposal involves:

- Café and shop parking – 9 on street spaces including 1 accessible space by the main entry.
- Private function parking – 30 on street spaces

A1 is satisfied.

Acceptable Solution A2 – *Accessible car parking spaces for use by persons with disabilities must be designed and constructed in accordance with AA/NZ2890.6 – 2009 Parking facilities – Off-street parking for people with disabilities.*

The accessible space is adequate & compliant with AS/NZS 2890.6 - 2009

A2 is satisfied.

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E6.7.6 - Loading and Unloading of Vehicles, Drop-off and Pickup

Acceptable Solution 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 Australian Standard AS/NZS 2890.3 – 2002 for the type of vehicles that will use the site.

The proposal involves:

- Café and shop parking – 9 on street spaces including 1 accessible space by the main entry.
- Private function parking – 30 on street spaces

A loading bay is not required. **A1 is satisfied.**

E6.8 - Provisions for Sustainable Transport

E6.8.2 – Bicycle Parking Access, Safety and Security

Performance Criteria P1 – Bicycle parking spaces must be safe, secure, convenient and located where they will encourage use.

P1 is satisfied.

Performance Criteria P2 – Bicycle parking spaces and access must be of dimensions that provide for their convenient, safe and efficient use.

P2 is satisfied.

E6.8.5 – Pedestrian Walkways

Performance Criteria P1 – safe pedestrian access must be provided within car park and between the entrances to buildings and the road.

P1 is satisfied.

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5) Impacts on the environment and road users

5.1 Impact on intersection capacity

It is estimated that all existing intersections will continue to operate at LOS A with the proposal and are therefore have adequate capacity.

5.2 Environment

- No adverse environmental impacts are anticipated in terms of:
 - Noise, Vibration, Visual Impact and Pedestrian Amenity
 - Ecological Impacts, Heritage and Conservation

5.3 Road users

- Public Transport - No impact.
- Delivery Vehicles - No impact.
- Pedestrians and Cyclists – No impact.

No additional provisions for pedestrians and cyclists are necessary due to the proposal.

5.4 Council Construction Standard

The proposed Bridge Street 90 degree on street parking for the proposed café and shop should be constructed consistent with LGAT standard drawings TSD-R03 & R04 or as required by Council to the proposed width as per the design plans, see Appendix A. LGAT standard drawings are available online at the following link:

https://www.lgat.tas.gov.au/_data/assets/pdf_file/0027/813735/Tasmanian-Municipal-Standards-Drawings-v3-December-20202.pdf

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6) Department of State Growth requirements

DSG review of TIS

These reviews are required to:

- consider proposals and whether the TIS prepared satisfies DSG requirements.
- resolve any issues so the TIS can be finalised.
- enable the TIS endorsement provided by DSG to be communicated to Council as part of the Development application process.

These reviews are usually arranged by the TIS author. The email address for submissions is:

Development@stategrowth.tas.gov.au

Crown landowner consent

This is to provide DSG to opportunity to check alignment of proposals with DSG objectives for the road. If the proposal aligns with DSG objectives Crown Land Consent is issued by DSG. Crown Landowner Consent is required where there is a proposed change in use of property adjacent to a state road. The website for Crown Landowner Consent is:

https://www.transport.tas.gov.au/road/permits/crown_landownerconsent/

Access works permits

Developers must obtain an access works permit from DSG for proposed work within a state road reservation. Applications need to include:

- suitably design plans detailing the proposal and services affected.
- relevant design calculations for stormwater management and pavement design
- a traffic impact assessment

The website for access works permit applications is:

<https://www.transport.tas.gov.au/road/permits/road-access>

Summary of DGS requirements

DSG acceptance of this TIS is attached in Appendix H.

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7) Recommendations and Conclusions

This traffic impact statement (TIS) has been prepared to assess the proposed café, shop and function bar at 55 High Street with pedestrian access via Bridge Street.

Existing road conditions have been reviewed including the speed environment and available sight distances.

It is estimated that all existing intersections will continue to operate at LOS A with the proposal and are therefore have adequate capacity.

It is assessed that the proposal will have minimal impact on traffic safety and capacity for all road users including pedestrians and cyclists.

Evidence is provided to demonstrate that the proposal satisfies the Northern Midlands Interim Planning Scheme 2013, specifically Road & Railway Assets Code E4 and Car Parking & Sustainable Transport Code E6.

Recommendations:

- *Apply for NMC consent to access Bridge Street 90-degree on-street parking for the proposed café and shop (9 spaces).*
- *Apply for NMC consent to access Bridge Street and Pedder Street on-street parking for the proposed private functions parking (30 spaces).*
- *Construct proposed Bridge Street 90-degree on-street parking for the proposed café and shop consistent with LGAT standard drawings TSD-R03 & R04 and/or as required by NMC.*

Overall, it has been concluded that the proposal will not create any traffic issues and traffic will be able to continue to operate safely and efficiently along the High Street, Bridge Street and Pedder Street. Based on the finding of this report and subject to the recommendations above, the proposal is supported on traffic grounds.

DSG acceptance of this TIS is attached in Appendix H.

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8) Assessor Credentials

Richard Burk is a qualified Traffic and Civil Engineer with over 35 years of experience with State and Local Government in the Roads and Traffic industry in Tasmania. Visit www.trafficandcivil.com.au .

Yours faithfully

A handwritten signature in blue ink, appearing to read 'Richard Burk', is placed above the printed name.

Richard Burk

Director

Traffic and Civil Services

M: 0456 535 746

P: 03 63341868

E: Richard.burk@trafficandcivil.com.au

Appendices

Appendix A – Proposed development plans

Appendix B – Midland Highway Link Map

Appendix C– Midland Highway Traffic Data

Appendix D– Tasmanian 26m B Double Network

Appendix E– Limited Access State Roads

Appendix F – DSG Access Standard

Appendix G - DSG Pedestrian Underpass Project, Campbell Town

Appendix H - DSG Endorsement


Appendix I - LOS Descriptions

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Appendix A – Proposed development plans



ENGINEERING PLUS
TRAFFIC & CIVIL SERVICES
REGISTERED PROFESSIONAL ENGINEERING

GRANT JAMES PFEIFFER
CC2211T
153978/1
6
117.20m²
134.0 m²
96.0m²
14.88m²
14.88m²
14.88m²
10.62m²
18.09m²
N2
ASSUMED 'H'
7
N/A
LOW
NO
NO
NO
UNKNOWN
UNKNOWN
NO
NO
NO
REFER PLAN
EXISTING

DRAWING SCHEDULE

A00	COVER
A01	LOCALITY PLAN
A02	SITE PLAN
A03	CAFE- CONSTRUCTION PLAN
A04	CAFE- INT. ELEVATION
A05	CAFE- ELEVATIONS
A06	CAFE- 3D PERSPECTIVE
A07	SHOP ELEVATION
A08	SHOP 3D PERSPECTIVE
A09	WALKWAY 3D PERSPECTIVE
A10	CARAVAN BAR INT. ELEVATION
A11	CARAVAN BAR- ELEVATION
A12	CARAVAN BAR- 3D PERSPECTIVE

PROJECT INFORMATION

BUILDING DESIGNER:
ACCREDITATION No:
LAND TITLE REFERENCE NUMBER:
BUILDING CLASS:
EXISTING FORMER CHURCH AREA:
EXISTING BUILDING AREA:
EXISTING GARAGE AREA:
PROPOSED OFFICE & STORAGE:
PROPOSED SHOP:
PROPOSED CAFE KITCHEN:
PROPOSED BAR:
PROPOSED TOILET BLOCK:
DESIGN WIND SPEED:
SOIL CLASSIFICATION:
CLIMATE ZONE:
ALPINE AREA:
CORROSION ENVIRONMENT:
FLOODING:
LANDSLIP:
DISPERSIVE SOILS:
SALINE SOILS:
SAND DUNES:
MINE SUBSIDENCE:
LANDFILL:
GROUND LEVELS:
ORG LEVEL:

**PROPOSED EXTENSION, CAFE,
BAR, SHOP, OFFICE & TOILET**

G. & N. GRAHAM
55 HIGH STREET,
CAMPBELL TOWN

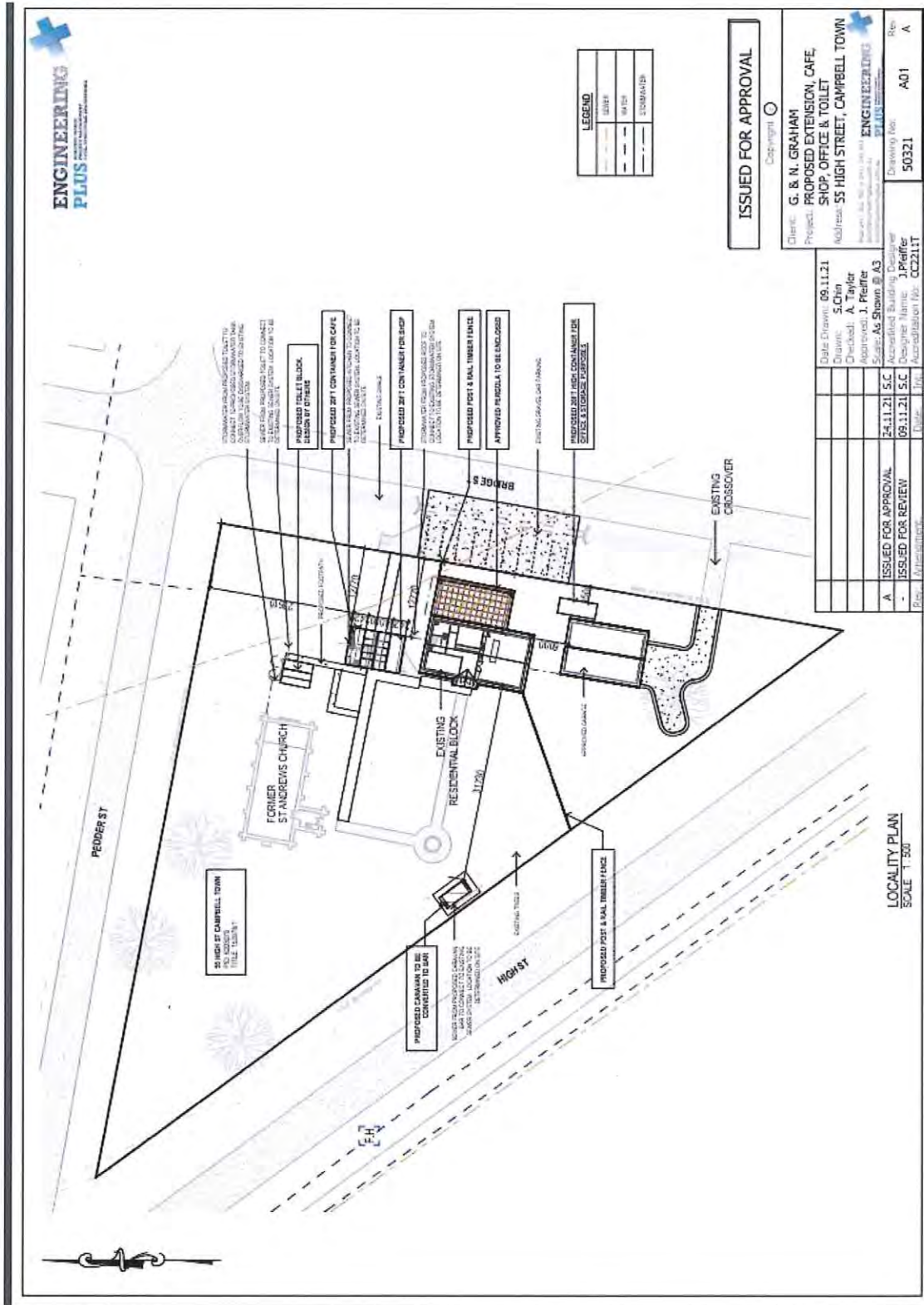
NORTHERN MIDLANDS COUNCIL

ISSUED FOR APPROVAL

81 Elizabeth Street, Launceston, Tasmania 7250 jack@engineeringplus.com.au bin@engineeringplus.com.au
Jack 0417 362 783 or Trin 0417 545 813

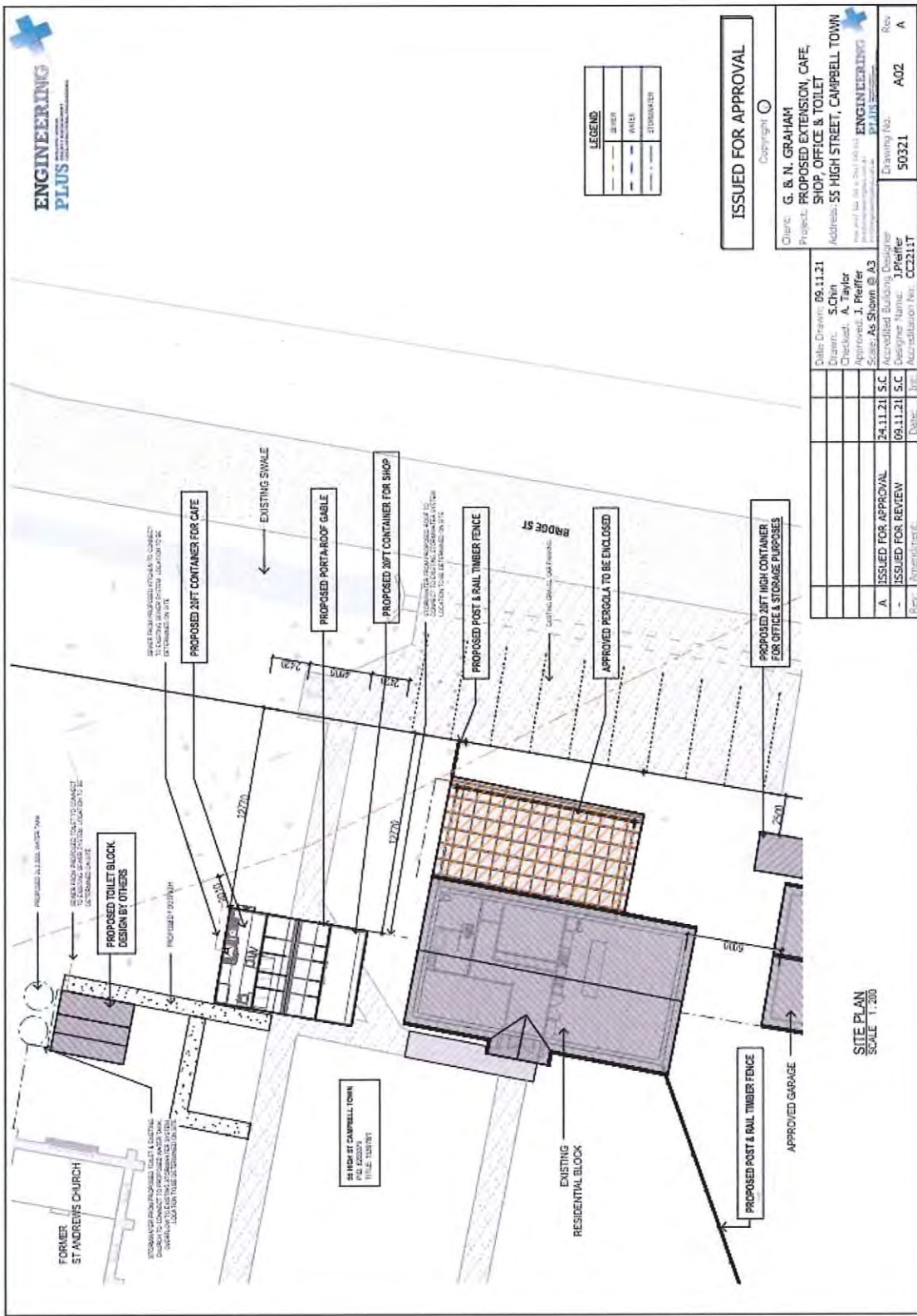
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LEGEND

---	SEWER
---	WATER
---	RAIL
---	STORMWATER

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 Client: G. & N. GRAHAM
 Project: PROPOSED EXTENSION, CAFE, SHOP, OFFICE & TOILET
 Address: 55 HIGH STREET, CAMPBELL TOWN

Date Drawn:	09.11.21
Drawn:	S.Chin
Checked:	A. Taylor
Approved:	J. Pfeiffer
Scale:	AS SHOWN @ A3
Authorised Building Practitioner:	Scale AS Shown @ A3
Designer Name:	PRINCE ENGINEERING
Address:	111/113 PRINCE STREET, SYDNEY NSW 2006
Phone:	02 9550 2222
Website:	www.princeengineering.com.au

SITE PLAN
SCALE 1:200

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CAFE FLOOR PLAN
SCALE 1:50

WINDOW SCHEDULE

MARK	HEIGHT	WIDTH	TYPE	U-VALUE	SHGC
W1	2100	3200	DG	4.3	55

COVING DETAIL
SCALE 1:10

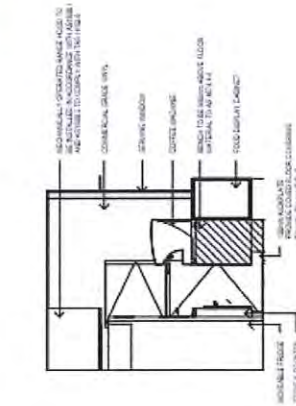
ISSUED FOR APPROVAL

Area Schedule (Gross Building)	
Name	Area (sq)
EXISTING BUILDING	13.25
EXISTING DECK	7.75
PROPOSED OFFICE & STORAGE	1.92
EXISTING GARAGE	16.33
PROPOSED SHOP	1.50
PROPOSED TOILET BLOCK	1.55
PROPOSED CAFE	1.14
PROPOSED BAR	42.44
TOTAL	107.88

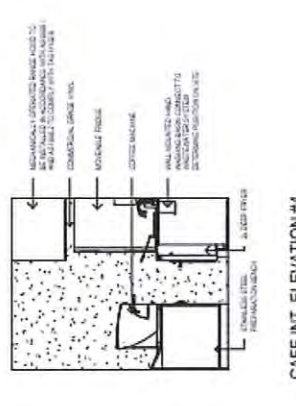
Client:	G & N. GRAHAM
Project:	PROPOSED EXTENSION, CAFE, SHOP, OFFICE & TOILET
Address:	55 HIGH STREET, CAMPBELL TOWN
Drawn:	S.Chin
Checked:	A. Taylor
Approved:	J. Pfeiffer
Scale:	As Shown @ A3
Date:	09.11.21
Issue:	ISSUED FOR APPROVAL
Date:	09.11.21
Issue:	ISSUED FOR REVIEW
Date:	09.11.21
Issue:	ISSUED FOR APPROVAL
Date:	09.11.21

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16.09.2022

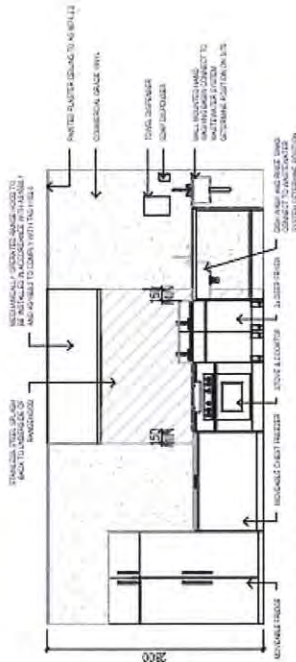
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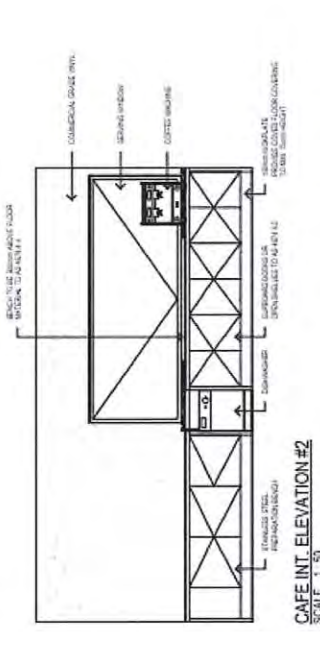
CAFE INT. ELEVATION #3
SCALE 1:50



CAFE INT. ELEVATION #4
SCALE 1:50



CAFE INT. ELEVATION #1
SCALE 1:50



CAFE INT. ELEVATION #2
SCALE 1:50

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 Project: **PROPOSED EXTENSION, CAFE, SHOP, OFFICE & TOILET**
 Address: **55 HIGH STREET, CAMPBELL TOWN**

Date Drawn: 09.11.21
 Drawn: S.Chen
 Checked: A. Taylor
 Approved: J. Pfeiffer
 Scale: As Shown @ A3

24.11.21 S.C. Accredited Building Designer
 09.11.21 S.C. Designer Name: J.Pfeiffer
 Drawing No: 50321
 Drawing Rev: A04
 Rev: A

Project: **Annotations** Date: **1/11/21** Accreditation No: **CC2211T**

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 Address: **55 HIGH STREET, CAMPBELL TOWN**

Date Drawn: 09.11.21
 Drawn: S. Chin
 Checked: A. Taylor
 Approved: J. Pfeiffer
 Scale: As Shown @ A3

Accredited Building Practitioner
 Designer Name: J Pfeiffer
 Accreditation No.: CC2111

Drawing No: 50321
 Rev: A

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 Project: **PROPOSED EXTENSION, CAFE, SHOP, OFFICE & TOILET**
 Address: **55 HIGH STREET, CAMPBELL TOWN**
Reg No: 23239 (S.A.) 5/1/14
ENGINEERING PLUS
1111 High Street, Durbanville, Cape Town 7801

	Date Drawn: 09.11.21	
	Drawn: S.Chen	
	Checked: A. Taylor	
	Approved: J. Piefer	
	Scale: As Shown @ A3	
A	ISSUED FOR APPROVAL	24.11.21 S.C.
-	ISSUED FOR REVIEW	09.11.21 S.C.
	Accredited Building Designer	Designer Name: J.Piefer
	Registration No: RT21111	Revision No: A



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SHOP NORTH ELEVATION
SCALE: 1:50

SHOP WEST ELEVATION
SCALE: 1:50

SHOP FLOOR PLAN
SCALE: 1:50

WINDOW SCHEDULE				
MARK	HEIGHT	WIDTH	TYPE	U-VALUE SHGC
SD1	2100	4000	DG	4.0 .61

SHOP SOUTH ELEVATION
SCALE: 1:50

SHOP EAST ELEVATION
SCALE: 1:50

ISSUED FOR APPROVAL

Client: G. & N. GRAHAM
Project: PROPOSED EXTENSION, CAFE, SHOP, OFFICE & TOILET
Address: 55 HIGH STREET, CAMPBELL TOWN

Date Drawn: 09.11.21
Drawn: A. Cain
Checked: J. Pfeiffer
Approved: J. Pfeiffer
Scale: As Shown @ A3

Accredited Building Designer
Designer Name: J Pfeiffer
Accreditation No.: CC2111

Rev. Description Date. Iss. Date.

A	ISSUED FOR APPROVAL	24.11.21	S.C.
-	ISSUED FOR REVIEW	09.11.21	S.C.

Drawing No: 50321
Rev: A

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Project: **PROPOSED EXTENSION, CAFE, SHOP, OFFICE & TOILET**

Address: **55 HIGH STREET, CAMPBELL TOWN**

ENGINEERING PLUS




Drawn:	09.11.21	Scale:	As Shown @ A3
Checked:	S.Chen	Accreditation:	Accreditation No: CC2211T
Approved:	A. Taylor	Project:	1101
Author:	J. Pfeiffer	Client:	G. & N. Graham
Issue:	24.11.21 S.C	Project:	1101
Issue:	09.11.21 S.C	Project:	1101

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Date Drawn:	09.11.21	Client:	G. & N. GRAHAM
Drawn:	S.Chen	Project:	PROPOSED EXTENSION, CAFE, SHOP, OFFICE & TOILET
Checked:	A. Taylor	Address:	55 HIGH STREET, CAMPBELL TOWN
Approved:	J. Pfeiffer	Scale:	As Shown @ A3
Scale:	As Shown @ A3	Accreditation No.:	CC2211T
Accreditation No.:	CC2211T	Designer Name:	J.Pfeiffer
Designer Name:	J.Pfeiffer	Approval No.:	50321
Approval No.:	50321	Revision:	A

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TRAFFIC & CIVIL SERVICES

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CARAVAN BAR FLOOR PLAN
SCALE 1:50

MARK HEIGHT WIDTH TYPE U-VALUE SHGC

MARK	HEIGHT	WIDTH	TYPE	U-VALUE	SHGC
W2	900	2200	DG	4.3	.55
W3	900	1500	DG	4.3	.55

CARAVAN BAR - INT. ELEVATION #1
SCALE 1:50

CARAVAN BAR - INT. ELEVATION #2
SCALE 1:50

CARAVAN BAR - INT. ELEVATION #3
SCALE 1:50

CARAVAN BAR - INT. ELEVATION #4
SCALE 1:50

ISSUED FOR APPROVAL

Client: **G. & N. GRAHAM**
Project: **PROPOSED EXTENSION, CAFE, SHOP, OFFICE & TOILET**
Address: **55 HIGH STREET, CAMPBELL TOWN**

Drawn: **S.Chen**
Checked: **A. Taylor**
Approved: **J. Pfeiffer**
Scale: **As Shown @ A3**

Date Drawn: **09.11.21**
Date: **09.11.21**
Design Name: **J.Pfeiffer**
Approval Ref: **50321**

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CARAVAN- NORTH ELEVATION
SCALE 1:50

CARAVAN- EAST ELEVATION
SCALE 1:50

CARAVAN- SOUTH ELEVATION
SCALE 1:50

CARAVAN- WEST ELEVATION
SCALE 1:50

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Client: **G. & N. GRAHAM**
 Project: **PROPOSED EXTENSION, CAFE, SHOP, OFFICE & TOILET**
 Address: **55 HIGH STREET, CAMPBELL TOWN**

Date Drawn: 09.11.21
 Drawn: S. Chen
 Checked: A. Taylor
 Approved: J. Reiffer
 Scale: As Shown @ A3

Accredited Building Practitioner
 Date: 09.11.21 S.C.
 Register Name: J. Reiffer
 Registration No: CC2211T

Drawing No: 50321
 Revision: A11
 Rev: A

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16.09.2022

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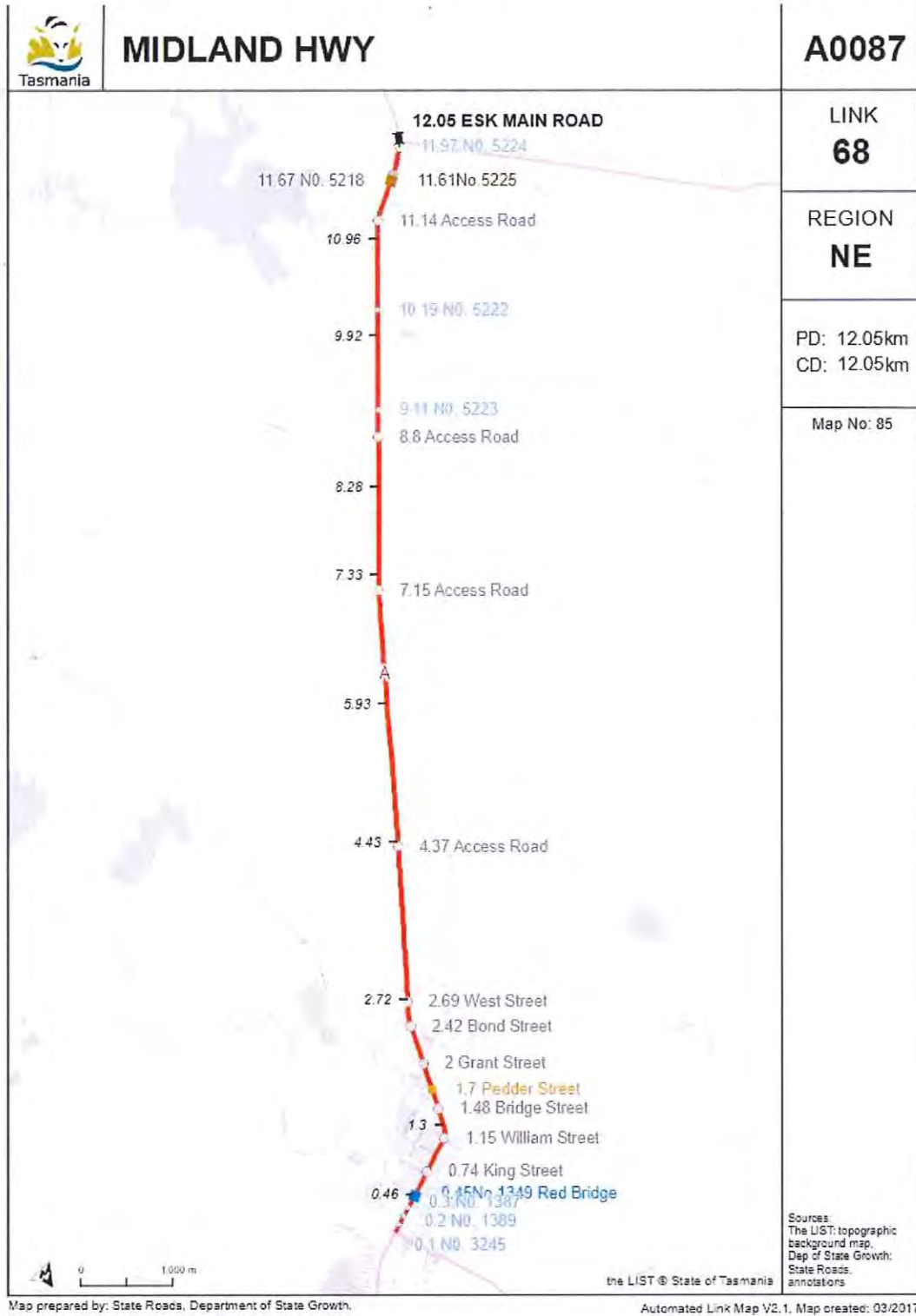
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Project: PROPOSED EXTENSION, CAFE, SHOP, OFFICE & TOILET	
Address: 55 HIGH STREET, CAMPBELL TOWN	
Date: 09.11.21	
Date Drawn:	09.11.21
Drawn:	S.C. Ven
Checked:	A. Taylor
Approved:	J. Pfeiffer
Scale:	As Shown @ A3
Accredited Building Designer:	
Date:	24.11.21
File:	S.C.
Issue:	09.11.21
Dir:	S.C.
Accreditation No.:	CC22117
Designer Name:	J. Pfeiffer
Drawing No.:	50321
Rev:	A12
	A

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Appendix B – Midland Highway Link Map



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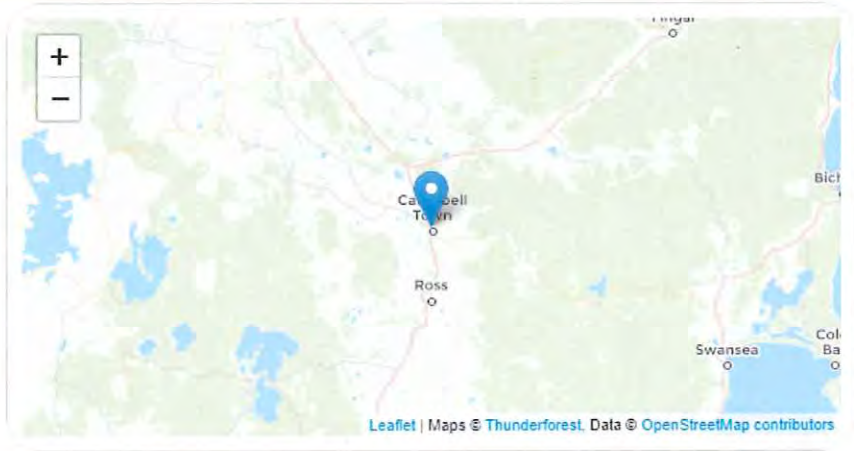


Appendix C- Midland Highway Traffic Data

Site 0000A0087480

A0087480
Description: Midland Highway 160m S Of Pedder St [UTS L68/ 0.00 - 2.69]
City: Campbell Town
Route number: A0087

Site Data



Traffic Statistics by Direction

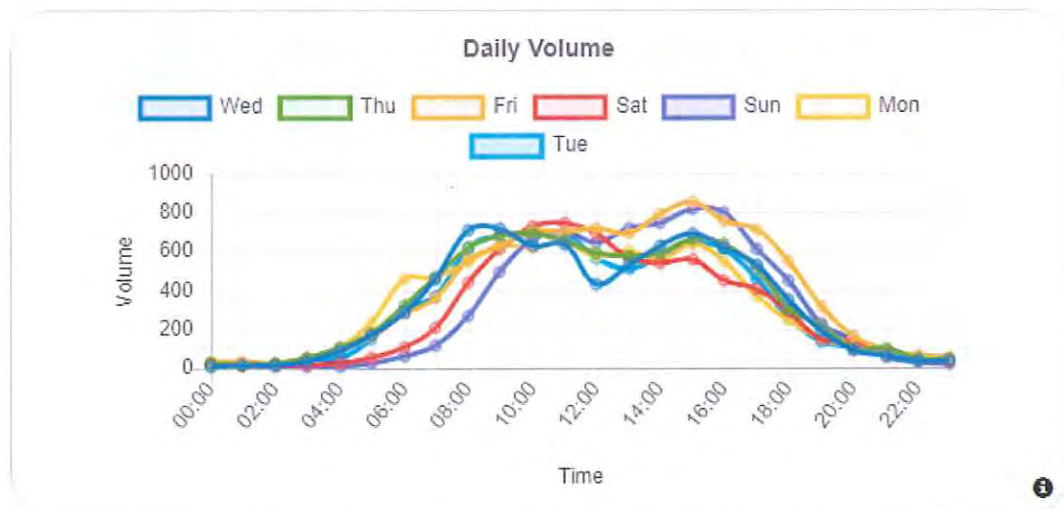
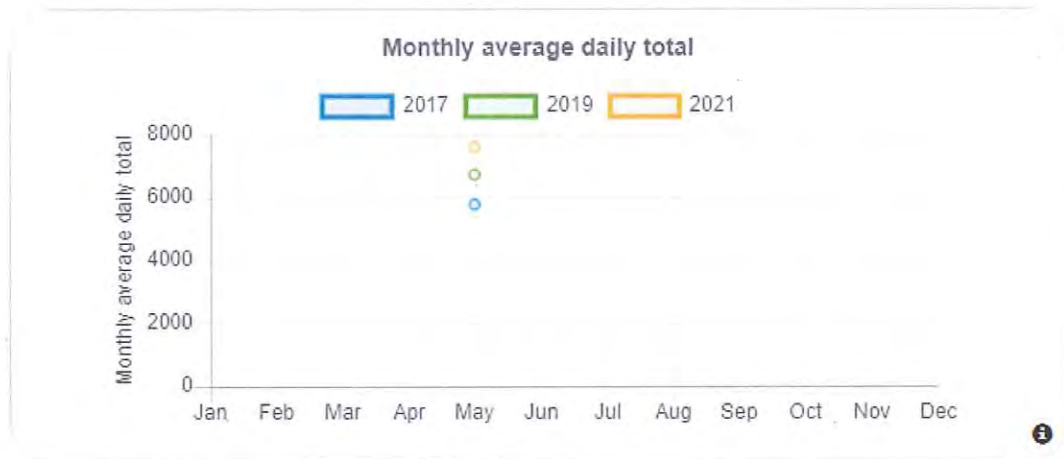
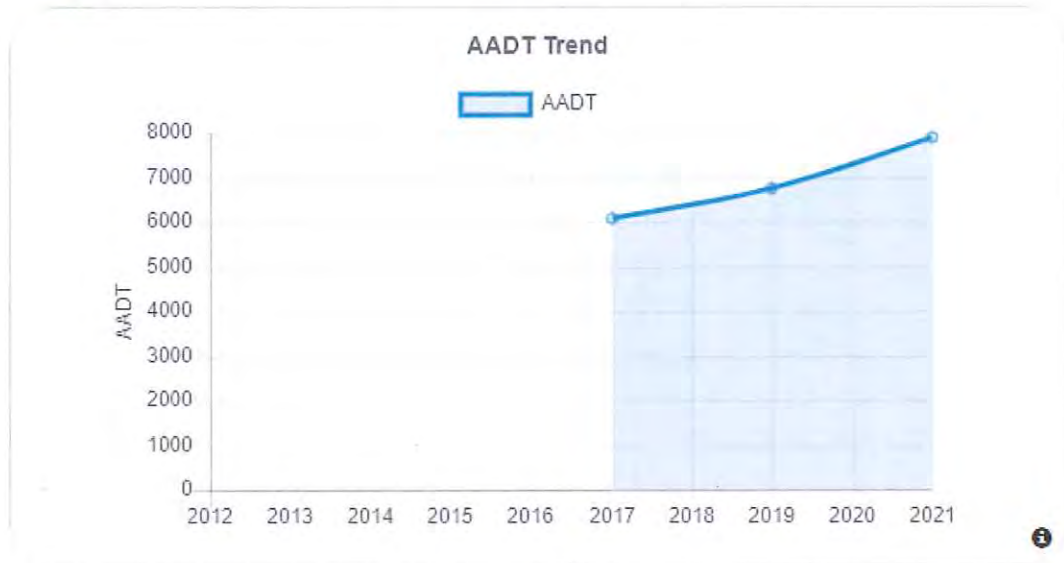
Direction	Weekday average total traffic	7-day average traffic	Weekly traffic total
North	3,424	3,491	24,439
South	3,234	3,348	23,438
Total	6,658	6,839	47,877

Annual Statistics

Data Item	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
AADT	-	-	-	-	-	6,069	-	6,751	-	7,870
% HV	-	-	-	-	-	19.3%	-	16.3%	-	15.0%

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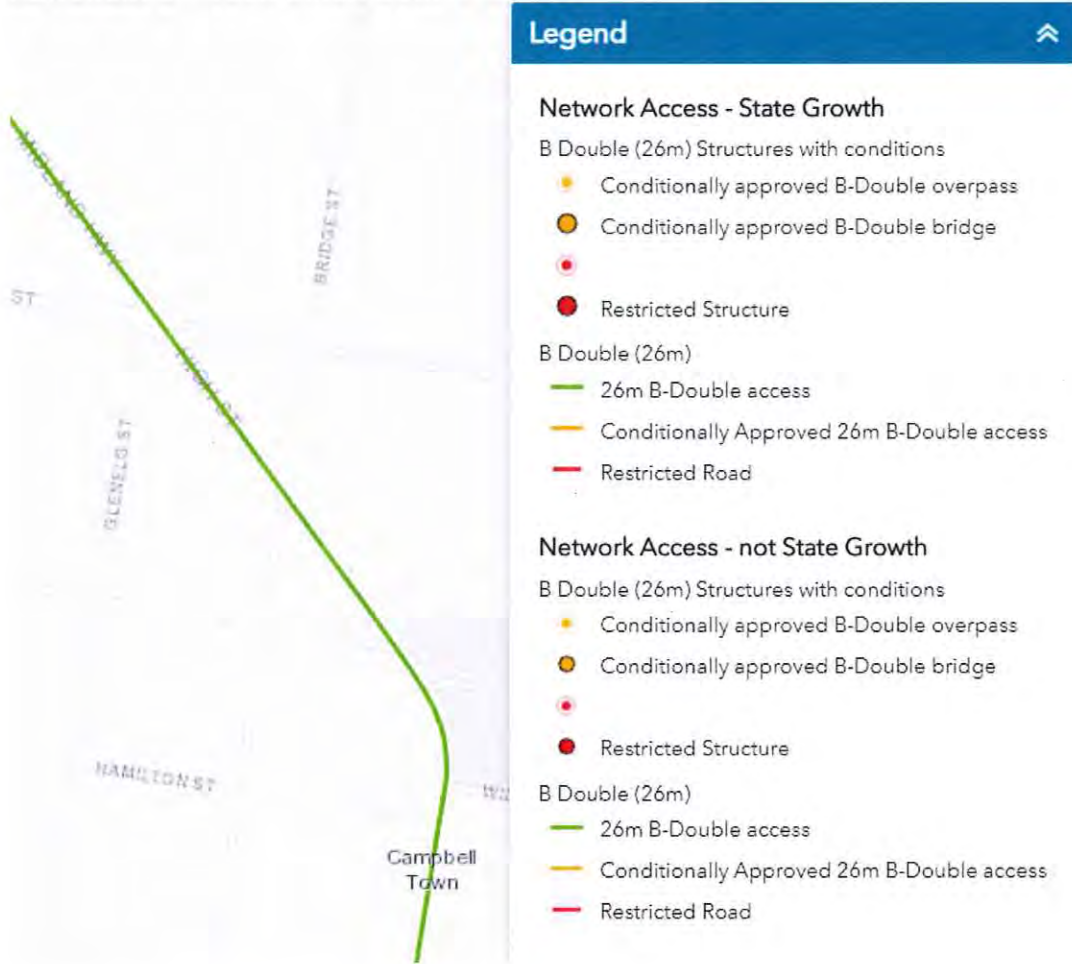


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Appendix D- Tasmanian 26m B Double Network



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Appendix E- Limited Access State Roads

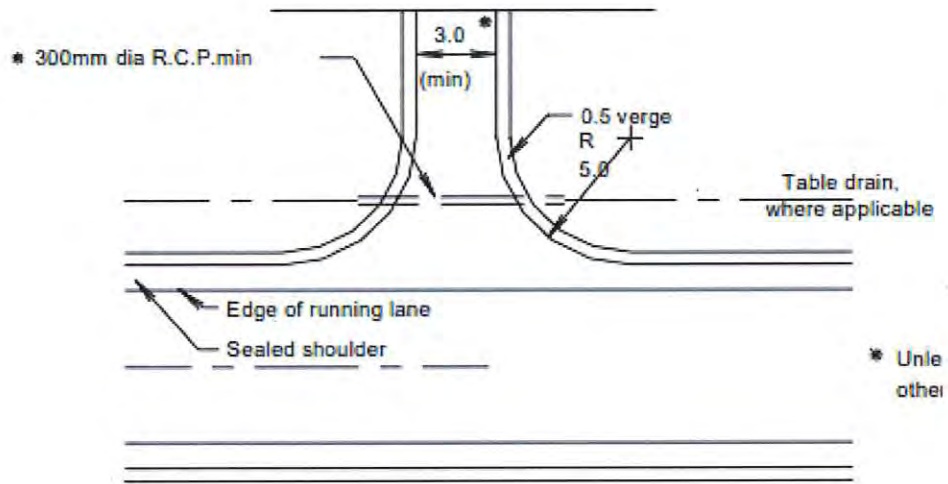


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Appendix F – DSG Rural Access Standard



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Appendix G - DSG Pedestrian Underpass Project, Campbell Town

Campbell Town - Pedestrian Underpass

The Tasmanian and Australian Governments have committed to providing a new pedestrian underpass under High Street (the Midland Highway) in Campbell Town.

The community of Campbell Town raised concerns relating to the safety of pedestrians crossing the Midland Highway, particularly for school children accessing the recreation ground and patients attending the Campbell Town Health Centre.

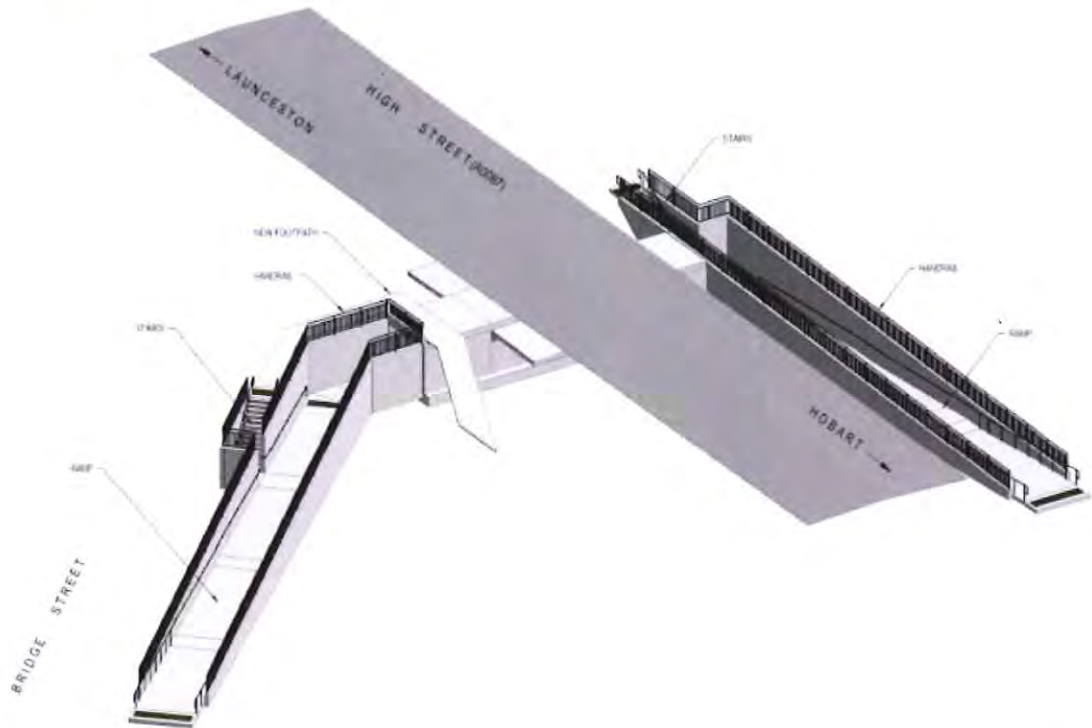
In late November 2021, construction started on an underpass that meets contemporary design standards, including fully meeting the needs of people with a disability or reduced mobility.

The pedestrian underpass will be located at the intersection of Bridge Street and High Street, Campbell Town. The following plans show the project location and underpass design.



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2: Campbell Town pedestrian underpass 3D model visualisation. Click in

The DSG website indicates work started in late November 2021 and is expected to be finished by the end of June 2022 subject to weather.

Hours of work are 7AM to 6 PM Monday to Friday.

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Appendix H - DSG Endorsement

Mon 22/08/2022 11:11 AM

RE: Traffic Impact Statement for 55 High Street Campbell Town beside the Midlands Highway



Siale, Vili <Vili.Siale@stategrowth.tas.gov.au>
To: Richard Burk

Our Reference: D22/212944

Hi Richard,
Thank you for your email and your Traffic Impact Statement (TIS).

Following a review, your TIS is accepted.

If you have any further queries regarding this matter please let me know.

Regards,
Vili.

Vili Siale | Traffic Engineering Liaison Officer
Traffic Engineering | Network Performance
Infrastructure Tasmania | Department of State Growth
11A Goodman Court, INVERMAY TAS 7248 | GPO Box 536, Hobart TAS 7001
Ph. (03) 6777 1951 | Mb. 0439 101 614
www.stategrowth.tas.gov.au

DEPARTMENT OF STATE GROWTH COURAGE TO MAKE A DIFFERENCE THROUGH:



My current work pattern under COVID-19 arrangements:

Monday	Tuesday	Wednesday	Thursday	Friday
Office	Office	Office	WFH	WFH

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Appendix I - LOS Descriptions

Level of service A	A condition of free-flow in which individual drivers are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to manoeuvre within the traffic stream is extremely high, and the general level of comfort and convenience provided is excellent.
Level of service B	In the zone of stable flow where drivers still have reasonable freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience is a little less than with level of service A.
Level of service C	Also in the zone of stable flow, but most drivers are restricted to some extent in their freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience declines noticeably at this level.
Level of service D	Close to the limit of stable flow and approaching unstable flow. All drivers are severely restricted in their freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience is poor, and small increases in traffic flow will generally cause operational problems.
Level of service E	Traffic volumes are at or close to capacity, and there is virtually no freedom to select desired speeds or to manoeuvre within the traffic stream. Flow is unstable and minor disturbances within the traffic stream will cause breakdown.
Level of service F	In the zone of forced flow, where the amount of traffic approaching the point under consideration exceeds that which can pass it. Flow breakdown occurs, and queuing and delays result.

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03 NOV 2022

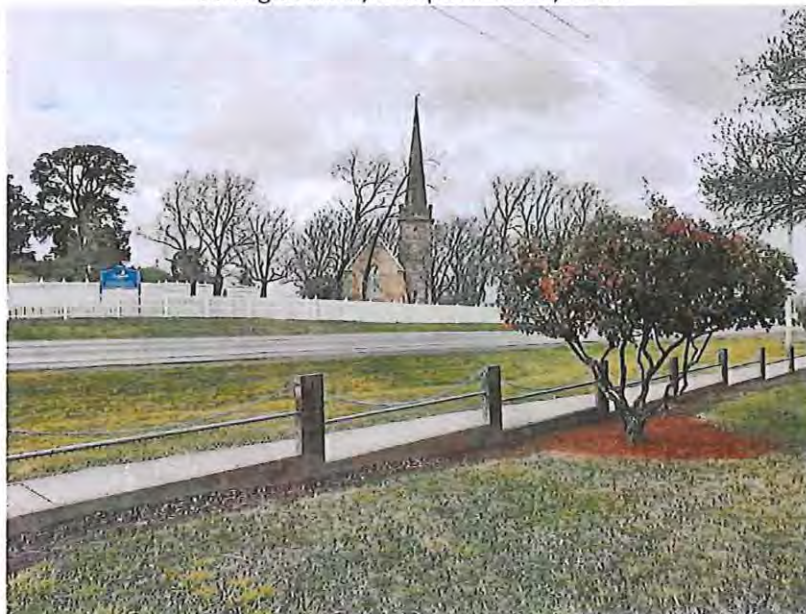
Submission addressing the
Northern Midlands Interim Planning Scheme 2013 as amended Northern Midlands Council

for the

Repairs to the St Andrew's Uniting Church;
The change of use to the combined Residential, Food Services,
Community Meeting & Entertainment and General Retail and Hire Uses;
Enclosing the existing dwelling pergola;
The installation of two 20' Hi-cube Shipping Containers and a 20' Shipping Container;
The establishment of a caravan as a bar;
The construction of a toilet block and post and rail fence;
The use of off-site car parking and signage

at

55 High Street, Campbell Town, 7210



28 June 2022

As amended 11 October 2022

Written by

Chris Triebe BBus (MarMgt)Hons, GradDip Env&Plan
Chris Triebe & Associates Town Planning Services
PO Box 313 St Helens Tasmania 7216
ctriebeplanning@gmail.com
0417 524 392

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 2.3 PROPOSAL 5

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1. INTRODUCTION

Through Ms Narelle Lobdale of Engineering Plus, Garry and Nicole Graham have engaged Chris Triebe and Associates Town Planning Services to prepare a development application including a written response against the *Northern Midlands Interim Planning Scheme 2013 as amended September 2021*. This application is for the change of use of the existing deconsecrated St Andrew's Uniting Church, the placement of three converted shipping containers and a licenced caravan, the construction of a toilet block and a post & rail timber fence as well as the use off-street parking at 55 High Street, Campbell Town. The proposed development will occur inside the northern end of the central business district on an existing Title zoned Community Purpose.

The developers recognise the historical importance of the building identified as the Anglican Church, to the European heritage of Campbell Town and Northern Midlands. Through this development application, an important structure will firstly be selectively and carefully protected and secondly, developed as an important attraction for tourists and locals as well as an employer. Locally sourced products and produce will be promoted while The Church and surrounds are used to celebrate weddings and other important dates.

This satisfies the Strategic Planning Direction listed in the Planning Scheme under sub-section 3.2.6. That is: *"...to enhance the existing value of tourism in Northern Midlands, improve [the] capture of passing trade, and create experience destinations based on the intact heritage assets and ambience of the historic towns and rural properties."* Furthermore, the developers have recognised the potential of the uncared development site and will sympathetically create a venue that allows for an understanding of the importance of The Church to the history of the area. This latter point is in accordance with sub-section 3.5.1 of the Planning Scheme.

The purpose of this application is to establish a venue for holding weddings, birthdays, anniversaries or other celebrations as well as other community events. Members of the public stopping for a cuppa or those attending a function, will be catered for with platters made up from locally sourced food and beverages. The Church interior will be renovated to provide a backdrop to the artifacts and heritage slide show.

The developers will also promote and undertake "The Church Heritage Walking Tours", an easy 3.5km guided tour through the Campbell Town streets. The local guide will use historic photos in their presentation to explain the significance of hidden gems and their association with the indigenous people, local farmers, businessmen, convicts, bushrangers and visits from British royalty.

The traditional custodians are the Tyerrernotepanner Clan of the North Midlands Nation, a nomadic people who moved between the Eastern Tiers and the Central Plateau. Records also indicate their habitation of 'resorts' in the present-day locations of Campbell Town, Cleveland, Conara and the southern banks of the South Esk River.

As the town was named after Elizabeth Campbell, the wife of Lachlan Macquarie, both Scottish descendants and many of the early settlers were Scottish migrants, the proposal will have a Scottish theme.

The purpose of this report and supporting documentation forming the application is to demonstrate compliance with the relevant Zone and Codes of the *Northern Midlands Interim Planning Scheme 2013 as amended September 21* (the Planning Scheme), the Objectives and more specifically, Section 57, of the *Land Use Planning and Approvals Act 1993* (the Act) and Part 6 of the *Historic Cultural Heritage Act 1995*.

2. DEVELOPMENT SITE

2.1 Ownership and Title Information

A review of the Folio Text notes the Title transfer to Mr Garry Donald and Nicole Anne Graham was registered 16 December 2014. The property is recognised by Certificate of Title 153978 Folio 1, Property Identification Number 6203079 and addressed as St Andrews Uniting Church, 55 High Street, Campbell Town, Tasmania 7210. The application is continuing the use of the western adjoining section of Bridge Street for vehicle parking. In accordance with section 52(1B)(b) of the *Land Use Planning and Approvals Act 1993*, permission has been sought from the Northern Midlands Council as owner and maintainers of that road.

2.2 The Site

The Property Information Report lists the improvements as the 172m² church and the 140m² hall, constructed of galvanised iron and masonry brick. "St. Andrew's Uniting Church in Campbell Town, Tasmania, was built in 1847 as a Presbyterian Church in a Victorian Gothic Revival style. It is complete with an iron gabled roof, castellated parapet, clock mouldings, lancet windows, and a square tower with a needle spire." (viewed: https://ausmed.arts.uwa.edu.au/items/show/610_15⁰⁰hrs_03_July_2021). The hall, a separate building constructed in 1955 is demonstrative of the utilitarian architecture in use after World War II.

The 5,412m² isosceles triangle-shaped Title is located between the approximate 205m and 209m contours and encapsulated within the existing approximate 1.5m high, freshly painted white, wooden picket fence. The category 1 High Street / Midland Highway abuts the south-western boundary; the lesser category 5 Pedder and Bridge Streets abut the northern and eastern boundaries respectively. Bridge Street is the primary frontage while High and Pedder Streets are secondary. All roads are within the signed 60km/h speed zone and sealed; an open spoon drain is the only formed reticulated stormwater system.

A Title zoned General Residential is to the north of Pedder Street while a Title zoned Open Space and identified as Bicentennial Park, houses the Harold Gatty Memorial is adjacent to the western most boundary corner. The Title to the east is zoned Recreation, is recognised as the Campbell Town War Memorial Ground and houses the swimming pool, football oval, tennis court and Cenotaph. To the west and across High Street is the Campbell Town District High School and cricket oval on similarly zoned Community Purpose land.

A 3m wide and slightly dog-legged drainage easement burdens the north-eastern corner of the development lot, benefits the Northern Midlands Council and contains the reticulated sewer main. As this easement was created May 2008, before the Regulated Entity 'Ben Lomond Water' was established, it is suggested this will now benefit Tas Water, the current owner of such infrastructure. The on-site manhole located near the northern dwelling wall was located during the site visit. The reticulated sewer main is within this easement while the property's connection to the reticulated water main is off Pedder Street. The Title does not have a Schedule of Easements and is free of any other burdening Covenants or easements.

The electronic database, the LIST (<https://maps.thelist.tas.gov.au/listmap/app/list/map> viewed 14⁵⁵hrs 28 July 2021) indicates the site is prone to bushfire and located within the Urban Growth Boundary.

Subsection 3.7.3 Urban Growth Boundaries of the Planning Scheme states:

- 3.7.3.1: Urban growth boundaries are shown for a number of towns and its purpose is to define areas within which residential and other forms of urban development is to be encouraged.
- 3.7.3.2: The urban growth boundary includes land which is currently serviced, can potentially be serviced or where no services will be provided in the foreseeable future.
- 3.7.3.3: Where development is proposed within areas without services, Council may require the preparation of more detailed plans, or a different siting of buildings or structures to ensure that future re-subdivision options are not prevented.

This application complies with sub-clause 3.7.3.1 above, in the following manner: the Title directly to the north of the development site is the only one with a specific Residential zoning. While those Titles surrounding the other boundaries are not specifically residential, their use ensures the occupants of residential properties in the area can enjoy the outdoors. Of those not zoned residential, two Titles are zoned Recreation, six are zoned Community Purpose and two are zoned Open Space.

It is put to the Planning Authority this alternate zoning still has the purpose of enabling the residents of the community to enjoy the open spaces through either organised or passive recreational activities. The development site will not always be used for weddings, birthdays or such celebrations; The Church will be a draw card to encourage tourists and other people passing by, to stop, enjoy The Church as well as mingle with other 'travellers'.

2.3 Proposal

The purpose of this application is to seek approval for the following:

- a change of use for the property from solely Residential to:
 - Residential – unqualified No Permit Required;
 - Community Meeting & Entertainment – qualified Permitted Use;
 - Food Services – qualified Discretionary Use for the café and caravan;
 - General Retail and Hire – qualified Discretionary Use;

- The recently approved pergola, constructed against the eastern dwelling wall will be enclosed to form a glassed conservatory and retain the Residential Use;
- One 20' shipping container will be located between and parallel to, the garage and eastern Bridge Street boundary for use as an office space and provide the secure storage of goods and documents associated with the business operations;
- Two 20' hi-cube shipping containers connected by a low pitched gabled Porta-Roof will be located north of the dwelling and east of The Church, either side of the path leading from Bridge Street to The Church. One container will be used as a café while the second will offer locally sourced produce and crafts. The separate timber shelved serveries will be behind Rolladors
- The construction of a pre-fabricated, 3-stall, uni-sex toilet. The first stall will provide disabled access and baby changing facilities; the second stall will provide access for both abled and disabled persons while the third stall will provide abled body access only;
- Minor repairs to The Church in accordance with Heritage Tasmania guidance on materials and colours, will involve:
 - repairing and/or replacing the internal plaster as and where necessary;
 - painting the interior a cream colour;
 - timber flooring will be sanded and refinished;
 - repair/replace the plain windows in the southern wall of the nave. If necessary, this will involve the use of equivalent slim frames with either narrow glazing bars or sash frames;
 - repair The Church east leadlight window; and
 - modify the belfry stairs to make it more difficult for unauthorised persons entry to the upper floor area;
- Tables, chairs and lounges will be placed inside The Church. The owner confirms they will not proceed with installing the previously approved kitchen or bar;
- A caravan converted for use as a 'functions' bar will be located inside the High Street boundary fence, facing toward the dwelling and The Church. A washing up sink, hand basin, ice maker and drinks display fridge will be installed, with extra drink storage within tubs and/or eskys on ice. The exterior will have a similar vertical timber feature as the container. The Liquor Licence previously held for 12 months, will be applied for prior to any public functions. Alcoholic beverages will only be served during opening hours and events (Monday – Friday 07⁰⁰ to 15⁰⁰hrs; Saturday – Sunday 11⁰⁰ to 17⁰⁰hrs). The caravan will not serve any alcohol for takeaway purposes.
- Existing signage consists of 2 separate pole signs, one at either end of the High Street Title boundary and a number of smaller signs identifying the site as private property, nailed to the picket fence.
- Each proposed container will have an approximate 2.3m by 1m vertical sign on timber slats, with the words "The Church" and identifying the café and produce stall;
- One hundred and fifty trees, 65 roses, and 4 Mt Fuji trees have been planted in the area between The Church and High Street, for the outdoor wedding aisle. Lattice work trestles will be constructed and planted with Jasmin to provide a visual and physical

barrier between the public area around The Church and the private area associated with the dwelling;

- A gravelled car parking area will be provided against the eastern boundary, on the Bridge Street nature strip. This currently consists of some maintained grass and soil with an open spoon drain directing stormwater downhill and to the south;
- To assist with the sustainability of the project, vegetable patches, chicken coops and an area to compost food scraps will be established in the southern boundary corner and fenced off from the area used by the public and guests.

The existing site coverage of 347.2m² will be increased by 73.35m² to 420.55m² or 0.8 per cent of the 5,412m² property.

2.4 Discretions

The application is discretionary on the following Clauses:

17.3.2 P1 Amenity – development site within 20m of the Residential Zone

17.4.1 P2 Building Design and Siting – development within 5m of a frontage boundary

E4.6.1 P2 Use and road or rail infrastructure – more than 40 daily vehicle entry/exit movements over existing junctions

E6.6.1 P1 Car Parking Numbers – parking not provided on-site

E6.8.2 P1 Bicycle Parking Access, Safety and Security – location of bicycle parking spaces

E6.8.2 P2 Bicycle Parking Access, Safety and Security - dimensions of bicycle parking spaces

E6.8.5 P1 Pedestrian Walkways – provision of a safe pedestrian access

E13.5.1 P1 Alternative Use of heritage buildings – alternative use of The Church

E13.6.8 P1 Siting of Buildings and Structures – reduced boundary setbacks

E13.6.9 P1 Outbuildings and Structures – location of outbuildings and structures relative to the listed building

E13.6.10 P1 Access Strips and Parking – location of non-residential car parking

E13.6.13 P1 Signage – size of signs and information portrayed

E15.5.3 P34 Other Sign – no acceptable solution offered

3. ZONE

3.1: 17.0 Community Purpose Zone

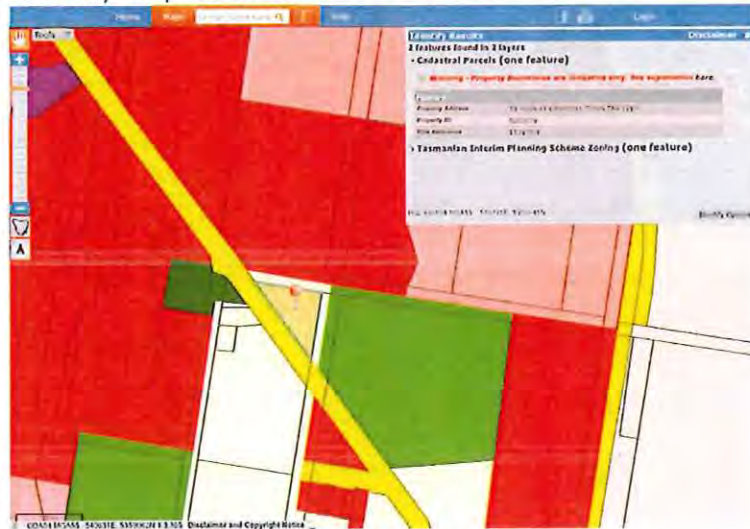


Figure 1: Zoning map from the LIST

17.1 Zone Purpose

17.1.1 Zone Purpose Statements

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

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

17.1.2 Local Area Objectives

To manage development in the Community Purpose Zone as part of or context to the Heritage Precincts in the towns and villages.

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

17.1.3 Desired Future Character Statements

There are no desired future character statements

17.2 Use Table

The existing Residential Use will be retained and provide the developers with their on-site residence.

The Community Meeting & Entertainment Use is listed under Table 8.2 Use Classes of the Planning Scheme as being for the: *“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”*. As the proposal is for the establishment of a function centre that will hold weddings, family

gatherings, cultural activities and entertainment, the application complies with this unqualified Permitted Use.

The **Food Services Use** will occur within the northern shipping container where hot and cold foods and drinks will be provided. The customers will purchase and collect at the container and either leave or sit around the property. This kitchen will also be used to provide the food for private on-site events.

The **General Retail and Hire Use** will be applied to the second shipping container opposite the proposed café. This shop will specialise in the sale of local Tasmanian products and produce.

It is put to the Planning Authority, the establishment of the caravan as a bar beside the western Title boundary will not require a change of use. The developers will be renewing a previously held licence to enable alcohol to be provided to attendees of private on-site functions only; alcohol will not be provided for consumption off-site. For this reason, this will be provided in conjunction with the meals.

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.

A1 – Acceptable Solution

The storage of all material and equipment associated with the proposal in this application will be stored within the containers and will not be visible from High, Bridge or Pedder Streets.

A2 – Acceptable Solution

Although the Community Meeting & Entertainment Use is an unqualified Permitted Use, the Food Services Use is discretionary. However courier/delivery companies will deliver produce while the local artisans will deliver their own products ensuring no commercial vehicles will be based or stored on-site and complying with this acceptable solution. Small delivery vehicles and private vehicles only will be used.

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.

P1 – Performance Criterion

The application is discretionary on this subclause due to the Residential Zone to the north being within 20m of the development site. The closest dwelling is approximately 70m to the north while another dwelling is approximately 90m to the west. The property will be open to the general public between 07⁰⁰hrs - 15⁰⁰hrs Monday through Friday and 11⁰⁰ to 17⁰⁰hrs Saturday and Sunday. However, private events will be restricted by the hours on the liquor licence. Clients will be advised of this curfew when making the booking and again prior to the event to ensure the creation of an environmental nuisance through emissions such as noise and traffic movement and illumination is not created.

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.

A1 – Acceptable Solution

All three proposed containers, the Porta-Roof and the caravan will not have a maximum height above natural ground level exceeding 8m.

P2 – Performance Criterion

The application is discretionary on this subclause due to the works required to enclose the pergola will be located within approximately 2.9m of the Bridge Street primary frontage and the 'caravan bar' set back 1.5m off the High Street frontage. The placement of the container to be used as the office/storage space, will be setback approximately 6m from the primary frontage while the Café and Produce containers will have setbacks greater than 10m from both the primary and the Pedder Street secondary frontages.

The property is surrounded by a recently constructed white picket fence that has an approximate height of 1.5m along the primary frontage and beside the dwelling. The conservatory will cover an area of approximately 71.8m², or about half the area of the dwelling. Furthermore, the structure will be mostly constructed of glass and be located 'behind' the dwelling when viewed from the Category 1 High Street, the road with a greater traffic flow than the Category 5 Bridge or Pedder Streets. Although the proposed car parking area will be directly in front of the works, attendees to any event will be focussed on entering the property and the glass will be lost in the visual noise.

The 10.62m² caravan will be located near the centre of the High Street frontage ensuring it will not obscure the view of The Church. The caravan will be painted in the same dark, non-reflective colour scheme as that on all proposed buildings; the staff door will be the only opening on any of the 3 sides, visible to users of the street and a lack of advertising. These factors will reduce the visual bulk of the structure and ensure the reduced setbacks are unobtrusive and will not dominate the character of the surrounding streetscape.

A3 Acceptable Solution

All proposed buildings will be set back greater than 3m from either the side or rear boundaries.

17.4.2 Subdivision

A1 – Not Applicable

This application does not propose a subdivision.

4. CODES

E1.0 Bushfire-Prone Areas Code

Not Applicable

E1.1 Purpose of the Bushfire-Prone Areas Code

E1.1.1 The purpose of this Code is to ensure that use and development is appropriately designed, located, serviced, and constructed, to reduce the risk to human life and property, and the cost to the community, caused by bushfires.

E1.2 Application of this Code

E1.2.1 This Code applies to:

- (a) subdivision of land that is located within, or partially within, a bushfire-prone area; and
- (b) a use, on land that is located within, or partially within, a bushfire-prone area, that is a vulnerable use or hazardous use.

E1.2.2 A permit is required for all use and development to which this Code applies that is not exempt from this Code under clause E1.4.

E1.4 Use or development exempt from this Code

The following use or development is exempt from this Code:

- (a) any use or development that the TFS or an accredited person, having regard to the objective of all applicable standards in this Code, certifies there is an insufficient increase in risk to the use or development from bushfire to warrant any specific bushfire protection measures; and
- (b) adjustment of a boundary in accordance with clause 9.3 of this Planning Scheme.

A review of the Tasmanian Planning Scheme – General and Code Overlays and the Tasmanian Interim Planning Scheme Overlay, the development site is identified as being prone to bushfire. The Code therefore applies to this application as neither of the exemptions apply. However the proposal does not include a hazardous or vulnerable use as defined in E1.3.1 of the Planning Scheme, ensuring this Code is not relevant to this application.

E2.0 Potentially Contaminated Land Code

Not Applicable

E2.1 Purpose of the Code

E2.1.1 The purpose of this provision is to:

- a) ensure that use or development of potentially contaminated land does not adversely impact on human health or the environment.

E2.2 Application of this Code

This Code applies to use or development of land for a sensitive use to be undertaken on a site previously used for an activity listed in Table E2.1 Potentially Contaminating Activities.

E2.4 Use or Development Exempt from this Code

E2.4.1 Intensification of existing use or development listed in Table E2.1 Potentially Contaminating Activities that do not involve sensitive uses.

Construction of The Church commenced on this site in 1847; while the dates the building was deconsecrated or that of the last burial are uncertain, the site visit dated 30 July 2021 did not see any headstones around the property. However, in accordance with E2.2.1 of the Planning Scheme, this Code applies to use or development of land for a sensitive use to be undertaken on a site previously used for an activity listed in Table E2.1 Potentially Contaminating Activities.

With the above in mind, the development site has not knowingly been used for any potentially contaminating activity that could adversely impact the health of occupants and/or users of the site or the environment. In addition, the Title is not located within the attenuation distances of any known activities listed in Table E2.1 of the Planning Scheme. Therefore this Code is not relevant to this application.

E3.0 Landslip Code

Not Applicable

E3.1 Purpose of the Code

E3.1.1 The purpose of this provision is to:

- a) ensure that use and development subject to risk from land instability is appropriately located and that adequate measures are taken to protect human life and property; and
- b) ensure that use and development does not cause, or have the cumulative potential to cause an increased risk of land instability.

E3.2 Application of this Code

E3.2.1 This Code applies to use or development of land:

- a) mapped as landslip hazard area on the Planning Scheme maps; or
- b) even if not mapped under subparagraph (a), if:
 - i) it is potentially subject to a landslip hazard; or
 - ii) it is identified in a report prepared by a suitably qualified person in accordance with the development application which is lodged or required in response to a

request under Section 54 of the Act as actually or potentially subject to a landslip hazard.

E3.4 Use or Development Exempt from this Code

E3.4.1 The following use or development is exempt from this Code:

- a) use without development;
- b) development for forestry in accordance with a certified *Forest Practices Plan*.

In accordance with E3.2.1 and a review of the Tasmanian Planning Scheme General Overlays, Tasmanian Planning Scheme Code Overlays and the Tasmanian Interim Planning Scheme Overlay on the electronic LIST database, the development site is not identified as being located within a defined landslip area. Therefore this Code is not applicable to this application.

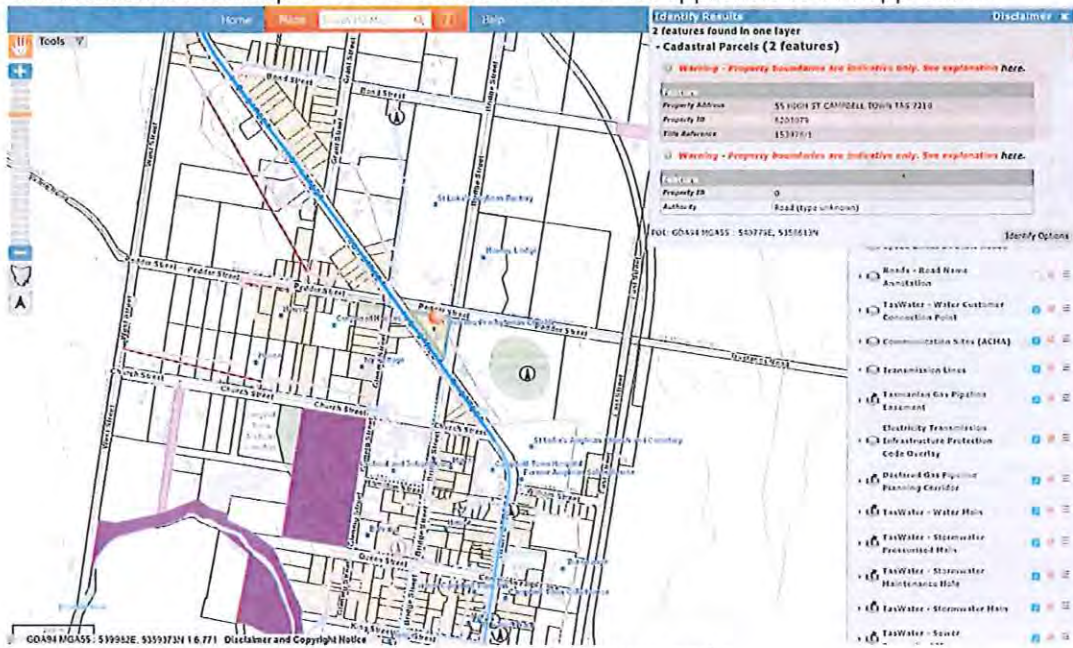


Figure 2: LISTmap infrastructure overlay

4.1: E4.0 Road and Railway Assets Code

The development site fronts 3 roads: a category 1 road and two category 5 roads. The property fronts a section of High Street within the signed 60km/h speed zone, though this road remains a part of the State’s major highway system that is crucial to the Tasmanian industrial, commercial and community functionality. Bridge and Pedder Streets are Council owned and maintained category 5 roads abutting the eastern and northern boundaries.

Existing vehicular access to the property is via 2 crossovers off Bridge Street and a single crossover and driveway off Pedder Street. This will not change. This Code has been addressed because the Uses proposed in this application will potentially intensify the existing number of

traffic entry and exit movements over the Bridge and Pedder Street intersections with High Street. In addition not all car parking will be provided on-site.

A Traffic Impact Statement (TIS) authored by Mr Richard Burk of Traffic & Civil Services, dated 27 June 2022 is submitted with the documentation to demonstrate compliance with this Code to ensure the safety of all road users is maintained. In accordance with subclause E4.5.3 of the Planning Scheme, Mr Burk has forwarded this document to the respective owners of High Street, Department of State Growth. It is requested this be forwarded to Council's Manager Works and Infrastructure for the proposed use of Bridge and Pedder Streets.

E4.1 Purpose of Code

E4.1.1 The purpose of this provision is to:

- a) ensure that use or development on or adjacent to a road or railway will not compromise the safety and efficiency of the road or rail network; and
- b) maintain opportunities for future development of road and rail infrastructure; and
- c) reduce amenity conflicts between roads and railways and other use or development.

E4.2 Application of Code

E4.2.1 This Code applies to use or development of land that:

- a) requires a new access, junction or level crossing; or
- b) intensifies the use of an existing access, junction or level crossing; or
- c) involves a sensitive use, a building, works or subdivision on or within 50 metres of a railway or land shown in this planning scheme as:
 - i) a future road or railway; or
 - ii) a category 1 or 2 road where such road is subject to a speed limit of more than 60 kilometres per hour.

E4.4 Use or development exempt from this Code

E4.4.1 There are no exemptions from this 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.

The site visit dated 30 July 2021 noted 4 gates (3 double gates and a single personnel gate) have been inserted into the picket fence:

- Bridge Street:
 - o one double gate with existing crossover approximately 20m north of the southern-most boundary corner enabling the owners/developers with access to the 2 parking spaces within the on-site and previously approved, garage;

- a single pedestrian gate approximately 50m south of the north-eastern boundary corner will continue to provide access to the dwelling and will provide the principal access to The Church, café and local produce/product shop;
- Pedder Street:
 - one existing double gate located approximately 45m east of the western most Title boundary corner. This will only be used by vehicles associated with future weddings and be locked at all other times; and
- High Street:
 - one existing double gate approximately 75m north of the southern-most boundary corner. This will only be used for vehicles associated with future weddings as well as emergency vehicle access. Otherwise this too will be locked.

To ensure all future customer pedestrian access is via Bridge Street, the installation of formed crossovers for the High Street and Pedder Street temporary vehicular access is not proposed.

A1 – Not Applicable

The section of High Street upon which the development site fronts, is within a signed 60km/h speed zone.

P2 – Performance Criterion

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: The aforementioned TIS has confirmed the increased traffic activity due to the proposal, is considered safe with a low crash risk and no traffic capacity issues. Criterion satisfied.

A3 – Not Applicable

The sections of Bridge, Pedder Streets and High Streets upon which the development site fronts, are within a signed 60km/h speed zone.

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.

A1 – Not Applicable

Although the new building, extension, landscaping and entertainment areas will be within 50m of a category 1 Road, this section of High Street is within a signed 60km/h speed zone.

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.

A1 – Not Applicable

The section of High Street upon which the development site fronts, is within a signed 60km/h speed zone. Although the property has 3 existing vehicular accesses, 2 onto Bridge Street and 1 onto Pedder Street, this application neither requires nor proposes a new vehicular access or junction. Due to the size and historical importance of the Title, no on-site carparking is proposed and therefore no additional entry or exit points are required.

A2 – Acceptable Solution

The application proposes to provide the development site with on street parking and pedestrian access off Bridge Street. As no vehicular or pedestrian access to 55 High Street, via High Street is proposed, this complies with the acceptable solution.

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.

A1 – Not Applicable

The development site is located approximately 435m west of the railway. This application neither requires nor proposes access to or a material change onto an existing level crossing.

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.

A1 – Acceptable Solution

Mr Burk's TIS confirms no vehicular access will be provided to High Street and sight distances in excess of 100m in either direction along Bridge Street from the parking area will be provided. As this is in excess of the SISD of 80m, the acceptable solution is met.

E5.0 Flood Prone Areas Code

Not Applicable

E5.1 Purpose of the Code

E5.1.1 The purpose of this provision is to:

- a) ensure that use or development subject to risk from flooding is appropriately located and that adequate measures are taken to protect human life and property and to prevent adverse effects on the environment.

- b) determine the potential impacts of flooding through the assessment of risk in accordance with the Australian Standard.

E5.2 Application of this Code

E5.2.1 This Code applies to use or development of land:

- a) mapped as flood risk on the Planning Scheme maps; or
- b) even if not mapped under subparagraph (a) if it is:
 - i) potentially subject to flooding at a 1% annual exceedance probability; or
 - ii) less than the height indicated on the coastal inundation risk height map; or
 - iii) identified in a report prepared by a suitably qualified person in accordance with the development application which is lodged or required in response to a request under Section 54 of the Act as actually or potentially subject to flooding at a 1% annual exceedance probability.

E5.4 Use or Development Exempt from this Code

E5.4.1 The following use or development is exempt from this Code:

- a) use and development for agriculture (not including development for dairies and controlled environment agriculture) and agricultural infrastructure such as farm tracks, culverts and the like.
- b) use and development for Forestry.
- c) extensions to existing development where floor area does not increase by more than 10% over the floor area which existed as at the effective date.

The Title is approximately 480m west of an un-named minor tributary that feeds into the Elizabeth River via a second un-named minor tributary. The development site is between the approximate 205m contours 209m and on the respective northern Title boundary and southern Title corner.

A review of the State-wide Planning Scheme Overlays on the electronic LIST database does not identify the development site as being prone to flooding. Therefore and in accordance with E5.2.1 of the Planning Scheme, the site is not deemed to be prone to flooding and this Code is not applicable.

4.2: E6.0 Car Parking and Sustainable Transport Code

In accordance with S52(1B)(b) of the *Land Use Planning and Approvals Act 1993* a letter and development application form accompany this application. The letter is seeking landowner consent for the use of the section of Bridge Street adjoining the development as well as the delegated person's signature on the application form.

E6.1 Purpose of the Parking and Sustainable Transport Code

E6.1.1 The purpose of this provision is as follows:

- (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
- (b) ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas; and
- (c) ensure access for cars and cyclists and delivery of people and goods is safe and adequate; and
- (d) ensure that parking does not adversely impact on the amenity of a locality and achieves high standards of urban design; and
- (e) ensure that the design of car and bicycle parking space and access meet appropriate design standards; and
- (f) provide for the implementation of parking precinct plans.

E6.2 Application of Code

E6.2.1 This Code applies to all use and development of land.

E6.5 Use or Development Exempt from this Code

E6.5.1 There are no exemptions to this 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.

P1 – Performance Criterion

The application is discretionary on this subclause due to no off-street parking proposed and the application relying upon Council agreement to the use of on-street parking. This criterion has been addressed in Mr Burk's TIS:

Following approval by Council, the number of car parking spaces provided will have regard to:

- a) the provisions of any relevant location specific car parking plan:** the Planning Scheme does not have a specific car parking plan relevant to this site; **and**
- b) the availability of public car parking spaces within reasonable walking distance:** 136 by 90° on-street parking spaces or 60 parallel on-street parking spaces; **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:** the author of the TIS states no such benefit is anticipated; **and**
- d) the availability and frequency of public transport within reasonable walking distance of the site:** the author of the TIS states no such benefit is anticipated; **and**
- e) site constraints such as existing buildings, slope, drainage, vegetation and landscaping:** the author of the TIS states "...55 High Street is a constrained site with insufficient space for off street parking due to the landscaping and building layout within the property..." **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: "...Considerable on street parking is available...with either:
 - 136 spaces with 90-degree on-street parking or
 - 60 spaces with parallel on-street parking..."; and
- g) an empirical assessment of the car parking demand: "...From on-street parking observations parking demand on Bridge Street and Pedder Street is very low..." ; and
- h) the effect on streetscape, amenity and vehicle, pedestrian and cycle safety and convenience: "...It is estimated that the proposal will have low impact on the residential amenity of Bridge Street and Pedder Street..."; and
- i) the recommendations of a traffic impact assessment prepared for the proposal: "This traffic impact statement identifies no traffic capacity or safety issues with the proposal and considers that the on-street parking supply available on the Council Streets (Bridge and / or Pedder Street) exceeds the parking demand from the proposal"; and
- j) any heritage values of the site: "The proposal does not appear to disaffect 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:
 1. the size of the dwelling and the number of bedrooms; and
 2. the pattern of parking in the locality; and
 3. any existing structure on the land.

Mr Burk confirms this performance criterion is met, subject to Council's agreement as Road owner.

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.

A1.1 – Acceptable Solution

In accordance with Table E6.1 and this acceptable solution, 1 bicycle space is provided for a net floor area of 45m².

E6.6.3 Taxi Drop-off and Pickup

Objective: To ensure that taxis can adequately access developments.

A1 – Not Applicable

The proposal does not trigger the requirement for a taxi zone.

E6.6.4 Motorbike Parking Provisions

Objective: To ensure that motorbikes are adequately provided for in parking considerations.

A1 – Acceptable Solution

As 10 car parking spaces are proposed, Mr Burk confirms a single motorbike parking space is required and will be provided in accordance with this acceptable solution.

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.

A1 – Acceptable Solution

In accordance with this subclause, the TIS confirms all car parking access strips, manoeuvring and circulation spaces have and will be:

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

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.

A1.1 – Not Applicable

This application does not propose any new vehicular access to 55 High Street; in accordance with the TIS, this subclause is not applicable.

A2.1 – Acceptable Solution

The proposed car parking and manoeuvring spaces will:

- (a) *have a gradient of 10% or less:* parking is compliant;
- (b) *where providing for more than 4 cars, provide for vehicles to enter and exit the site in a forward direction:* not applicable as no property access is proposed;
- (c) *have a width of vehicular access no less than prescribed in Table E6.2:* not applicable as no property access is proposed;
- (d) *Have a combined width of access and manoeuvring space adjacent to parking spaces not less than as prescribed in Table E6.3 where any of the following apply:*
 - i. *There are three or more car parking spaces; and*
 - ii. *Where parking is more than 30m driving distance from the road; or*
 - iii. *Where the sole vehicle access is to a category 1 ,2, 3 or 4 road.*

In accordance with subclause (d), the proposed parking spaces will be 2.6m by 6.1m, with a 6.4m manoeuvring space; this complies with the requirements of Table E6.3.

A2.2 – Acceptable Solution

The layout of car spaces and access ways will be designed in accordance with *Australian Standards AS 2890.1 - 2004 Parking Facilities, Part 1: Off Road Car Parking*.

E6.7.3 Car Parking Access, Safety and Security

Objective: To ensure adequate access, safety and security for car parking and for deliveries.

A1 – Acceptable Solution

The TIS confirms the café and shop parking will require 9 on street spaces, complying with this acceptable solution.

E6.7.4 Parking for Persons with a Disability

Objective: To ensure adequate parking for persons with a disability.

A1 – Acceptable Solution

A single space designated for use by persons with a disability will be located closest to the main entry point to the building, complying with this acceptable solution.

A2 – Acceptable Solution

Accessible car parking spaces for use by persons with disabilities has been designed and constructed in accordance with AS/NZ2890.6 – 2009 Parking facilities – Off-street parking for people with disabilities.

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.

A1 – Not Applicable

Due to the nature of the Uses proposed in this application, the provision of a loading bay is not required.

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.

P1 – Performance Criterion

The provision of a bicycle parking space in the proposed safe, secure, convenient location will encourage use.

P2 – Performance Criterion

Adequate space will be provided in a convenient and safe location will be provided for bicycle parking and access.

E6.8.5 Pedestrian Walkways

Objective: To ensure pedestrian safety is considered in development

A1 – Acceptable Solution

As no off-street parking is proposed, the author of the TIS has stated pedestrians may use the on-street carpark and entrance footpath, satisfying this acceptable solution.

E7.0 Scenic Management Code

Not Applicable

E7.1 Purpose of the Code

E7.1.1 The purpose of this provision is to:

- a) ensure that siting and design of development protects and complements the visual amenity of defined tourist road corridors; and
- b) ensure that siting and design of development in designated scenic management areas is unobtrusive and complements the visual amenity of the locality and landscape.

E7.2 Application of this Code

E7.2.1 This Code applies to use or development of land within the scenic management – tourist road corridor and local scenic management areas.

E7.4 Use or Development Exempt from this Code

E7.4.1 The following use or development is exempt from this Code:

- a) Use without development, not including plantation forestry; and
- b) subdivision for a boundary adjustment; and
- c) road widening.

A review of the Tasmanian Interim Planning Scheme Overlays on the electronic LIST database as well as Table E7.1 – Local Scenic Management Areas of the Planning Scheme, the development site is not located within a defined scenic management – tourist road corridor nor a local scenic management area. Therefore this Code is not applicable.

E8.0 Biodiversity Code

Not Applicable

E8.1 Purpose of the Code

E8.1.1 The purpose of this provision is to:

- a) protect, conserve and enhance the region's biodiversity in consideration of the extent, condition and connectivity of critical habitats and priority vegetation communities, and the number and status of vulnerable and threatened species; and
- b) ensure that development is carried out in a manner that assists the protection of biodiversity by:
 - i) minimising vegetation and habitat loss or degradation; and
 - ii) appropriately locating buildings and works; and
 - iii) offsetting the loss of vegetation through protection of other areas where appropriate.

E8.2 Application of this Code

E8.2.1 This Code applies to use or development of land:

- a) within the area identified as priority habitat on the Planning Scheme maps; or
- b) for the removal of native vegetation.

In accordance with E8.2.1 this Code is not applicable because the development site is not within an area identified as priority habitat on the Planning Scheme overlay maps and the proposal does not require the removal of native vegetation.

E9.0 Water Quality Code

Exempt

E9.1 Purpose of the Code

E9.1.1 The purpose of this provision is to:

- a) consider the impacts of development to limit adverse effects on the following:
 - i) wetland and watercourse ecosystems; and
 - ii) flow regimes, water levels, biological activity and physical characteristics; and
 - iii) the variety of flora and fauna; and
 - iv) the role of wetlands and watercourses for water supply, flood mitigation, environmental protection, water regulation and nutrient filtering, as resources for recreational activities and as attractive features in the landscape; and
- b) improve the sustainable management of surface water through development.

E9.2 Application of this Code

E9.2.1 This Code applies to use or development of land:

- a) within 50 metres of a wetland or watercourse; or
- b) within a Ben Lomond Water catchment area – inner or outer buffer.

E9.4 Use or Development Exempt from this Code

E9.4.1 The following use or development is exempt from this Code:

- a) forestry subject to a certified forest practices plan;
- b) use for agriculture;
- c) private tracks on agricultural properties that are used for agricultural purposes;
- d) use and development for natural and cultural values management within parks, reserves and State Forest under State Government or Council ownership;
- e) use and development that is connected to reticulated sewer and stormwater;
- f) Level 2 activities assessed by the Environment Protection Authority;

In accordance with E9.4.1 e) of the Planning Scheme, the application is exempt from this Code due to the development site being connected to the Regulated Entity's reticulated sewer and Council's stormwater infrastructure.

E10.0 Recreation and Open Space Code

Not Applicable

E10.1 Purpose of the Code

E10.1.1 The purpose of this provision is to:

- a) consider the requirements of open space and recreation in the assessment of use or development with emphasis upon:
 - i) the acquisition of land and facilities through the subdivision process; and
 - ii) implementation of local open space strategies and plans to create quality open spaces; and
 - iii) the creation of a diverse range of recreational opportunities via an integrated network of public open space commensurate with the needs of urban communities and rural areas; and
 - iv) achieving an integrated open space network which provides for a diversity of experiences; and
 - v) providing for appropriate conservation and natural values within recreation and open space.

E10.2 Application of this Code

E10.2.1 This Code applies to development of land for subdivision in the general residential, general industrial, light industrial, commercial, local business, general business, low density residential, rural living and village zones.

E10.4 Use or Development Exempt from this Code

E10.4.1 There are no exemptions to this Code.

In accordance with E10.2.1 above, this application does not propose a subdivision. This Code is therefore not applicable to this proposal.

E11.0 Environmental Impacts and Attenuation Code

Not Applicable

E11.1 Purpose of the Code

E11.1.1 The purpose of this provision is to:

- a) ensure appropriate consideration of the potential for environmental harm or environmental nuisance in the location of new sensitive uses; or
- b) ensure the environmental impacts of new development are considered to eliminate, reduce or mitigate potential for environmental harm or environmental nuisance.

E11.2 Application of the Code

E11.2.1 The Code applies to use or development of land for:

- a) sensitive use located within the attenuation distance of existing or approved uses with the potential to create environmental harm and environmental nuisance or within a buffer area shown on the Planning Scheme map; and
- b) uses listed in Table E11.1 or E11.2.

E11.4 Use or Development Exempt from this Code

E11.4.1 The following use or development is exempt from this Code:

- a) Level 2 activities assessed by the Environment Protection Authority.

The proposal is not be considered exempt from this Code due to a Level 2 activity not being proposed. However, the site has not knowingly been used for an activity with the potential to create an environmental harm or nuisance or located within a buffer area defined on the Planning Scheme map. Therefore this Code is not applicable to this application.

E12.0 Airports Impact Management Code

Not Applicable

E12.1 Purpose of the Code

E12.1.1 The purpose of this provision is to:

- (a) ensure that use or development within identified areas surrounding airports does not unduly restrict the ongoing security, development and use of airport infrastructure; and

- (b) provide for management of the land use implications of those areas relevant to use and development under the scheme.

E12.2 Application of this Code

E12.2.1 This Code applies to use or development of land:

- a) within Australian noise exposure forecast contours on the maps; and within prescribed air space.
- b) within prescribed air space

E12.4 Use or Development Exempt from this Code

E12.4.1 There are no exemptions to this Code.

The application does not propose the construction of a building with a height greater than 30m and the development site is not located within an area shown on a Planning Scheme Overlay map as being within a defined Obstacle Limitation Surface area. This Code is therefore not applicable.

4.3: E13.0 Local Historic Heritage Code

As mentioned previously, the St Andrew's Uniting Church (St Andrew's Presbyterian Church & Organ) is recognised in the *Northern Midlands Council Planning Scheme 1995* Schedule, the Register of the National Estate, the National Trust of Australia Register and the Tasmanian Heritage Register. This Code is therefore applicable to the application. A review of the Planning Scheme Overlays confirms the site is not within a defined Heritage Precinct Specific Area Plan.

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.

A review of the subclause above confirms the proposal does not comply with any of the exemptions.

Campbell Town Heritage Precinct

The developers are very aware of the historical importance of The Church to Campbell Town and more widely, the State. The definition provided within Table E13.1: Local Heritage Precincts of the Planning Scheme identifies the St Andrews Uniting Church as located within the northern boundary of the Campbell Town Heritage Precinct. This is an area encompassing the section of High Street from the War Memorial to the north and the bridge over the Elizabeth River to the south.

As the documents accompanying the application demonstrate, the developer has chosen dark, non-reflective colours on buildings with a maximum height not exceeding 3.5m above natural ground level. When viewed from High Street, all structures except the caravan, are located behind the building line of The Church. Apart from an existing sign installed beside the southern-most boundary corner and the off-site vehicle parking in Bridge Street, no development is proposed or required within any of the 3 road reserves.

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.

P1 – Performance Criterion

This discretion has been addressed because an acceptable solution is not offered. The application complies with this sub-clause in the following manner:

- a) **it can be demonstrated that the proposed use will not adversely impact on the significance of a heritage place:** Planning Permit P14-243 was issued by the Northern Midlands Council on 02 October 2014. Included with the extensions to the existing on-site dwelling, the approval included a fit out of The Church with a café, kitchen and dry store. This approval was also consented to by Heritage Tasmania under THC Application No.: 4567, THC File: 10-71-73THC.

In accordance with the earlier THC approval above, all proposed works are located behind The Church when viewed from High Street. The landowners have been in constant discussions with Heritage Tasmania, regarding their plans for the Use of the property. It is their intention to undertake the necessary repairs to The Church in a manner that respects the importance of the building to the history of Campbell Town and the State.

Remaining deconsecrated, The Church and grounds will be used for hosting indoor and outdoor receptions such as weddings and other important anniversaries. One hundred and fifty trees, 65 roses, and 4 Mt Fuji trees have been planted in the area between The Church and High Street, creating an outdoor wedding aisle. Lattice work trellises will be constructed and planted with Jasmin to provide a visual and physical barrier between the public area around The Church and the private area associated with the dwelling.

The assortment of shading and ornamental shrubs and other plantings will be used for hosting relaxing Sunday afternoon music sessions that are appropriate for the surrounds. The Church interior will be furnished by the assortment of furniture collected over the years by the owners have been collecting an assortment of furniture to complement the significance of The Church.

A variety of on-site information will provide visitors with an insight into the importance of The Church to the Midlands and Tasmania; **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:** the owners/developers have been in constant contact with Heritage Tasmania from the initial stages. The development site is located on the northern entrance to the main Campbell Town CBD. The Harold Gatty Memorial and Campbell Town District High School are located to the west and the Campbell Town War Memorial Ground to the east. The opening of The Church and grounds to the public will complement these tourist points of interest. These items along with the small number of dwellings located within 200m of the site ensures this proposal will not have an adverse impact on the surrounding area; **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:** while not a specific report, the project has had constant oversight by Heritage Tasmania officers dating back to before 2014. The basis of this application is following these comments. It is put to the Planning Authority the issuance of the 2014 Heritage

Decision by the Tasmanian Heritage Council indicates support from the State's overarching heritage professional's body for the project.

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.

A1 – Not Applicable

This application does not propose nor require the removal of non-original cladding to expose original cladding of The Church.

E13.6.2 Subdivision and development density

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.

A1 – Not Applicable

This application does not propose a subdivision.

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.

A1 – Acceptable Solution

The total site coverage proposed by this application will be 420.58m² of the 5,412m² or approximately 0.78 percent of the Title. A site coverage for new development within the Community Purpose Zone is not assessed. However the developer has located the new development within the property boundaries and away from the direct views of users of High Street to not adversely impact upon the heritage qualities of this streetscape. The use of natural timber and a dark external colour scheme will further 'screen' the new buildings and assist with meeting the Management Objectives listed in Table E13.1: Local Heritage Precincts, of the Planning Scheme and this acceptable solution.

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.

A1 – Acceptable Solution

The maximum height of all structures proposed in this application will not exceed 8m.

13.6.5 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.

A1 – Not Applicable

No fencing is proposed in this application; the existing white picket boundary fence was approved under an earlier development application.

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.

A1 – Not Applicable

A review of the Community Purpose Zone confirms there are no specific requirements relating to the form of any roofing or cladding materials. Apart from a small pitch to the proposed Porta-Roof gabled roof between the café and produce shop, all proposed buildings will have flat roofs. Locating the containers and toilet behind The Church ensures the proposed roof form will not adversely impact the 'significant built fabric'.

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.

A1 – Not Applicable

The Community Purpose Zone does not have any requirements on materials used to clad the external walls of buildings. The use of natural timber and dark painted external colours on the café, produce and toilet buildings ensures the proposed walls will not feature in the streetscape or on The 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.

P1 – Performance Criterion

The application is discretionary on this sub-clause due to the inability of the frontage and side boundary setbacks to comply with the acceptable solutions of 17.4.1 P2 Building Design and Siting – development within 5m of a frontage boundary.

The front setback for new buildings or structure will:

- a) **be consistent with the setback of surrounding buildings:** Bridge Street is the primary frontage, with Pedder and High Streets secondary frontages. The buildings on the eastern side of High Street are generally on larger acreages. However the buildings on the western side have an assortment of setbacks ranging from being right on the boundary, to being set some distances off. With this in mind, it is put to the Planning Authority the proposed front setback will comply with this discretion; **and**
- b) **be set at a distance that does not detract from the historic heritage significance of the place:** the reduced front setback is located behind The Church when viewed from High Street. This will not detract from the historic heritage significance of the place; **and**
- c) **not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any:** The Campbell Town Heritage Precinct Character Statement is focused on High Street. The new buildings proposed in this application as well as the reduced frontage setback on Bridge Street are located behind the principal view of The Church from High Street. As stated above, the use of an assortment of external cladding materials and colours ensures the structures will not adversely impact on the heritage qualities of the streetscape.

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.

A1 – Acceptable Solution

Outbuildings and structures will be:

- a) set back an equal or greater distance from the principal frontage than the principal buildings on the site: A definition for the term ‘principal frontage’ is not provided within 4.1.3 of the Planning Scheme. With that in mind this subclause has been addressed with High Street being the principal frontage as it provides the primary views of The Church. Based upon this subclause being within the Local Historic Heritage Code, The Church is the principal building. As no permanent structures proposed in this application will be positioned between The Church and the High Street frontage, it is put to the Planning Authority the application complies with this subclause; **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: The Campbell Town Heritage Precinct Character Statement does not stipulate roof forms, wall material or site coverage. The use of an assortment of external cladding materials and colours as well as proposing flat or slightly pitched roofing, ensures the structures will not adversely impact on the heritage qualities of the streetscape in accordance with this acceptable solution.

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.

P1 – Performance Criterion

The application is discretionary on this sub-clause because the car parking for the proposed non-residential Use will be within the Bridge Street road reserve as shown on Drawing No. 50321 A01. As this parking location is off-site, it will not adversely impact the building fabric or require the removal of gardens or vegetated areas. As the principal view of The Church is from High Street, the use of a secondary road for parking and behind existing standing vegetation, will ensure the character of the streetscape is maintained and positively contribute to this listed Heritage Precinct.

E13.6.11 Places of Archaeological Significance

Objective: To ensure that places identified in Table E13.3 as having archaeological significance are appropriately managed.

P1 – Performance Criterion

Although an acceptable solution is not offered in this subclause, a review of Table E13.3 confirms the St Andrew's Uniting Church is not listed. This subclause is therefore not applicable.

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.

A1 – Not Applicable

This subclause does not offer an acceptable solution. However this application neither requires nor proposes the removal of any tree or vegetation but does propose the planting of an assortment of shrubs and standing vegetation that will be selected and located on their appropriateness to the significance of The Church.

E13.6.13 Signage

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

P1 – Performance Criterion

The application is discretionary on this subclause because the proposed signage will have a total area greater than 0.2m². As is demonstrated by the photos submitted with this application, all signage is of a size and been located to ensure:

- a) **period details, windows, doors and other architectural details are not covered or removed:** all existing signage consists of 2 pole signs or small signs attached to the white picket fencing. The only signage fitted to a building is that attached to the café and produce buildings; **and**
- b) **heritage fabric is not removed or destroyed through attaching signage:** no signage will be attached to the listed building; **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:** as may be viewed by the photos within and attached to this report demonstrate the signage has been respectfully located to not unreasonably impact on the view of the place from any public viewpoint; **and**
- d) **signage does not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any:** neither the existing nor proposed signage will detract from meeting the management objectives of the Campbell Town Heritage Precinct Character Statement or Management Objectives.

E13.6.14 Maintenance and Repair

Objective: To ensure that maintenance and repair of buildings is undertaken to be sympathetic to, and not detract from the historic cultural heritage significance of local heritage places and precincts.

A1 – Acceptable Solution

The developer Mrs Nicole Graham, showed the author of this report, around the site during his visit 30 July 2021, explaining the work proposed. Prior to any works being undertaken on The Church, suitably qualified professionals will be retained to provide detail on what work is required, what materials will be used and the methodology involved.

External Maintenance / Repairs

The aforementioned site visit noted vegetation growing within some sections of the external stonework. The integrity of the building will be regained through the repointing of the necessary areas with a traditional, matching lime mortar. For long established weeds such as those in the bell tower, the careful removal and if necessary, poisoning will be undertaken to prevent regrowth. All failing joints will be repaired using the appropriate lime mortar mix.

Internal Plaster

Due to the current cracking and failure of the existing internal plaster, stabilisation repairs will be completed where necessary. Any areas suspected of being loose will be tested before being removed, repaired or replaced and if possible, have the edges feathered to prevent further decay. Where necessary, this work will be undertaken by a suitable Plasterer / Renderer such as O.G. Bailey Solid Plasterers Pty Ltd.

Windows

The leadlight windows will be assessed by a suitably qualified professional such as Mr Gavin Merrington of Original Stained Glass in Hobart and who is also recognised by Heritage Tasmania. Glass needing to be refitted in the other windows, will be puttied into the window reveals while utilising slim frames, narrow glazing bars or sash frames, matching the existing. Should any framing require replacing, a simple steel L-section frame will be used with sashes to match the existing division. Any windows that need to be opened, will use an 'awning', 'hopper' or 'pivot' styled opening. No conventional aluminium domestic or commercial framing will be used.

Timber Flooring

The existing, internal timber flooring of The Church will be cleaned and lightly sanded if and where necessary. Only a traditional oil/wax finish will be used to coat the surface. Should any sections be deemed unsafe or require replacement, a recognised heritage Carpenter/Joiner such as Mr Mick Herynk of MPH Builders Pty Ltd will be approached.

While not associated with the flooring, the existing stair/ladder accessing the bell tower will be replaced in a manner that is non-intrusive and reversible. This will be done in a style appropriate to the heritage of the building while preventing public access such as a lockable barrier or the fixing of a removable sheet over the lower treads.

The 3 shipping containers proposed in this application, will all be located to the east of The Church. This prevents no impact occurring on the heritage buildings when being located on-site.

4.4: E15.0 Signs Code



Figure 3: Existing Pole and private property signs

E15.1 Purpose of the Signs Code

E15.1.1 The purpose of this Code is to regulate the construction or putting up for display of a sign or hoarding.

E15.2 Application of this Code

E15.2.1 This Code applies to all signs and hoardings within the Planning Scheme area.

The existing pole signs located within the north-western and southern boundary corners, were approved under the Planning Permit previously issued under P14-243.

This application proposes the following signage:

- Side and Rear Wall Sign
- Regulatory Sign (disability)
- Private property signage on the fence

E15.5 Standards for Use or Development

E15.5.1 Third Party Signage

Objective: To ensure that signs relate to the site on which they are located.

A1 – Not Applicable

This application does not propose the use of any third party signage; all existing and proposed signs relate to the goods and services available on-site only.

E15.5.2 Heritage Precincts

Objective: To ensure that the design and siting of signs complement or enhance the streetscape of Heritage Precincts.

A1 – Not Applicable

This application does not require nor propose an above awning sign.

E15.5.3 Design and siting of signage

Objective: To ensure that the design and siting of signs complement or enhance the characteristics of the natural and built environment in which they are located.

Building Fascia Sign

A15 – Acceptable Solution

The fascia signs stating "The Church CAFÉ", "The Church SHOP", "The Church BAR" and "The Church TOILETS" will fitted to the eastern ends of the 2 hi-cube containers housing the café and produce buildings, the caravan and the toilet block, all located within the Community Purpose Zone.

A16 – Acceptable Solution

Both fascia signs will be contained wholly within the building fascia and are shown on Drawing Numbers A06 – A09. These signs will:

- a) not project above or below the building fascia; and
- b) not exceed two-thirds the depth of the fascia band; and
- c) not exceed 950mm; and
- d) not project more than 200mm from the vertical face of the fascia; and
- e) not be illuminated; and

- f) not be flashing; and
- g) not extend over a window or significant architectural feature; and
- h) be in keeping with the design of the building;

A17 – Not Applicable

Both proposed fascia signs will be contained within the separate building fascia.

A18 – Not Applicable

Both building fascia signs will be contained within the building fascia.

P34 – Performance Criterion

This performance criterion has been addressed because an acceptable solution has not been offered. This criterion is addressing the 4 small signs fitted to the white picket boundary fencing within the Community Purpose Zone. The 'Other Signs' have been installed because:

- a) no other form of permitted signage will suitably meet the needs of the proprietor; and
 - b) the signs will not dominate the streetscape and reflects the prevailing character of the area, in terms of shape, proportions and colours; and
 - c) the signs will not conflict with the Zone Purpose as outlined in Part D of this Planning Scheme.
-
- a) the size, colours and information provided are sympathetic to the architectural character and detailing of The Church; and
 - b) are of appropriate dimensions so as not to dominate the streetscape or premises on which it is located; and
 - c) not result in loss of amenity to neighbouring properties; and
 - d) not involve the unnecessary repetition of messages or information on the same street frontage; and
 - e) not contribute to or exacerbate visual clutter; and
 - f) not cause a safety hazard or obstruct movement of anyone inside or outside the associated building; and
-
- d) not distract motorists as a result of size, illumination or movement.

5. CONCLUSION