

The submitted application is seeking Planning approval for 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, the promotion of The Church Heritage Walking Tours, establish the site as a venue for weddings and similar functions, the installation of two 20' Hi-cube Shipping Containers and a 20' 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, signage and enclosing the existing dwelling pergola. This application is demonstrating the understanding held by the developers of the importance of the St Andrew's Uniting Church to Campbell Town and Tasmania. The uses and development proposed in this application have been designed and located to provide utmost respect the sensitivity of the historic Church.

The report has been written in conjunction with the accompanying documents and demonstrates compliance with the relevant development standards uses of the *Northern Midlands Interim Planning Scheme 2013 as amended*. Subsequently the application is submitted for assessment in accordance with Section 57 of the *Land Use Planning and Approvals Act 1993* and the *Historic Cultural Heritage Act 1995*.

Appendices

Appendix 1 – Certificate of Title

Appendix 2 – Site plan and elevations

Appendix 3 – Letter to Council in accordance with S52(1B)(b) *Land Use Planning & Approvals Act 1993*

Appendix 4 – Traffic Impact Statement

Appendix 5 – Photos of existing signage

Appendix 6 – Toilet Block design information

Appendix 7 – Powerpoint Presentation

**Received
16.09.2022**

colour range



CLASSIC CREAM
SA = 0.52, BCA = L



PAPERBARK
SA = 0.42, BCA = M



SHALE GREY
SA = 0.43, BCA = M



DUNE
SA = 0.47, BCA = M



COVE
SA = 0.54, BCA = M



PALE EUCALYPT
SA = 0.60, BCA = M



WOODLAND GREY
SA = 0.71, BCA = D



WINDSPRAY
SA = 0.92, BCA = M



GULLY
SA = 0.63, BCA = D



MANGROVE
SA = 0.64, BCA = D



DEEP OCEAN
SA = 0.75, BCA = D



COTTAGE GREEN
SA = 0.75, BCA = D



WALLABY
SA = 0.64, BCA = D



JASPER
SA = 0.65, BCA = D



BASALT
SA = 0.69, BCA = D



MANDY RED



NIGHT SKY



IRONSTONE



TERRAIN
SA = 0.62, BCA = D



MONUMENT
SA = 0.71, BCA = D



Tasmanian Heritage Council
 GPO Box 618 Hobart Tasmania 7000
 Tel: 1300 850 332
 enquiries@heritage.tas.gov.au
 www.heritage.tas.gov.au

PLANNING REF: PLN-22-0143
 THC WORKS REF: #7930
 REGISTERED PLACE NO: #4964
 FILE NO: 10-71-73 THC
 APPLICANT: Chris Triebe & Associates Town Planning Services
 DATE: 9 May 2023

NOTICE OF HERITAGE DECISION

(*Historic Cultural Heritage Act 1995*)

The Place: St Andrews Presbyterian Church, 55 High Street, Campbell Town.
 Proposed Works: Part Change of Use to Food Services & Community Meeting & Entertainment; 3 x Shipping Containers, Permanent Caravan, Extension to Existing Dwelling, New Toilet Building with Rainwater Tanks, Hard & Soft Landscaping, Post & Rail Fence, Car Parking & Signage at 55 High Street & Road Reserve Adjacent to Bridge Street, Campbell Town. Repairs to Heritage Church Building & New Skylights.

Under section 39(6)(b) of the *Historic Cultural Heritage Act 1995*, the Heritage Council gives notice that it consents to the discretionary permit being granted in accordance with the documentation submitted with Development Application PLN-22-0143, advertised on 05/03/2023, subject to the following conditions:

1. (i) **The maintenance and repair work that is approved to the St Andrews Church building must be conducted in accordance with the methods described in pages 33-34 of the *Planning Scheme Submission*, dated 28/06/2022 by Chris Triebe & Associates.**
 (ii) **Plaster and masonry repairs must be undertaken using traditional methods and not involve the use of Portland cement renders or mortars without adequate justification and the prior written consent of Heritage Tasmania's Works Manager.**
 (iii) **The existing belfry stair must be retained *in situ*. A new lockable barrier or similar reversible method may be applied to prevent public access.**

Reason for condition

To minimise physical impact on the historic fabric of the place, consistent with the appropriate outcomes described in Section 9.2 of the *Works Guidelines*.

2. (i) **The three 'SunTube' skylights are not approved for construction until such time as the replacement southern wall glazing is assessed for effects on the building's internal light levels and Heritage Tasmania's Works Manager is satisfied that the findings of the assessment provide adequate justification for this work to proceed.**

(ii) If the Works Manager determines that the work is to proceed, the external element of the skylights must be designed and built as a traditional triangular gable form of size and position to match the roof vents that are located on the southern roof slope, i.e., positioned within the three modified upper roof sheets; and, the internal ceiling penetrations must be positioned between the primary roof framing and finished to align in the central apex of the barrel vaulted ceiling between the existing ceiling roses.

Reason for condition

To minimise physical impact on the historic fabric of the place, consistent with the appropriate outcomes described in Section 9.2 of the *Works Guidelines*. Dome topped skylights are not considered sympathetic to the heritage character of the place.

3. The approved café/shop containers must be constructed so that:

- (i) The western end walls of the new containers must be clad in natural timber to match the natural timber cladding of the eastern elevations.**
- (ii) The background wall colour must be painted in a dark recessive colour.**
- (iii) The gable ends / barge board of the new PortaRoof roofing system must be similarly clad in timber or painted the same recessive colour scheme.**

Reason for condition

To ensure that the new structures have a material character that is complementary to the setting of the heritage place consistent with the appropriate outcomes described in Section 8.3 of the *Works Guidelines*.

4. The external steel framing elements of the new toilet block and café must be finished in dark natural tones.

Reason for condition

To ensure that the new structures have a visual character that is complementary to the setting of the heritage place consistent with the appropriate outcomes described in Section 8.3 of the *Works Guidelines*.

- 5. (i) The proposed wall sign 'The Church Toilet' is not approved.**
(ii) The signage must be replaced with a smaller ground-based directional sign, with discreet amenities signage to the wall of the new toilet facilities.

Reason for condition

To reduce the visual impact of signage that is not strictly in accordance with the appropriate outcomes described Section 14.3 of the *Works Guidelines*.

6. All established trees on the place must be protected from damage during the course of the new work and, in particular, works must be planned to avoid any adverse impact on the established evergreen tree to the eastern side of the new toilet building.

Reason for condition

To protect the trees that contribute to the significant landscape characteristics of the place.

Advice

The Heritage Council supports the advice of the local planning authority's heritage consultant to ensure that the new Bridge Street carparking, footpath and drainage infrastructure is finished in a manner that is sympathetic to the setting of the heritage place, i.e., comprising visually recessive 'Ironstone' gravel toned finishes, with exposed aggregate or similar material finishes to complement and not detract from the place's heritage setting.

The applicant is encouraged to contact Heritage Tasmania for advice.

Should you require clarification of any matters contained in this notice, please contact Chris Bonner on 1300 850 332.



Ian Boersma

Works Manager – Heritage Tasmania

Under delegation of the Tasmanian Heritage Council

Photos of existing signage at 55 High Street, Campbell Town



Signage on the Pedder St intersection with High Street





Signage on Pedder Street





Signage on Bridge Street





Signage on Bridge St intersection with High Street





Continued Bridge Street parking area





Submission to Planning Authority Notice

Council Planning Permit No.	PLN-22-0143	Council notice date	24/03/2023
TasWater details			
TasWater Reference No.	TWDA 2023/00381-NMC	Date of response	08/05/2023
TasWater Contact	Shaun Verdouw	Phone No.	0467 901 425
Response issued to			
Council name	NORTHERN MIDLANDS COUNCIL		
Contact details	Planning@nmc.tas.gov.au		
Development details			
Address	55 HIGH ST, CAMPBELL TOWN	Property ID (PID)	6203079
Description of development	Part change of use to Food Services and Community Meeting & Entertainment		
Schedule of drawings/documents			
Prepared by	Drawing/document No.	Revision No.	Date of Issue
Engineering Plus	50321 – A01, A02,A03,A10,A14,A15,A16,A17	D	01/05/2023
Conditions			
Pursuant to the <i>Water and Sewerage Industry Act 2008 (TAS)</i> Section 56P(1) TasWater imposes the following conditions on the permit for this application:			
CONNECTIONS, METERING & BACKFLOW			
1. A suitably sized water supply with metered connections and sewerage system and connections to the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit.			
2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost.			
3. Prior to use of the development, any water connection utilised for the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater.			
56W CONSENT			
4. Prior to the issue of the Certificate for Certifiable Work (Building) and/or (Plumbing) by TasWater the applicant or landowner as the case may be must make application to TasWater pursuant to section 56W of the <i>Water and Sewerage Industry Act 2008</i> for its consent in respect of that part of the development which is built within a TasWater easement or over or within two metres of TasWater infrastructure.			
TRADE WASTE			
5. Prior to the commencement of operation the developer/property owner must obtain Consent to discharge Trade Waste from TasWater.			
6. The developer must install appropriately sized and suitable pre-treatment devices prior to gaining Consent to discharge.			
7. The Developer/property owner must comply with all TasWater conditions prescribed in the Trade Waste Consent.			
DEVELOPMENT ASSESSMENT FEES			



8. The applicant or landowner as the case may be, must pay a development assessment fee of \$226.71 to TasWater, as approved by the Economic Regulator and the fee will be indexed, until the date paid to TasWater.

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

Advice

General

For information on TasWater development standards, please visit <https://www.taswater.com.au/building-and-development/technical-standards>

For application forms please visit <https://www.taswater.com.au/building-and-development/development-application-form>

Service Locations

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

- (a) A permit is required to work within TasWater's easements or in the vicinity of its infrastructure. Further information can be obtained from TasWater.
- (b) TasWater has listed a number of service providers who can provide asset detection and location services should you require it. Visit <https://www.taswater.com.au/building-and-development/service-locations> for a list of companies.
- (c) Sewer drainage plans or Inspection Openings (IO) for residential properties are available from your local council.

56W Consent

The plans submitted with the application for the Certificate for Certifiable Work (Building) and/or (Plumbing) will need to show footings of proposed buildings located over or within 2.0m from TasWater pipes and will need to be designed by a suitably qualified person to adequately protect the integrity of TasWater's infrastructure, and to TasWater's satisfaction, be in accordance with AS3500 Part 2.2 Section 3.8 to ensure that no loads are transferred to TasWater's pipes. These plans will need to also include a cross sectional view through the footings which clearly shows;

- (a) Existing pipe depth and proposed finished surface levels over the pipe;
- (b) The line of influence from the base of the footing must pass below the invert of the pipe and be clear of the pipe trench and;
- (c) A note on the plan indicating how the pipe location and depth were ascertained.
- (d) The location of the property service connection and sewer inspection opening (IO).

TRADE WASTE

Prior to any Building and/or Plumbing work being undertaken, the applicant will need to make an application to TasWater for a Certificate for Certifiable Work (Building and/or Plumbing). The Certificate for Certifiable Work (Building and/or Plumbing) must accompany all documentation submitted to Council. Documentation must include a floor and site plan with:

- Location of all pre-treatment devices i.e. grease arrestor;
- Schematic drawings and specification (including the size and type) of any proposed pre-treatment device and drainage design; and
- Location of an accessible sampling point in accordance with the TasWater Trade Waste Flow Meter and Sampling Specifications for sampling discharge.



- Details of the proposed use of the premises, including the types of food that will be prepared and served; and
- The estimated number of patrons and/or meals on a daily basis.

At the time of submitting the Certificate for Certifiable Work (Building and/or Plumbing) a Trade Waste Application form is also required.

If the nature of the business changes or the business is sold, TasWater is required to be informed in order to review the pre-treatment assessment.

The application form is available at <http://www.taswater.com.au/Customers/Liquid-Trade-waste/Commercial>

Declaration

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

TasWater Contact Details

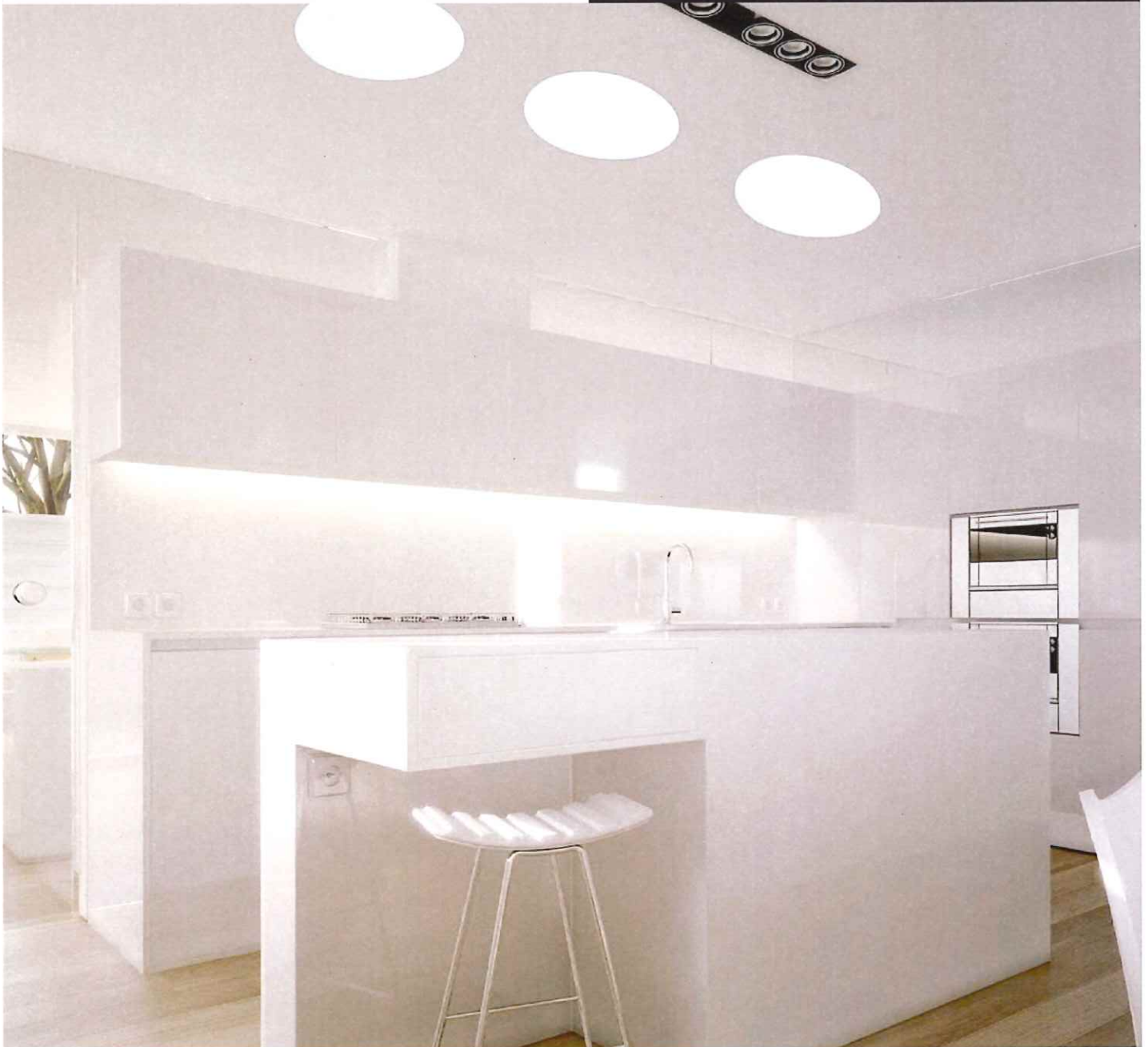
Phone	13 6992	Email	development@taswater.com.au
Mail	GPO Box 1393 Hobart TAS 7001	Web	www.taswater.com.au



SunTube

Received
16.09.2022

Energy Efficient Light Control



adding daylight to life

Proudly Australian Made & Owned



Received
16.09.2022



Energy Efficient Light Control

Tubular Skylights

- SunTube Skylights are ideally suited for residential and commercial applications.
- SunTube is designed for minimal structural alterations.
- SunTube has a clear U.V. stabilised dome.
- The FlexiShaft used in the system is comprised of a highly reflective fibre reinforced triple laminated material designed for skylights. This material's ultra reflective inner surface delivers light entering the dome to the diffuser. The triple layer construction prevents any light leakage or U.V. breakdown.
- SunTubes are available in 300mm, 400mm and 500mm diameter.
- SunTube skylight kit comprises of a dome with an integral flashing, highly reflective flexible shaft, white ceiling ring and flush mounted prismatic diffuser.
- Suitable for all roof types and roof pitches.
- Available in Colorbond®, Zinalume® and galvanised finishes.

SunTube Standard Size Chart

room	approximate room size (metres)	minimum suggested size (diameter mm)
Kitchen	3.5 X 3.5	500
Bathroom	2.5 X 3.0	500
Dining	3.5 X 3.0	500
Family	3.5 X 4.5	500
Bedroom	3.5 X 3.5	500
Hallway	1.2 X 3.5	400/500
Laundry	2.5 X 2.5	500
Ensuite	1.5 X 2.0	400/500
W.I.R.	1.5 X 2.5	400
Pantry	1.2 X 2.0	300
Toilet	1.5 X 1.0	300



Tested to AS4285-2007 (Up to 500mm diameter)



125 Chesterville Road
Moorabbin VIC 3189
Tel (03) 9555 2388
Fax (03) 9532 3470
Email info@belleskylights.com.au
Web www.belleskylights.com.au



Design by THE SHAPE GROUP

MODUS PROPOSAL MA5649



THE CHURCH CAMPBELL TOWN

The Church Amenities

BURTON-3 TOILET BUILDING



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3	THE MODUS DIFFERENCE How we make it easy
4	INTRODUCTION Letter of introduction
5	FLOOR PLAN Plan view of building
6	SPECIFICATION Detailed specification of building elements
7	FIXTURES Internal fixtures schedule and specification
8	Colour + Material Options Standard materials and colours
9	SCOPE Project scope and responsibilities
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13	TERMS + CONDITIONS Our terms and conditions of trade
16	ACCEPTANCE Order Confirmation to proceed

THE MODUS DIFFERENCE

We make it easy for you to deliver great looking and functional public toilet buildings. Partnering with Modus ensures a hassle-free project from forward planning to cutting the ribbon.

Here's how we do it:



EXPERT ADVICE WHENEVER YOU NEED IT

It's not always easy to know what you need from your toilet building.

From the number of cubicles required, to best floorplan layout and building style for the open space, or even just what will fit your budget – there's plenty of things to consider. Our project consultants are there to help when you're planning your toilet building project.

When it comes to construction, we also have experts on hand to provide technical support and documentation to make this easy too.



PRE-FAB MODULAR FOR FASTEST INSTALL

We do the hard work off-site so your toilet project happens faster, better and at a lower cost.

With our unique pre-fabricated modular design, your building comes delivered in flat-pack panels, which are pre-clad both sides and doors pre-hung. This means construction is fast, accurate and no specialist installation team is required – you can engage a local carpenter to put it up.

Be wary of other systems sold as 'pre-fabricated kit-form' that arrive on site more or less as a bundle of individual materials.



PRE-DESIGNED, ENGINEERED AND COMPLIANT

No need for an endless number of external consultants to design, engineer and ensure compliance of your toilet building.

Our buildings come in a wide range of pre-designed, engineered and access compliant floorplans, available in a range of attractive styles to suit any location.

We can also customise our buildings with different colours, finishes and design enhancements so you can customise it to match the aesthetic of your open space.

INTRODUCTION

Date: 21/06/2021

Attn: Nicole Graham
The Church Campbell Town

Dear Nicole,

Thank you for your valued enquiry regarding our toilet and amenity solutions. Please see the below proposal for your consideration. We trust it meets with your satisfaction.

BURTON-3 TOILET BUILDING

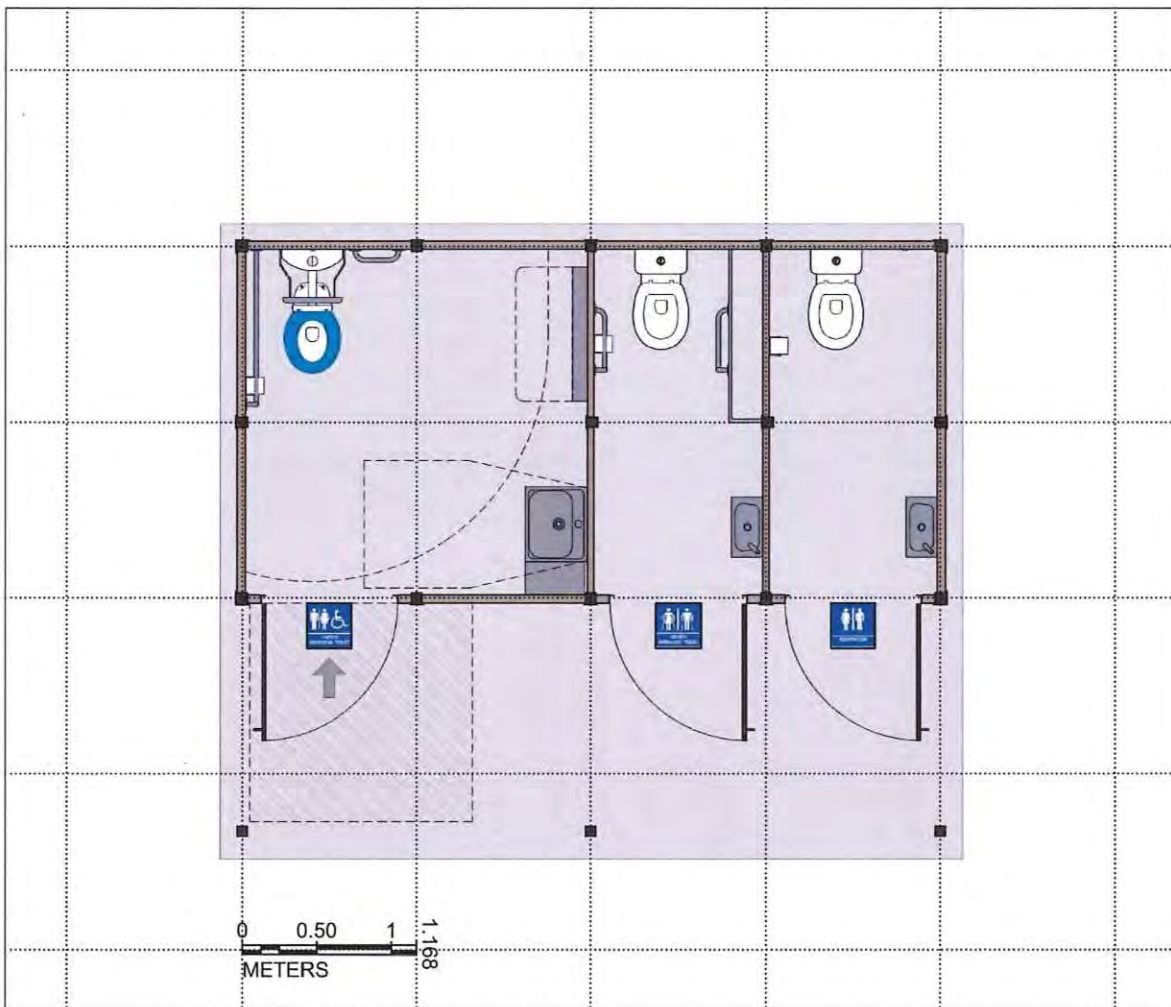
The Burton Toilet Building delivers classic form with a traditional style gable roof and trimming, designed to integrate seamlessly with any environment, whilst beautifying its surroundings.



Note 3D renders/photos may not reflect the exact building in this proposal, we can provide an accurate render upon confirmed order.

FLOOR PLAN

BURTON-3 TOILET BUILDING



Floor plan above may not contain all fixtures and modifications included in this proposal. For accuracy, refer to the Building Fixtures section. An accurate floor plan can be provided upon confirmed order.

SPECIFICATION

BURTON-3 TOILET BUILDING

ELEMENT	DETAILS
Wall Framing	Proprietary panel system, fully welded steel hot dip galvanized after fabrication
Proprietary Wall Panel System	Pre-clad panels (inside and out) Nutserts fitted to panel sides for bolt together construction on site
External Wall Cladding	Colorbond® Custom Orb sheeting Above Door: Powder coated aluminium battens
Internal Wall Cladding	Mini-orb sheeting in Zinalume finish
Roof	Custom Orb Sheeting with portion light sheet over each cubicle
Door	Solid Core with Colorbond metal skin
Door Hardware	Heavy duty marine grade stainless steel hinges, indicator bolts, door closers (dead locks additional), internal and external pull handles
Door Signage	Tactile Braille blue/white (compliant with AS 1428.1)
Fasteners	Class 3 in painted finish to match building colours
Structural Fixings	Stainless Steel
Structural Engineering Rating	As specified by client
Exposed Steel	Galvanised and powdercoated finish

BUILDING FIXTURES

BURTON-3 TOILET BUILDING

ITEM	QUANTITY
Porcelain Toilet Pan & Cistern	3
Large Stainless Steel Wash Hand Basin with Knee Operated Time Flow Tap	1
Small Stainless Steel Wash Hand Basin with Time Flow Tap	2
Set of Stainless Steel Grab Rails	2
Stainless Steel Single Toilet Roll Dispenser	3
Stainless Steel Shelf for Universal Cubicle	1
Distribution Enclosure with Main Switch and MCB/RCD	1
LED Batten Light with day/night switch	5

COLOURS

LEGEND

⊙ Also available in COLORBOND® Ultra steel for coastal and industrial environments. All other colours are available in COLORBOND® Ultra steel on request, please speak with your supplier.

⊙ Also available in COLORBOND® Stainless steel for severe coastal and industrial environments. Please speak to your supplier for more information regarding availability.

For further details on the legend, please refer to the back page.

CLASSIC colour range¹



CLASSIC CREAM™
SA = 0.32. BCA = L



PAPERBARK*
SA = 0.42. BCA = M



PALE EUCALYPT*
SA = 0.60. BCA = M



WOODLAND GREY* ⊙
SA = 0.71. BCA = D



DEEP OCEAN* ⊙
SA = 0.75. BCA = D



COTTAGE GREEN*
SA = 0.75. BCA = D



MANOR RED*
SA = 0.69. BCA = D



NIGHT SKY*
SA = 0.96. BCA = D

CONTEMPORARY colour range¹



SURFIST* ⊙ ⊙
SA = 0.32. BCA = L



EVENING HAZE*
SA = 0.43. BCA = M



SHALE GREY™
SA = 0.43. BCA = M



DUNE* ⊙ ⊙
SA = 0.47. BCA = M



COVE™
SA = 0.54. BCA = M



WINDSPRAY* ⊙ ⊙
SA = 0.58. BCA = M



GULLY™
SA = 0.63. BCA = D



MANGROVE™
SA = 0.64. BCA = D



WALLABY™ ⊙
SA = 0.64. BCA = D



JASPER*
SA = 0.68. BCA = D



BASALT™
SA = 0.69. BCA = D



IRONSTONE*
SA = 0.74. BCA = D



TERRAIN*
SA = 0.69. BCA = D



MONUMENT* ⊙
SA = 0.73. BCA = D

Note: Pricing allows for the above colours from the standard Classic and Contemporary Colorbond® ranges only, additional materials and finishes available upon request

SCOPE OF WORKS

BURTON-3 TOILET BUILDING

ITEM	BY MODUS	BY OTHERS	N/A
DESIGN + ENGINEERING			
Engineering Drawings	•		
Concrete Specification Plan	•		
Plumbing Pre-Lay Plan	•		
Structural Engineer Sign Off	•		
TOILET BUILDING SUPPLY			
Fabrication, Coating and Pre-assembly of Components	•		
Freight of Kit-Form Building to Site	•		
OTHER ITEMS			
Local Building Permits, Approvals and Fees		•	

INVESTMENT VALUE

BURTON-3 TOILET BUILDING

ITEM	QUANTITY	VALUE
Burton-3 Toilet Building Including Scope and Fixtures as noted	1	\$ 29,001.00
Delivery to Campbell Town TAS 7210	1	\$ 4,051.00
	TOTAL	\$ 33,052.00 + GST

NOTES

- Delivery allows for items delivered on pallets, mechanical off-loading (forklift) to be provided by client unless specifically allowed for in above pricing

Please note this proposal is provided on a 'commercial in confidence' basis. Publishing in part or full of this proposal in tender documents or the like, without prior approval by Modus, will be considered a breach. If you would like to include specific parts of this in tender documents, please let us know and we will be more than happy to discuss and approve if warranted.

Thank you for the opportunity to provide a proposal on our solution for your needs, if you have any questions please get in touch with me on the details below. We look forward to assisting you further soon.

Best regards,



Jon Cook

Senior Project Consultant

M 0439 902 180

P 1300 945 930

E jon@modusaustralia.com.au

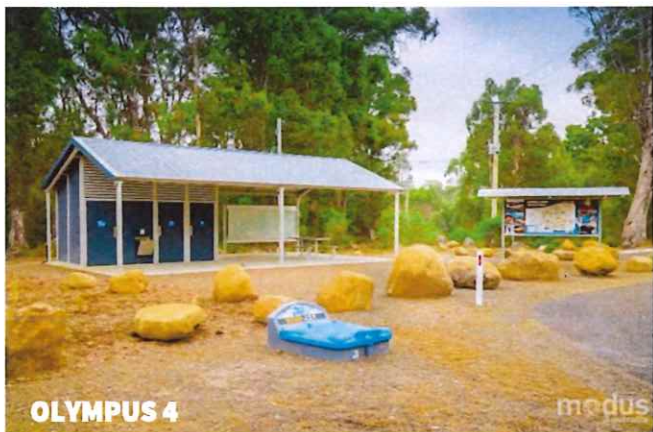
PREFERRED SUPPLIER APPOINTMENTS AND ASSOCIATIONS



OPTIONAL EXTRAS

ITEM	VALUE
Baby Change Table (horizontal)	\$ 600.00
Deadlocks (per door, pre-fitted) <i>We recommend deadlocks are retrofitted to building after install by your preferred locksmith, if ability to lock doors is required</i>	\$ 275.00
Electronic Locking Programmable (per door, pre-fitted)	POA
Stainless Steel Pans Upgrade	POA
Stainless Steel Hand Dryer ; Fantech RapidDry	\$ 330.00
Stainless Steel 1.2L Vertical Soap Dispenser	\$ 117.00
Stainless Steel Hand Towel Dispenser	\$ 207.00
Stainless Steel Triple Toilet Roll Dispenser <i>Not for use in Disabled Cubicle - non-compliant</i>	\$ 242.00
Stainless Steel Jumbo Toilet Roll Dispenser	\$ 155.00
Stainless Steel Mirror ; 600mm W x 1000mm H	\$ 495.00
Lighting Motion Sensor	\$ 98.00
Lighting Timer	\$ 205.00

PROJECTS



TERMS + CONDITIONS

These Trading Terms & Conditions ("Terms") are deemed to be a part of any subcontract or orders for the supply of Goods by Landmark Engineering & Design Pty Ltd (ACN 14 987 095) trading as Modus Australia ('LED') to a Customer from time to time. Acceptance of this proposal will deem acceptance of these conditions by the Customer. Any party who acts as an agent for another party such as the developer, builder or owner, must take all responsibility to accept the conditions of contract and payment of goods, and accept that they have full authority to liaise or negotiate with Modus regarding this agreement.

1 Interpretation

In these terms unless the contrary intention appears:

"LED" means Landmark Engineering & Design Pty Ltd, ACN 147 987 095, including its trading entity Modus Australia.

"Additional Charges" includes all delivery, handling and storage charges, goods and services tax, stamp duty, interest, legal and other costs of recovery of unpaid money and all other government imposts and all money, other than the Purchase Price, payable by the Customer to LED arising out of the sale of the Goods.

"Proposal" means any quotation or written advice of price from LED for its Goods.

"Customer" means the person to or for whom the Goods are to be supplied by LED.

"Goods" means the Goods sold to the Customer by LED and includes any services provided by LED to Customer.

"Intellectual Property Right" means any patent, registered design, patent, trademark, copy-right, trade secret or any other proprietary right of a third party or parties, registered or unregistered, in any country.

"PPSA" means the *Personal Property Securities Act 2009 (Cth)*.

"Purchase Price" means the list price for the Goods as charged by LED at the date of delivery or such other price as may be agreed by LED and the Customer prior to delivery of the Goods. Quoted prices are to be treated as estimates only and are subject to withdrawal, correction or alteration at any time before acceptance of the order by LED.

2 Proposals

- 2.1 Proposals from LED for Goods remain valid for 30 days from date of issue.
- 2.2 Unless otherwise stated, prices provided by LED are based on the following (as relevant and unless expressly stated otherwise in the proposal):
 - 2.2.1 Uninterrupted access to the site and location of product to be installed, by heavy vehicles including concrete trucks and Hiab crane trucks;
 - 2.2.2 Security monitoring of products to prevent damage, including concrete during curing period, to be provided by the Customer;
 - 2.2.3 Site fencing and personnel barriers to be provided by the Customer;
 - 2.2.4 Inductions and WHS compliance to be advised prior to attending site, by the Customer;
 - 2.2.5 Surveying of site and location of services to be conducted by the Customer and report provided to LED;
 - 2.2.6 Soil testing for engineering purposes to be conducted by the Customer and report provided to LED;
 - 2.2.7 All risk for the Goods to transfer to the Customer upon delivery to site;

- 2.3 Unless otherwise stated, prices provided by LED do not include (as relevant and unless expressly stated otherwise in the proposal):
 - 2.3.1 Goods & Services Tax (GST);
 - 2.3.2 Delivery of Goods;
 - 2.3.3 Installation of Goods;
 - 2.3.4 Hard digging and rock breaking;
 - 2.3.5 Site or the Customer's specific induction or compliance requirements.

3 Order for Goods

- 3.1 An order given to LED is binding on LED and the Customer, if:
 - 3.1.1 a written acceptance is signed for or on behalf of LED; or
 - 3.1.2 the Goods are supplied by LED in accordance with the order.
- 3.2 An acceptance of the order by LED is then to be an acceptance of these Terms by LED and the Customer and these Terms will override any conditions contained in the Customer's order. LED reserves the right to accept a part only of any order by notifying the Customer in writing or by delivering the Goods to the Customer. No order is binding on LED until accepted by it.
- 3.3 An order which has been accepted in whole or in part by LED cannot be cancelled by the Customer without obtaining the prior written approval of LED, which it may refuse in its absolute discretion.

4 Limitation of Liability

- 4.1 LED liability is limited to, to the extent permissible by law and at LED's option;
 - 4.1.1 in relation to the Goods:
 - 4.1.1.1 the replacement of the Goods or the supply of equivalent goods
 - 4.1.1.2 the repair of the Goods
 - 4.1.1.3 the payment of the cost of replacing the Goods or of acquiring equivalent goods; or
 - 4.1.1.4 The payment of the cost of having the Goods repaired
 - 4.1.2 Where the Goods are services:
 - 4.1.2.1 the supply of service again; or
 - 4.1.2.2 the payment of the cost of having the services supplied again.
- 4.2 Any claims to be made against LED for short delivery of Goods must be lodged with LED in writing within 7 days of the delivery date.
- 4.3 To the extent permitted at law, all other warranties whether implied or otherwise, not set out in these Terms are excluded and LED is not liable in contract, tort (including, without limitation, negligence or breach of statutory duty) or otherwise to compensate Customer for:
 - 4.3.1 any increased costs or expenses;

- 4.3.2 any loss of profit, revenue, business, contracts or anticipated savings;
- 4.3.3 any loss or expense resulting from a claim by a third party; or
- 4.3.4 any special, indirect or consequential loss or damage of any nature whatsoever caused by LED's failure to complete or delay in completing the order to deliver the Goods.
- 4.3.5 defects or damages caused in whole or in part by misuse, abuse, neglect, electrical or other overload, non-suitable lubricant, improper installation repair or alteration (other than by LED) or accident;
- 4.3.6 Any transport, installation, removal, labour or other costs;
- 4.4 The exemption, limitations, terms and conditions in these Terms apply whether the loss or damage is caused by negligence or actions constituting fundamental breach of contract.
- 5 Delivery**
- 5.1 The times quoted for delivery are estimates only and LED accepts no liability for failure or delay in delivery of Goods. The Customer is not relieved of any obligation to accept or pay for Goods by reason of any delay in delivery. Goods may be delivered by instalments at the discretion of LED.
- 5.2 Where the Customer causes delay in delivery, LED may require, at its sole discretion, a storage fee after a period of 14 days. Should a storage fee be required, the Customer will be notified in writing. LED will not be liable for any loss or damage to stored Goods. Storage is at the risk of the Customer.
- 5.3 The Customer, unless by mutual alternate arrangement with LED, is to provide mechanical and/or physical assistance in unloading the Goods at point of delivery.
- 5.4 Risk in accepting the Goods passes on delivery to the Customer.
- 5.5 All Additional Charges are payable by the Customer in addition to the Purchase Price of the Goods.
- 5.6 Return of Goods will not be accepted by LED except by prior agreement in writing with LED. Any Goods returned by written agreement with LED will be subject to a restocking charge of 10% of the Purchase Price of those Goods.
- 6 Variations**
- Should there be any variation in details, specification, sizes and quantities, delivery instructions or any other item or matter on which the proposal or invoice is based, LED reserves the right to revise and amend the Purchase Price accordingly. LED requires advice of variation requests from the Customer in writing, which will only be accepted based on LED acceptance in writing. Where variation is accepted by LED, the Customer accepts the resulting change to the Purchase Price and delivery timing.
- 7 Price and Payment**
- 7.1 The Customer must pay the Purchase Price and the Additional Charges to LED in full at the specified terms, whether standard terms or those imposed at the discretion of LED.
- 7.2 Due to made-to-order nature of products, standard terms are 20% deposit prior to commencement of any works/services or manufacture, additional 30% upon completion of manufacture prior to delivery, balance upon delivery or project completion. Progress claims will be made for site works completed during month period. LED may at its discretion, require the Customer to pay in full prior to delivery. Deposit and progress payments are required, even if the Customer has been approved for credit with LED.
- 7.3 Should the Customer cancel an order prior to fulfilment, LED will at its sole discretion determine the costs that are payable by the Customer.
- 7.4 If the Customer is in default, LED may at its option withhold further deliveries or cancel a contract without prejudice to any of its existing rights.
- 7.5 Interest is charged at the rate of 2% per month from the expiry of that period until the date payment is received by LED.
- 7.6 LED does not accept retention monies being held by the Customer, but can provide a bank guarantee in lieu of such upon request
- 7.7 All amounts payable by the Customer under these Terms must be paid without set-off or counter claim of any kind.
- 8 Intellectual Property**
- 8.1 All branding and artwork provided by the Customer is the intellectual property of the Customer. Artwork and branding supplied will only be used for the purposes of satisfying these Terms.
- 8.2 Customer warrants that the use by LED of any intellectual property provided by Customer to LED so that LED may provide the Goods and/or services under these Terms does not infringe any Intellectual Property Rights.
- 8.3 Customer must indemnify and keep indemnified LED against any and all liabilities, expenses, losses and/or damages including attorney's fees whether direct, indirect or consequential, arising from a third party, alleging that the Goods infringe the Intellectual Property Right of the third party due to LED's use in the production of the Goods of any branding, artwork or other intellectual property provided to LED by Customer.
- 9 Retention of Title**
- 9.1 Ownership, title and property in the Goods and in the proceeds of sale of those Goods remains with LED until payment in full for the Goods and all sums due and owing by the Customer to LED on any account has been made. Until the date of payment:
- 9.1.1 the Customer has the right to sell the Goods in the ordinary course of business;
- 9.1.2 the Goods are always at the risk of the Customer.
- 9.2 The Customer is deemed to be in default immediately upon the happening of any of the following events:
- 9.2.1 if any payment to LED is not made promptly before the due date for payment;
- 9.2.2 if the Customer ceases to carry on business or stops or suspends payment or states its intention of so doing or is unable to pay its debts as they fall due or if any cheque or bill of exchange drawn by the Customer payable to LED is dishonoured;
- 9.3 In the event of a default by the Customer, then without prejudice to any other rights which LED may have at law or under this Agreement:
- 9.3.1 LED or its agents may without notice to the Customer enter the Customer's premises or any premises under the control of the Customer for the purposes of recovering the Goods.
- 9.3.2 LED may recover and resell the Goods;
- 9.3.3 if the Goods cannot be distinguished from similar Goods which the Customer has or claims to have paid for in full, LED may in its absolute discretion seize all Goods matching the description of the Goods and hold same for a reasonable period so that the respective claims of LED and the Customer may be ascertained. LED must promptly return to the Customer any Goods the property of the Customer and LED is in no way liable or responsible for any loss or damage to the Goods or for any loss, damage or destruction to the Customer's business howsoever arising from the seizure of the Goods.
- 9.3.4 In the event that the Customer uses the Goods in some manufacturing or construction process of its own or some third party, then the Customer must hold such part of the proceeds of sale of such manufacturing or construction process as relates to the Goods in trust for LED. Such part will be an amount equal in dollar terms to the amount owing by the Customer to the LED at the time of the receipt of such proceeds. The Customer will pay LED such funds held in trust upon the demand of LED.
- 9.4 Separately, Customer hereby charges all its right, title and interest to and in the proceeds of sale of the Collateral (as defined in the PPSA) as original collateral, or any of it, in favour of the LED.
- 10 PPSA**
- 10.1 Defined terms in this clause have the same meaning as given to them in the PPSA.

- 10.2 LED and the Customer acknowledge that these Terms constitute a Security Agreement and entitle the LED to claim:
- 10.2.1 a Purchase Money Security Interest ("PMSI") in favour of LED over the Collateral supplied or to be supplied to the Customer as Grantor pursuant to these Terms; and
- 10.2.2 a security interest over the proceeds of sale of the Collateral referred to in (a) as original collateral.
- 10.3 The Goods supplied or to be supplied under these Terms fall within the PPSA classification of "Other Goods" acquired by the Customer pursuant to these Terms.
- 10.4 The Proceeds of sale of the Collateral referred to in clause 10.2.1 falls within the PPSA classification of "Account".
- 10.5 LED and the Customer acknowledge that LED, as Secured Party, is entitled to register its Security Interest in the Collateral supplied or to be supplied to Customer pursuant to these Terms and in the relevant Proceeds.
- 10.6 To the extent permissible at law, the Customer:
- 10.6.1 waives its right to receive notification of or a copy of any Verification Statement confirming registration of a Financing Statement or a Financing Change Statement relating to a Security Interest granted by the Customer to LED.
- 10.6.2 agrees to indemnify LED on demand for all costs and expenses, including legal costs and expenses on a solicitor / client basis, associated with the;
- 10.6.2.1 registration or amendment or discharge of any Financing Statement registered by or on behalf of LED; and
- 10.6.2.2 enforcement or attempted enforcement of any Security Interest granted to LED by the Customer;
- 10.6.3 agrees that nothing in sections 130 and 143 of the PPSA will apply to these Terms or the Security under these Terms;
- 10.6.4 agrees to waive its right to do any of the following under the PPSA:
- 10.6.4.1 receive notice of removal of an Accession under section 95;
- 10.6.4.2 receive notice of an intention to seize Collateral under section 123;
- 10.6.4.3 object to the purchase of the Collateral by the Secured Party under section 129;
- 10.6.4.4 receive notice of disposal of Collateral under section 130;
- 10.6.4.5 receive a Statement of Account if there is no disposal under section 132(4);
- 10.6.4.6 receive a Statement of Account under section 132(3)(d) following a disposal showing the amounts paid to other Secured Parties and whether Security Interests held by other Secured Parties have been discharged.
- 10.6.4.7 receive notice of retention of Collateral under section 135;
- 10.6.4.8 redeem the Collateral under section 142; and
- 10.6.4.9 reinstate the Security Agreement under section 143.
- 10.6.5 All payments received from the Customer must be applied in accordance with section 14(6)(c) of the PPSA.

11 No Implied Service

The Customer acknowledges that except as provided by law this Agreement does not entitle the Customer to demand to receive from us any site

inspection or service of the Goods supplied, delivered and/or installed, such work to be the subject of a separate agreement if applicable.

12 Regulatory and Government Approvals

Unless specifically stated otherwise, LED is not responsible for building or development application or fees to Council or relevant approvals for installation and use of Goods as may be required by Council or Government Codes. Responsibility to obtain such approvals rests solely with the Customer.

13 On-Sale

The Customer agrees that upon the on-sale of any Goods to third parties, it will:

- 13.1 inform any third party involved of these Terms;
- 13.2 inform any third party of LED's product warranties if any; and
- 13.3 not make any misrepresentations to third parties about the Goods.

14 Trustee Capacity

If Customer is the trustee of a trust (whether disclosed to LED or not), Customer warrants to LED that:

- 14.1 Customer enters into this Agreement in both its capacity as trustee and in its personal capacity;
- 14.2 Customer has the right to be indemnified out of trust assets;
- 14.3 Customer has the power under the trust deed to enter into this Agreement; and
- 14.4 Customer will not retire as trustee of the trust or appoint any new or additional trustee without first advising the LED.

15 Clerical Errors

Clerical errors in computations, typing or otherwise of catalogue, quotation, acceptance offer, invoice, delivery docket, credit note, specifications of LED shall be subject to correction.

16 Indemnity

To the full extent permitted by law, Customer will indemnify LED and keep LED indemnified from and against any liability and any loss or damage LED may sustain, as a result of any breach, act or omission, arising directly or indirectly from or in connection with any breach of any of these Terms by Customer or its representatives.

17 General

- 17.1 These Terms are to be construed in accordance with the laws from time to time in the State of Western Australia and the Commonwealth of Australia. The parties submit to the non-exclusive jurisdiction of the Courts of Western Australia, Australia and any courts which may hear appeals from those courts in respect to any proceedings in connection with these Terms.
- 17.2 These Terms contain all of the terms and conditions of the contract between the parties and may only be varied by agreement in writing between the parties.
- 17.3 Any conditions found to be void, unenforceable or illegal may, to that extent be severed from the Agreement.
- 17.4 LED may, at its sole discretion, subcontract or assign its rights and obligations hereunder.
- 17.5 The Customer may not assign its rights and obligations hereunder without the express written permission of LED.

No waiver of any of these Terms or failure to exercise a right or remedy by LED will be considered to imply or constitute a further waiver by LED of the same or any other term, condition, right or remedy.

ACCEPTANCE

Let's do this. Review all details, sign below and send to us so we can get this happening for you.

SUMMARY

Proposal No.	MA5649
Contract Total	\$ 33,052.00 + GST
Scope	As detailed in this proposal

Please note acceptance of this proposal confirms your acceptance of our terms and conditions.

Once we've received your acceptance, we will be in touch to confirm your order and advise any further information required for us to commence your order.

I wish to proceed with this proposal:

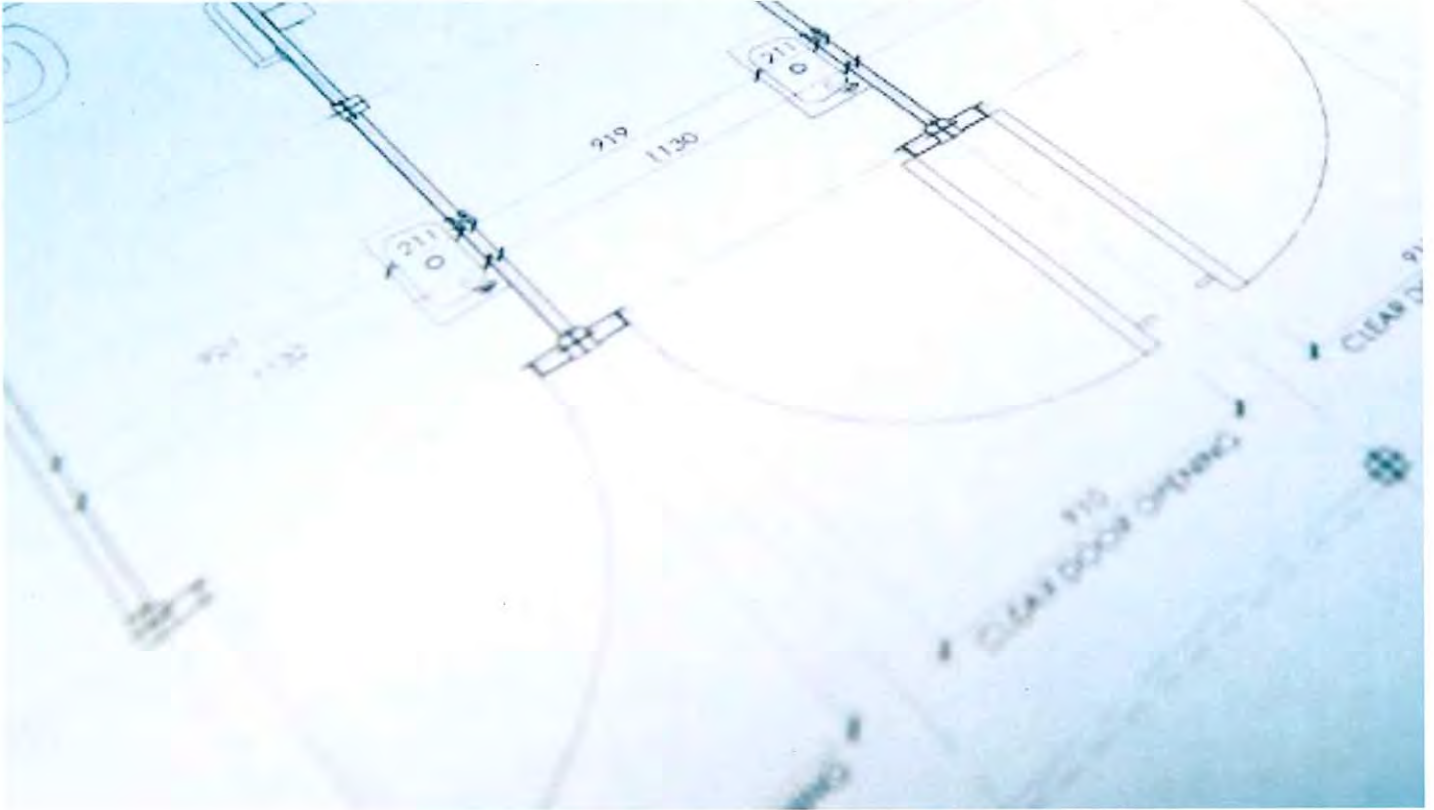
Your Name and Title

Company Name

Authorised Signature

Purchase Order / Contract No. (if required)

Date



TOILET AMENITY BUILDING PROJECTS MADE EASY

- Engineering Certification
- Plumbing Pre-Lay Plan
- Concrete Specification Plan
- Installation Instructions
- Prefabricated Modular Building Kit
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GOT QUESTIONS?

Get in touch



1300 945 930



info@modusaustralia.com.au



modusaustralia.com.au

To The General Manger

Northern Midlands Council

This letter is in regards to Ref No PLN -22-0143

55 High Street & 12 Bridge street Reserve

Campbell Town Tasmania 7210

I as a Ratepayer and a concerned person of this beautiful town.I'd like to voice my concerns about this proposal.

First.

I noticed at the begining The Shipping containers were places at the N/E corner of the property on High and Pedder streets.

17.4.1.P2

Then At the end with drawing plans these were moved to east along Bridge street behind The Church.

Question

Which is it meant to be? Where are they to be located?

E7.0 SCENIC MANGEMENT

As it does confirm for sure where all thess buildings are going. I

must state that.If N/E from the north coming into town. The Church will not be seen.

As it is now containers and a caravan are now already there which can be seen from the south. When the beautiful trees turn and drop leaves the place becomes barren and one can see all the eyesore from every angle.

2. How do toilet blocks and shipping containers anywhere around such a beautiful Historic Sandstone Building fit the SCHEME??

Also there was written That there will be guided tours around the town on foot.

I was not approached about this matter. I do not want people out the front of my cottage in droves. The plaques we have at the front of buildings are beautiful and give us privacy.

I understand Urban Growth.

3.7.31 3.7.3.2 3.7.3.3

Yet if we keep removing beauty there will be nothing for the future and our children. This town has so so many cottages and buildings. It is The 4th largest Town between Hobart and Launceston with this beauty, lets restore and keep ,not

modernize.

Is it really appropriate to have a bar on the main road? Also opening hours 7am? CURFEW Liquor licence time?

NOISE.?

I live 50 meters up the road. I like the train sound, The school, The sheep, The footy, My point. Sound travels in this Town. 7am opening hours at a bar on a main road? Also what time to close. The other places are quite at a reasonable time. Like a country Rural town should be.

Does not mention anywhere about human capacity.

17.3.1 ZONE CHARACTER

How are Shipping containers and caravans of any sort being seen from the main Highway next to a Beautiful Church be of character?

17.3.2 P1 PERFORMANCE CRITERION

PURPOSE

a) b) c) d) e)

This is Church is Heritage in a Heritage town.

The containers , caravan are cheap shoddy ugly no matter colour. I do not think that these dwellings are a historic significant or will blend in to the surrounds.They arent if, wherever they are here will be set back enough from the road. No amount of trees or vines will help as they will take a long time to grow. How do the containers fit into street scape the surrounding huge trees? I dont find it symathetic

Why don't the Owners go ahead with the original

planning permit to do this all inside the church? P14-243 2nd October 2014? instead of ugly eyesore.

M.RITCHIE

PEDDER STREET.

Karen Jenkins

From: Clair Bellamy <clair.bellamy@inet.net.au>
Sent: Tuesday, 11 April 2023 10:03 PM
To: NMC Planning
Subject: Re : DA. Ref.no. PLN-22-0143

The Old Anglican St. Luke's Church Rectory,
33, Pedder Street,
CAMPBELL TOWN 7210
Tasmania

Tuesday, 11th April 2023 Att. Mr Des Jennings, General

Manager, Northern Midlands Council Offices,
13 Smith Street,
LONGFORD 7301
Tasmania

Dear Sir,

Further to my recent inquiry, I hereby wish to place a Comment in the form of a formal Objection about the above proposed Development Application plans for the property at 55, High Street and Bridge Street and including the Road Reserve, Campbell Town.

Having viewed the planned Development additions to the Heritage listed St. Andrews Church site, I feel that such plans are totally out of character with such a lovely local Landmark building and example of our early Tasmanian Heritage buildings, many of which are set within this local Heritage listed precinct in Campbell Town.

The aforesaid property already has three temporary buildings placed there on site, yet plans to add three more temporary buildings by way of three shipping containers, plus a caravan, plus a toilet block on site. Such additions are totally incompatible with our Heritage Streetscape and values.

I myself own an adjoining equally listed Heritage property, the old Anglican St. Lukes' Rectory, which is directly opposite at 33, Pedder Street. I take Heritage principles seriously, having lived in Heritage buildings previously and helping to conserve them too. The proposed Development even plans to place a Public Convenience Block right opposite my front boundary. I believe that the proposed Development is totally detrimental to this Heritage listed Landmark site and I can only believe that it will lower the value of my Heritage listed property quite considerably, together with that of over eight other Heritage listed properties in this immediate surrounding precinct.

Contrary to the intended new business fulfilling a necessity for a Food Service outlet, there are several other food service businesses within the local area of Campbell Town. Some of these businesses are already suffering financially in our present economic climate. Such an example can be gleaned by the very unfortunate closure of the popular Zeps cafe, the main eatery in town, which has been publicly reported. Another food service business is neither appropriate on this site nor needed at the expense of other existing ones.

In summary, my Objection to the proposed Development Application is that the Heritage listed St. Andrews Church may well be deconsecrated now, but such a proposed Development will no doubt desecrate both the importance of the site and this immediate area. It will look more like that of an internment camp of portable buildings with complete disregard for both Heritage listed property values and Heritage principles within our community.

Thank you for your consideration. I look forward to Council's decision.
Yours faithfully,

Clair

Clair Bellamy
0409933133

Brett Wright and Michaela Vaughan
The Grange Estate
Fusion @the Grange
4 A Commonwealth Lane
CAMPBELL TOWN TASMANIA 7210

Planning Office
Northern Midlands Council
PO Box 156
LONGFORD TASMANIA 7301

Cc: Heritage Tasmania
GPO Box 618
Hobart TAS 7000

RE: PLANNING APPLICATION PLN-22-0143

To whom it may concern

I am writing to formally oppose PLN-22-0143 , 55 High St and Bridge St Road Reserve, Campbell Town, Tasmania, 7210.

While this letter is a summary of my concerns, this letter will be expanded to detail my objections, should the application be approved.

Matters pertaining to Heritage:

As per the works guidelines for Historic Heritage Places, any works proposed should be sympathetic to its significance and retain the significance of the place. Neither of these requirements are being complied with.

- Three shipping containers and a caravan within visual site of the Church is unacceptable, and certainly do not contribute positively to the Heritage Precinct.
- In addition, a three-stall toilet block is planned for construction right outside the east lancet window. How could this possibly not detract from the history of the Church and the site itself?
- The site already contains a caravan, three shipping containers, a doghouse, chicken coops etc. None of which remotely satisfy the heritage requirement of remaining sympathetic to the aesthetic of the Site.
- The application clearly shows that the proposed buildings and outhouses will significantly detract from the site itself.
- The owners have already tried to install a kitchen and bar within the Church indicating their lack of understanding of their heritage site.
- The toilet block is prefabricated and is not remotely sympathetic to the look of the site.
- The application states that in order to protect the amenity of surrounding uses, that the three shipping containers, Porta Roof and the caravan will not exceed

a height of 8 meters. How is this acceptable when it will still be taller than the fence line, therefore detracting from the aesthetics of the site.

- The mention of a glass conservatory is skimmed over despite the fact that it is located on the side of greatest traffic flow and in direct line of site from the car park.
- The application states that the caravan and shipping containers will be painted on a dark non reflective colour however this is not in line with the requirements that the buildings must be in keeping with the aesthetics of the site. This does not meet that requirement.
- The application states that the caravan will not obscure the view of the Church. This is irrelevant given that it detracts significantly from the site and of course will dominate the character of the surrounding streetscape.

Matters pertaining to Car Parking

It is stated in the application that the Plan does NOT have any off-street parking proposed, and in addition, has insufficient space for off street parking. As such, my concerns are as follows:

- Where are the customers for weddings, birthdays, private functions (of up to 120 people) going to park their cars? One acceptable solution apparently is to put in 10 car spaces, one of which will be utilised by a motor bike. This is absolutely inadequate given the amount of people The Church believe will be attending their site.
- How will The Church ENSURE that no cars park on nature strips or indeed on private driveways, front yards etc?
- What will the impact be on neighbours and surrounding streets IF they do have a large function?
- What will be the environmental impact be of numerous cars constantly parking on nature strips, front lawns etc? The application claims that it should not be considered however this will have a real impact upon the area outside the fenced perimeter during large events when cars and pedestrians will be encroaching on public spaces and environmental areas.
- The streets affected are not well lit and hundreds of cars impeding on nature strips, council land and pedestrian walkways could impact upon safety, especially as it is 60kph.
- What plans have The Church included for overflow parking?
- The Church claim that 9 car spaces will be needed for the café and shop. How many car spaces will be needed for private functions and events?
- Who is responsible for the construction of car parking spaces and access strips?
- With regards to car park numbers the number of car parking spaces must not be less than the requirements of Table E6.1. The application states that this requirement has NOT been met.

Other concerns

- Noise – The application states that the café will be open until 5pm. What times do the liquor licence extend to and how will the noise be controlled when a private function is occurring?
- What are the hours on the liquor licence?
- What preventatives are in place to ensure that people don't linger after an event, and if they do, how will this affect environmental nuisance?
- Lack of facilities – How are three toilets sufficient for 120 people? And when they are not, where will drunken people go? Outside on the pavement? This is not the image Campbell Town wants to present.
- History – The owners of The Church have already tried and failed at a hospitality venture. With this in mind, how can it be reasonable to allow the significant visual detractor of the historic site when there is no evidence that the business will be successful?
- There are several inconsistencies and unreconcilable statements within the application, particularly with regards to their understanding of business.
- The definition of permanent. – The application loosely claims that the proposed structure (shipping containers) is temporary, and is therefore not subject to more rigorous requirements. If indeed it is plausible that the shipping containers are only temporary, what timeframe is applicable to moving them? If they must only be there for a specified time frame, what regulations are in place to ensure that once this time is up, the containers are indeed removed? Should they not be removed, what are the penalties?
- Church pews – where are the historic church pews that Heritage stated could not be removed from the site and should be maintained? In order to determine just how committed the owners are for keeping within regulations, ask them to produce the pews to ensure that they have been retained and maintained as per requirements. If they cannot look after mere pews, how can they be expected to protect the historical significance of anything else?
- From our understanding, the structure and foundations of the Church were questionable. Will a building report be required to ensure the safety of customers prior to opening? If not, why not?
- Number of people – The Church stated on their website that they can accommodate large numbers of people. Where are these people going to sit? The Church itself can only accommodate a small amount of people, leaving many outside, increasing noise and potentially damaging the site itself.
- The application states it will have 320 vehicles per day coming and going from the site. How can this possibly be acceptable with regards to noise and street parking or to safety for road users including pedestrians and cyclists? Surely multiple cars parked on nature strips and roadsides will prevent this?
- The application states that there will be low crash exposure on Pedder and Bridge streets however the application does not meet the specific frameworks indicated. For example:
 1. Bridge Street
 - a. specifies a low crash exposure for an estimated 100 vehicles per day. The application states that up to 320 vehicles will be expected.

- b. In addition, the low crash severity is for a 40km/h speed environment. The speed on Bridge Street is 50km/h.
 - c. Low crash likelihood – the road is built to a suitable standard for the function of the road. The function of the road is for 100 vehicles per day NOT 320.
2. Pedder Street
- a. specifies a low crash exposure for an estimated 100 vehicles per day. The application states that up to 320 vehicles will be expected.
 - b. In addition, the low crash severity is for a 40km/h speed environment. The speed on Bridge Street is 50km/h.
 - c. Low crash likelihood – the road is built to a suitable standard for the function of the road. The function of the road is for 100 vehicles per day NOT 320.

Both of these contravene E4.6.1 and actually states that the requirement is NOT satisfied.

The owners of the Church have provided NO evidence that the aesthetics of the buildings will not detract from the historic site, nor are the plans in line with Heritage requirements. Their business proposal is fundamentally flawed and inconsistent with statistics regarding visitors to Campbell Town and the number of expected customers. As such, we vehemently oppose the application.

Yours sincerely

Michaela Vaughan

ADDRESSING POINTS RAISED IN REDACTED #1
re Planning Application PLN22-0143 for 55 High St Campbell Town

"First. I noticed at the begining (sic) The Shipping containers were places at the N/E corner of the property on High and Pedder streets. 17.4.1.P2 Then At the end with drawing plans these were moved to east along Bridge street behind The Church. Question Which is it meant to be? Where are they to be located?"

OUR REPLY: Incorrect.

The shipping containers are currently stored at the South-eastern end of the property (not N/E). Current development plans clearly show planned location of where they will be located. As demonstrated by the site plan submitted with the application, 1 each of the shipping containers will be utilised as a shop and a café and located as per the site plan. When a Development Application receives Planning Approval, the site plan and building elevations associated with that application will be stamped to demonstrate what was approved. These plans are then used in the future to ensure a developer is maintaining compliance with the relevant Planning, Building and Plumbing Permits, if and when issued.

"E7.0 SCENIC MANGEMENT As it does confirm for sure where all thess (sic) buildings are going. I must state that.If N/E from the north coming into town. The Church will not be seen. As it is now containers and a caravan are now already there which can be seen from the south. When the beautiful trees turn and drop leaves the place becomes barren and one can see all the eyesore from every angle".

OUR REPLY: Incorrect.

There are no structures planned for the "N/E from the north coming into town". The Church will be clearly seen with no obstructions at all if coming from the north into town. The caravan and shipping containers currently stored at the southern end of the property are all to be repositioned as per Development Application plans. The owners/developers have planted a significant number of trees, plants and shrubs (over 800) to create an ambience for future events as well as to further screen the development from users of High Street/Midland Highway.

"2. How do toilet blocks and shipping containers anywhere around such a beautiful Historic Sandstone Building fit the SCHEME??"

OUR REPLY: These buildings have been included after consultation with, and approval from, Heritage Tasmania. One of the great advantages of our selected structures is that they are neither tall, large, colourful or imposing. They are sympathetic to the Heritage site and show an obvious distinction between original heritage structures and added structures. Unlike popular belief, new structures should NOT be trying to re-create a heritage structure but be distinct from it. All can be easily removed to return the property to its original state if ever required.

"Also there was written That there will be guided taurs around the tawn on foot. I was not approached about this matter. I do not want people out the front of my cottage in droves. The plaques we have at the front of buildings are beautiful (sic) and give us privacy."

OUR REPLY: Incorrect.

There will be no walking tours at or near your property in Pedder Street. The purpose behind these tours is to acknowledge the history of Campbell Town and the importance of the buildings. The guided tours will be undertaken by guides using the public footpaths and at no time will these tours enter private properties.

"I understand Urban Growth. 3.7.31 3.7.3.2 3.7.3.3 Yet if we keep removing beauty there will be nothing for the future and our children. This town has so so many cottages and buildings. It is The 4th largest Town between Hobrt (sic) and Launceston with this beauty, lets restore and keep ,not madernize (sic)."

OUR REPLY: Incorrect.

The owners/developers are not modernising any existing structures. Without people such as us, heritage buildings like this would disintegrate and remain closed to the public and would not be available to "our children". They are not removing beauty. This application does not propose any works to the exterior of The Church except that required for the maintenance of the building in accordance with the Heritage Tasmania Heritage Adviser. They have no intention to modernise The Church.

"Is it really appropriate (sic) to have a bar on the main raad? Also opening hours 7am?CURFEW Liquor licence time? NOISE.? I live 50 meters up the road. I like the train saund,The school ,The sheep,The footy, My point. Sound travels in this Town. 7am apening hours at abar an a main road? Also what time to close. The other places are quite at a reasonbile (sic) time. Like a country Rural town should be. Does not mention anywhere about human capacity (sic)."

OUR REPLY: Incorrect.

This objector lives 295m from The Church (not 50 meters as stated above). The Liquor Licence is a separate matter. The bar will not be on the main road. It will be contained within our property and have no access from the main road as the Development Application shows. The entry and exit point of the property is on Bridge Street and will not affect your property in Pedder St. Details regarding opening times are in the Development Application.

"17.3.1 ZONE CHARACTER How are Shipping cantainers and coravans of any sort being seen from the main Highway next to a Beoutiful Church be of character?"

OUR REPLY: Incorrect.

"next to a beautiful Church". None of these buildings are next to The Church. Please refer to the Development Application for location of structures. These buildings have been included after consultation with Heritage Tasmania. One of the great advantages of our selected structures is they are not tall, large, colourful or imposing. They are sympathetic to the Heritage site and

show an obvious distinction between original heritage structures and added structures. Unlike popular belief new structures should NOT be trying to re-create a heritage structure but be distinct from it. Also, all can be easily removed to return the property to it's original state if ever required.

"17.3.2 P1 PERFORMANCE CRITERION PURPOSE a) b) c) d) e) This is Church is Heritage in a Heritage town. The containers , caravan are cheap shoddy ugly no matter colour. I do not think that these dwellings are a historic significant or will blend in to the surrounds.They arent if, wherever (sic) they are here will be set back enough from the road. No amount af trees or vines will help as they will take a lang time to grow. How do the containers fit into street scape the surrounding huge trees? I dont find it symathetic (sic) Why don't the Owners go ahead with the original planning permit to do this all inside the church? P14-243 2nd October 2014? instead of ugly eyesore."

OUR REPLY: Incorrect and personal opinion.

"containers , caravan are cheap shoddy ugly no matter colour" personal opinion, not fact. *"I do not think that these dwellings are a historic significant"* The are not dwellings – no one will be living in any of the structures. You are correct that these structures are NOT of historic significance and owners/developers don't claim they are. The Church structure however is of historic significance, hence why they have chosen not to do any structural changes inside The Church and have the proposed structures outside and separate to it.

These buildings have been included after consultation with Heritage Tasmania. One of the great advantages of our selected structures is they are not tall, large, colourful or imposing. They are sympathetic to the Heritage site and show an obvious distinction between original heritage structures and added structures. Unlike popular belief new structures should NOT be trying to re-create a heritage structure but be distinct from it. Also, all can be easily removed to return the property to it's original state if ever required. They do not obstruct the heritage significance of the property.

NOTE: The main purpose behind this application is to open an historical building to the public, for the first time in 25 years and allow it to be respectfully enjoyed by locals, tourists and the public in general. For many years people have expressed a keen interest in viewing and visiting the site. Importantly, also note that of all the residents who have attended this Church, have admired it over its 166 year history, who have strong history in the area, have lived in this community for many years, generations and even several families who have lived here for 8 generations since first white settlement, of these, NOT ONE has objected to this development, to the contrary, they are very supportive.

In addition, this property is privately owned by the owners/developers and the development is at their expense, with no public moneys being used, so at no expense to the community or anyone except themselves. It will be an outstanding attraction for the local community and tourists alike. It will bring much needed employment to this area including opportunities for employing those with disabilities or those wanting to obtain traineeships and apprenticeships in the hospitality, business, and event management fields. Local suppliers, producers and makers will be greatly supported and benefit from the use of their supplies and the selling of them in their online and onsite store as well as through their gift and food hampers. Their business experience has shown us that when communities and other businesses work together it is to the benefit of all, creating a

positive, productive, and supportive environment where everyone can thrive and benefit, especially in small rural communities such as ours.

ADDRESSING POINTS RAISED IN REDACTED #2
re Planning Application PLN22-0143 for 55 High St Campbell Town

"The aforesaid property already has three temporary buildings placed there on site, yet plans to add three more temporary buildings by way of three shipping containers, plus a caravan, plus a toilet block on site. Such additions are totally incompatible with our Heritage Streetscape and values."

OUR REPLY: Incorrect.

The site plan submitted with this application demonstrates only those buildings and development involved. At the same time, the Planning Report states how the property and buildings will be used. This documentation clearly demonstrates the incorrectness of the representor's statement.

"I believe that the proposed Development is totally detrimental to this Heritage listed Landmark site and I can only believe that it will lower the value of my Heritage listed property quite considerably, together with that of over eight other Heritage listed properties in this immediate surrounding precinct."

OUR REPLY: Incorrect.

There is no evidence the proposed development of The Church will "lower the value" of any other Heritage listed properties. The assessing Town Planner is not qualified to undertake an assessment of property values within their municipality, ensuring this comment is not applicable. Furthermore, Northern Midland Council retains the services of a qualified and experienced Heritage Advisor to assist with their assessment of such applications. While making such comments, the representor has failed to state their qualifications.

"Contrary to the intended new business fulfilling a necessity for a Food Service outlet, there are several other food service businesses within the local area of Campbell Town. Some of these businesses are already suffering financially in our present economic climate. Such an example can be gleaned by the very unfortunate closure of the popular Zeps cafe, the main eatery in town, which has been publicly reported. Another food service business is neither appropriate on this site nor needed at the expense of other existing ones."

OUR REPLY: Incorrect.

The Planning Scheme does not assess whether or not there is a necessity for more or less businesses providing particular services or products. Furthermore, the Town Planner is neither required nor qualified to assess a business plan as a part of a Development Application for a Planning Permit.

"In summary, my Objection to the proposed Development Application is that the Heritage listed St. Andrews Church may well be deconsecrated now, but such a proposed Development will no doubt desecrate both the importance of the site and this immediate area. It will look more like that of an

internment camp of portable buildings with complete disregard for both Heritage listed property values and Heritage principles within our community.”

OUR REPLY: The owners/developers are using significant personal time and money to ensure their proposal is in fact sensitive to the heritage importance of The Church. The proposed shop and café are important to ensuring they can continue to renovate the building in accordance with the requirements of Heritage Tasmania and Northern Midlands Council and maintain a building that is significant to the State's history.

NOTE: The Church has been closed and inaccessible to the public for over 25 years. The plans to open The Church will be the first time in over 25 years that it will be opened to, and be enjoyed by, locals, tourists, and the public in general. People have for many years expressed a keen interest in viewing and visiting the site. Importantly, also note that of all the residents who have attended this Church, have admired it over its 166 year history, who have strong history in the area, have lived in this community for many years, generations and even several families who have lived here for 8 generations since first white settlement, of these, NOT ONE has objected to this development, to the contrary are very supportive.

Note also that this property is privately owned by the owners/developers and the development is at their expense, with no public moneys being used, so at no expense to the community or anyone except themselves. It will be an outstanding attraction for the local community and tourists alike. It will bring much needed employment to this area including opportunities for employing those with disabilities or those wanting to obtain traineeships and apprenticeships in the hospitality, business, and event management fields. Local suppliers, producers and makers will be greatly supported and benefit from the use of their supplies and the selling of them in their online and onsite store as well as through their gift and food hampers. Their business experience has shown us that when communities and other businesses work together it is to the benefit of all, creating a positive, productive, and supportive environment where everyone can thrive and benefit, especially in small rural communities.

ADDRESSING POINTS RAISED IN REDACTED #3
re Planning Application PLN22-0143 for 55 High St Campbell Town

"Matters pertaining to Heritage:

As per the works guidelines for Historic Heritage Places, any works proposed should be sympathetic to its significance and retain the significance of the place. Neither of these requirements are being complied with.

• Three shipping containers and a caravan within visual site of the Church is unacceptable, and certainly do not contribute positively to the Heritage Precinct."

OUR REPLY: There will be two shipping containers (kitchen & shop) positioned at the eastern entry area of the property and another (office) located at the south-eastern end of the property. The caravan bar is to be located on the western side of the property well away from The Church. All do not obstruct main visuals to The Church. In addition, the exteriors will be clad with natural timbers to assist their blending with the existing dwelling and further screen the structures. These buildings have been included after consultation with Heritage Tasmania. Being setback from High Street/Midlands Highway, the containers and toilet block will be barely visible to the occupants of vehicles driving in either direction along Main St/Midland Highway at 60km/h. Most will be looking at The Church or vehicles entering/leaving Pedder Street. The developers have commenced a comprehensive program to plant an extensive number of ornamental shrubs around the ground to further screen the new development and create the required ambience for future events. One of the great advantages of the selected structures is that they are neither tall, large, colourful or imposing. They are sympathetic to the Heritage site and show an obvious distinction between original heritage structures and added structures. Unlike popular belief, new structures should NOT be trying to re-create a heritage structure but be distinct from it. All can be easily removed to return the property to its original state if ever required. Furthermore, Northern Midland Council retains the services of a qualified and experienced Heritage Advisor who assists with their assessment of the applications.

"• In addition, a three-stall toilet block is planned for construction right outside the east lancet window. How could this possibly not detract from the history of the Church and the site itself?"

OUR REPLY: Incorrect.

This building has also been included after consultation Heritage Tasmania. This location was also chosen to minimise its view from High Street. While it may be somewhat visible from Pedder and Bridge Streets, the 1.5m high white picket timber boundary fence screens it from view. The building will be predominantly below the height of the Pedder Street boundary fence and the exterior colour will assist it being 'lost' in the ever-green tree and other visual 'noise' created by The Church, the deciduous trees and the picket fence. The eastern stained-glass window is positioned some 2.5m above ground level. The toilet block is not *"right outside the east lancet window"*, it is well away from this window (as shown on plans) and does not block this window at all.



“• The site already contains a caravan, three shipping containers, a doghouse, chicken coops etc. None of which remotely satisfy the heritage requirement of remaining sympathetic to the aesthetic of the Site.”

OUR REPLY: Incorrect.

The site does not contain a doghouse. I refer you to the previous replies above. The chicken coup is located with the vegetable garden and will be used to provide fresh produce when providing meals, etc. for event guests.

“• The application clearly shows that the proposed buildings and outhouses will significantly detract from the site itself.”

OUR REPLY: Incorrect.

I refer you to the previous replies above. The owners/developers have been working closely with an experienced Heritage Adviser from Heritage Tasmania from the start of this project. While making such comments, the representor has failed to state their qualifications.

“• The owners have already tried to install a kitchen and bar within the Church indicating their lack of understanding of their heritage site.”

OUR REPLY: Incorrect.

This never occurred. The kitchen and toilets are located outside of The Church due to its heritage significance and not wanting to alter The Church's structure.

“• The toilet block is prefabricated and is not remotely sympathetic to the look of the site.”

OUR REPLY: I refer you to our previous replies above.

“• The application states that in order to protect the amenity of surrounding uses, that the three shipping containers, Porta Roof and the caravan will not exceed a height of 8 meters. How is this acceptable when it will still be taller than the fence line, therefore detracting from the aesthetics of the site.”

OUR REPLY: Incorrect.

I refer you to the previous replies above. Under the acceptable solution of subclause 17.4.1 A1 of the Community Purpose Zone, buildings may be constructed to a height of 8.0m above natural ground level. The construction of boundary fences do not have an exemption under Table 5.6 Miscellaneous Exemptions nor a subclause and are therefore not assessed. However, the white picket fence was selected as it was more closely aligned to The Church's period. It is not necessary for these structures to be less than the fence line. They are significantly much lower than the height of The Church which will still dominate the property. In addition, the developers have planted and will continue to plant a number of ornamental shrubs between The Church and Pedder Street frontages. While this is designed to assist the ambience of the property for future events, the established plants will also provide additional visual screening of the toilet block IF viewed from High Street.

“• The mention of a glass conservatory is skimmed over despite the fact that it is located on the side of greatest traffic flow and in direct line of site from the car park.”

OUR REPLY: Incorrect.

. The conservatory will be constructed against the eastern wall of the existing on-site dwelling. This will not be visible from High Street/Midlands Highway and through the use of glass, the visual bulk will be lessened when compared to a structure clad with brick or steel. Furthermore and as demonstrated by the photo below, this addition will be constructed behind the white picket fence with only a small area of the roof visible from Bridge Street.

The data provided on page 16 and Appendix C of the Traffic Impact Statement authored by a qualified Traffic and Civil Engineer with in excess of 35 years experience with Tasmania's State and Local Government Roads and Traffic industry disputes the representor's statement regarding traffic flow. High Street carried an estimated 8,000 vehicles per day in 2022 while Bridge Street carried an estimated 100 vehicles per day in 2022.



“• The application states that the caravan and shipping containers will be painted on a dark non reflective colour however this is not in line with the requirements that the buildings must be in keeping with the aesthetics of the site. This does not meet that requirement”.

OUR REPLY: Incorrect.

I refer you to the previous replies above. The exterior colours were chosen following consultation with the Heritage Advisor.

“• He application states that the caravan will not obscure the view of the Church. This is irrelevant given that it detracts significantly from the site and of course will dominate the character of the surrounding streetscape.”

OUR REPLY: Incorrect.

The caravan will not dominate the character of the surrounding streetscape, The Church structure will dominate the streetscape. The representor has not stated how the caravan will significantly detract and/or dominate the character of the streetscape. The photo below shows the plants that have already been planted inside the High Street frontage, and in particularly, either side of the future caravan location. Once established, this will provide additional screening of the van.



"Matters pertaining to Car Parking

It is stated in the application that the Plan does NOT have any off-street parking proposed, and in addition, has insufficient space for off street parking. As such, my concerns are as follows:

- Where are the customers for weddings, birthdays, private functions (of up to 120 people) going to park their cars? One acceptable solution apparently is to put in 10 car spaces, one of which will be utilised by a motor bike. This is absolutely inadequate given the amount of people The Church believe will be attending their site."*

OUR REPLY: This is addressed in Traffic Impact Statement by TCS (Traffic & Civil Services) prepared by highly experienced Traffic Engineer, Richard Burk.

"• How will The Church ENSURE that no cars park on nature strips or indeed on private driveways, front yards etc?"

OUR REPLY: There is only 1 private driveway or front yard within the vicinity of the entry area and carpark. The owner of this property has NOT objected to the application, also refer Traffic Impact Statement by TCS.

"• What will the impact be on neighbours and surrounding streets IF they do have a large function?"

OUR REPLY: No significant impact.

Table E6.1 of the Northern Midlands Interim Planning Scheme 2013 stipulates the minimum parking space requirements for a variety of uses. Mr Burk acknowledges this in his Traffic Impact Statement on pages 19 – 22.

"• What will be the environmental impact be of numerous cars constantly parking on nature strips, front lawns etc? The application claims that it should not be considered however this will have a real

impact upon the area outside the fenced perimeter during large events when cars and pedestrians will be encroaching on public spaces and environmental areas.”

OUR REPLY: There is no evidence that there will be *“numerous cars constantly parking on nature strips, front lawns etc”* and has been addressed by the Traffic Impact Statement by TCS. The representor does not stipulate what specific environmental area they refer to. However, the western section of the Bridge Street road reserve is currently utilised for vehicle parking by the owners/developers as well as their family and friends. Following discussions with the Council, information was provided by a qualified arborist, advising against Council’s request to seal this parking area due to the harm it would cause the listed on-site trees. In addition it is understood that during sporting events held at the Campbell Town Oval and Pool, vehicles constantly park on the eastern verge and have done so for over thirty years.

“• The streets affected are not well lit and hundreds of cars impeding on nature strips, council land and pedestrian walkways could impact upon safety, especially as it is 60kph.”

OUR REPLY: Incorrect.

The surrounding street speed limit is 50km/hr, not 60km/hr. There is no evidence there will be *“hundreds of cars impeding on nature strips, council land and pedestrian walkways”* or impact on safety. This concern was addressed in the Traffic Impact Statement by TCS. It is acknowledged Bridge and Pedder Streets are not serviced by street lighting. However it is a requirement that all licenced drivers of motor vehicles drive at a speed appropriate for the road conditions existing at that time.

“• What plans have The Church included for overflow parking?”

OUR REPLY: This is addressed in Traffic Impact Statement by TCS (Traffic & Civil Services) prepared by the experienced Traffic Engineer, Richard Burk.

• The Church claim that 9 car spaces will be needed for the café and shop. How many car spaces will be needed for private functions and events?

OUR REPLY: This is addressed in Traffic Impact Statement by TCS (Traffic & Civil Services) prepared by highly experienced Traffic Engineer, Richard Burk.

“• Who is responsible for the construction of car parking spaces and access strips?”

OUR REPLY: Northern Midlands Council at the cost of the developers.

“• With regards to car park numbers the number of car parking spaces must not be less than the requirements of Table E6.1. The application states that this requirement has NOT been met.”

OUR REPLY: This refers to a Council agreement which has now been obtained. The Planning Scheme is a performance-based scheme that provides an acceptable solution and a

performance criterion. If the proposal is unable to comply with the acceptable solution, the performance criterion must be addressed. Unlike the subclause identified by the representor, some subclauses don't have a performance criterion and the acceptable solution **MUST** be complied with. The applicant has acknowledged they are unable to comply with this subclause and in accordance with subclause E6.3.1 of E6 Car Parking and Sustainable Transport Code, engaged Mr Richard Burk of Traffic & Civil Services. His report accompanied the application and assessed any potential adverse impact on the traffic circulation, safety or network efficiency in the surrounding area. As is also a requirement, this Statement was forwarded to both Road Authorities for comment: Northern Midlands Council and the Department of State Growth (DSG) for comment. The DSG acknowledgement letter accompanied Mr Burk's Statement.

"Other concerns

• *Noise – The application states that the café will be open until 5pm. What times do the liquor licence extend to and how will the noise be controlled when a private function is occurring?"*

OUR REPLY: Liquor Licencing is a separate matter. However, the Development Application clearly states private function times. Noise control will be as per local Council & Policing requirements as they are for all venues and residents. The issuance of a liquor licence is a State matter and stipulates noise control measures.

• *What are the hours on the liquor licence?"*

OUR REPLY: Not relevant to this Development. The Liquor Licence is a separate matter. However, the Development Application does state function times for your reference.

• *What preventatives are in place to ensure that people don't linger after an event, and if they do, how will this affect environmental nuisance?"*

OUR REPLY: What preventatives do ANY local businesses put in place to ensure that people don't linger after an event? None. However, if there is no food, drinks, music or entertainment, there is no need for anyone to "linger". People will be asked to leave the premises quickly and quietly. Note there are no business or residents within the vicinity of the Bridge St parking area and property entry/exit point so impact is minimal. It is in the long-term business interests of the developers to ensure people do not create a nuisance after an event. This will be clearly stated at the time an event is booked as well as at the time of the event.

• *Lack of facilities – How are three toilets sufficient for 120 people? And when they are not, where will drunken people go? Outside on the pavement? This is not the image Campbell Town wants to present."*

OUR REPLY: Incorrect.

There are enough toilet facilities to accommodate the venue as per planning requirements for a venue of this size. Regarding *"where will drunken people go"* The owners/developers have no intention of having any *"drunken people"* as it is against licencing laws to serve any intoxicated

people. The owners/developers support responsible service of alcohol and both have completed the Responsible Service of Alcohol Course and had no breaches or issues with their previous Liquor Licence.

“• History – The owners of The Church have already tried and failed at a hospitality venture. With this in mind, how can it be reasonable to allow the significant visual detractor of the historic site when there is no evidence that the business will be successful?”

OUR REPLY: Incorrect.

“The owners of The Church have already tried and failed at a hospitality venue.” Not relevant to Development Application, however they will address this for your curiosity. The owners/developers previously opened a meeting and events venue at “The Hall” whilst they moved off site to allow this to occur. This hospitality venue was in fact very successful and regularly booked out for meetings most days and sold out for events. Its success encouraged them to move their business into the larger scope of The Church and grounds. Please refer to publicly available information on their website regarding your concerns of their evidence of success <https://thechurchtas.com.au/our-story>

“• There are several inconsistencies and unreconcilable statements within the application, particularly with regards to their understanding of business.”

OUR REPLY: No reply needed – unreferenced opinion, not a fact nor or a question. A development application does not assess a business plan and the Town Planners are not qualified to do so.

“• The definition of permanent. – The application loosely claims that the proposed structure (shipping containers) is temporary, and is therefore not subject to more rigorous requirements. If indeed it is plausible that the shipping containers are only temporary, what timeframe is applicable to moving them? If they must only be there for a specified time frame, what regulations are in place to ensure that once this time is up, the containers are indeed removed? Should they not be removed, what are the penalties?”

OUR REPLY: They are temporary in the sense that they can easily be removed from the property at any time if needed, returning the property easily to its previous state. There is no timeframe requirements, regulations regarding to time and no penalties necessity to ensure this.

“• Church pews – where are the historic church pews that Heritage stated could not be removed from the site and should be maintained? In order to determine just how committed the owners are for keeping within regulations, ask them to produce the pews to ensure that they have been retained and maintained as per requirements. If they cannot look after mere pews, how can they be expected to protect the historical significance of anything else?”

OUR REPLY: Incorrect.

Not relevant to this Development Application, however the owners/developers choose to address this for your curiosity: when they purchased The Church all pews except one were sold by the previous private owner. The remaining pew is being restored and will be used inside The Church. See photo below showing 1 Church pew against the wall in the background when property was handed over to the owners/developers by the sales agent.



“• From our understanding, the structure and foundations of the Church were questionable. Will a building report be required to ensure the safety of customers prior to opening? If not, why not?”

OUR REPLY: Incorrect.

Any issues with the existing structure and foundations are not assessed as a part of a Development Application for a Planning Permit.

“• Number of people – The Church stated on their website that they can accommodate large numbers of people. Where are these people going to sit? The Church itself can only accommodate a small amount of people, leaving many outside, increasing noise and potentially damaging the site itself.”

OUR REPLY: State and Local Government regulations stipulate how many people may be allowed within a building. This is based upon a number of factors that will be assessed as a part of the application for a Building and Plumbing Permit.

“• The application states it will have 320 vehicles per day coming and going from the site. How can this possibly be acceptable with regards to noise and street parking or to safety for road users

including pedestrians and cyclists? Surely multiple cars parked on nature strips and roadsides will prevent this?"

OUR REPLY: This is addressed in Traffic Impact Statement by TCS (Traffic & Civil Services) prepared by highly experienced Traffic Engineer, Richard Burk. The applicant has acknowledged they are unable to comply with this subclause and in accordance with subclause E6.3.1 of E6 Car Parking and Sustainable Transport Code, engaged Mr Richard Burk of Traffic & Civil Services. His report accompanied the application and assessed any potential adverse impact on the traffic circulation, safety or network efficiency in the surrounding area. As is also a requirement, this Statement was forwarded to both Road Authorities for comment: Northern Midlands Council and the Department of State Growth (DSG) for comment. The DSG acknowledgement letter accompanied Mr Burk's Statement.

"• The application states that there will be low crash exposure on Pedder and Bridge streets however the application does not meet the specific frameworks indicated. For example:

1. Bridge Street

a. specifies a low crash exposure for an estimated 100 vehicles per day. The application states that up to 320 vehicles will be expected.

b. In addition, the low crash severity is for a 40km/h speed environment. The speed on Bridge Street is 50km/h.

c. Low crash likelihood – the road is built to a suitable standard for the function of the road. The function of the road is for 100 vehicles per day NOT 320.

2. Pedder Street

a. specifies a low crash exposure for an estimated 100 vehicles per day. The application states that up to 320 vehicles will be expected.

b. In addition, the low crash severity is for a 40km/h speed environment. The speed on Bridge Street is 50km/h.

c. Low crash likelihood – the road is built to a suitable standard for the function of the road. The function of the road is for 100 vehicles per day NOT 320.

Both of these contravene E4.6.1 and actually states that the requirement is NOT satisfied."

OUR REPLY: This is addressed in Traffic Impact Statement by TCS (Traffic & Civil Services) prepared by highly experienced Traffic Engineer, Richard Burk.

"The owners of the Church have provided NO evidence that the aesthetics of the buildings will not detract from the historic site, nor are the plans in line with Heritage requirements. Their business proposal is fundamentally flawed and inconsistent with statistics regarding visitors to Campbell Town and the number of expected customers. As such, we vehemently oppose the application."

OUR REPLY: Incorrect.

The plans have been compiled in complete consultation with Heritage Tasmania. All evidence is contained within those plans.

NOTE: The Church has been closed and inaccessible to the public for over 25 years. The plans to open The Church will be the first time in over 25 years that it will be opened to, and be enjoyed by, locals, tourists, and the public in general. People have for many years expressed a keen interest in viewing and visiting the site. Importantly, also note that of all the residents who have attended this Church, have admired it over its 166 year history, who have strong history in the area, have lived in this community for many years, generations and even several families who have lived here for 8 generations since first white settlement, of these, NOT ONE has objected to this development, to the contrary are very supportive.

Note also that this property is privately owned by the owners/developers and the development is at their expense, with no public moneys being used, so at no expense to the community or anyone except themselves. It will be an outstanding attraction for the local community and tourists alike. It will bring much needed employment to this area including opportunities for employing those with disabilities or those wanting to obtain traineeships and apprenticeships in the hospitality, business, and event management fields. Local suppliers, producers and makers will be greatly supported and benefit from the use of their supplies and the selling of them in their online and onsite store as well as through their gift and food hampers. Their business experience has shown us that when communities and other businesses work together it is to the benefit of all, creating a positive, productive, and supportive environment where everyone can thrive and benefit, especially in small rural communities.

Exhibited

This planning application is open for
public comment until
15 May 2023

This application is being assessed under the Tasmanian
Planning Scheme - Northern Midlands

Reference no	PLN-23-0056
Site	7 LAYCOCK STREET LONGFORD
Proposed Development	2 x Multiple Dwellings (Vary site area per dwelling; roof form and materials; wall materials; windows; frontage fences; and car parking numbers)
Zone	8.0 General Residential - S6.0 Longford Specific Area Plan, C16.0 Safeguarding of Airports - Obstacle Limitation Area
Use class	Residential – Multiple Dwellings
Development Status	Discretionary

Written representations may be made during this time to the General Manager;
mailed to PO Box 156, Longford, Tasmania 7301,
delivered to Council offices or
a pdf letter emailed to planning@nmc.tas.gov.au

(no special form required)

Exhibited

PLANNING APPLICATION Proposal

Description of proposal: **Construction and use of a second dwelling including widening of existing vehicle crossing.**

.....
.....
.....

(attach additional sheets if necessary)

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

1..... 2..... 3.....

Site address: **7 Laycock Street, Longford**

.....

CT no: **184621/10**

Estimated cost of project \$ **250,000.00** *(include cost of landscaping, car parks etc for commercial/industrial uses)*

Are there any existing buildings on this property? Yes / ~~No~~
If yes – main building is used as **single dwelling**

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

.....
.....
.....

(attach additional sheets if necessary)

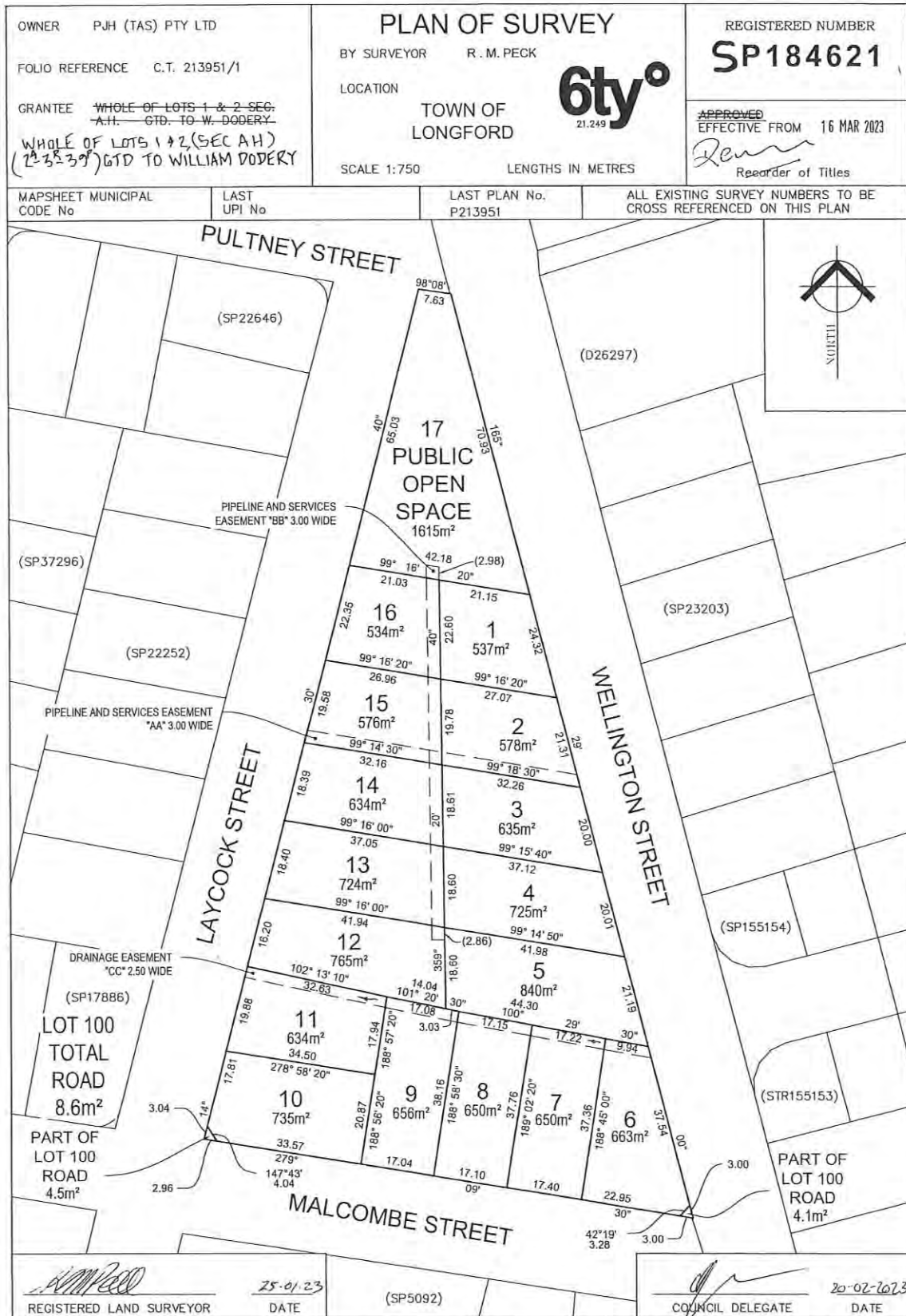
Is any signage required? **No** *(if yes, provide details)*



FOLIO PLAN
RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

Exhibited



Proposed Multiple Dwellings

at

Lot 10, 7 Laycock Street, Longford

for

PJH (TAS) PTY LTD

Project No.

23004

Drawings:

- Ap01 Site Plan
- Ap02 Strata Plan
- Ap03 Floor Plan
- Ap04 Elevations
- Ap05 3D Representation
- Ap06 Concept Servicing Plan

Issue:

For Approval

Exhibited

Received
14/04/2023

coactive
building design

Mark Benson, Lic. 914874147 | ABN 55 657 809 151
Level 2, 93 York Street, Launceston TAS 7250
Email: info@coactivebuildingdesign.com.au
Phone: 0455 667 747 | coactivebuildingdesign.com.au

Exhibited

Received
14/04/2023



Site Plan
Scale 1:200

coactive
building design
Mark Benson Lic: 916876147 | ABN 55 657 809 151
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Proposed Multiple Dwellings
at
Lot 10, 7 Laycock Street, Longford
for
PJH (TAS) PTY LTD

REV.	DATE	DESCRIPTION	MR MB	MR MB	MR MB
A3	14/04/23	Response to request for information			
A2	30/03/23	Response to request for information			
A1	27/03/23	Response to request for information			

ISSUED FOR APPROVAL

DESIGNED: MJB
DRAWN: MJB
CHECKED: -
SCALE: 1:200 @ A3

DATE: 14/04/23
PROJECT NO: 23004
DRAWING NO: Ap01
REV: A3

UNLESS OTHERWISE SPECIFIED, ALL DIMENSIONS ARE IN METRES. ALL DIMENSIONS SHALL BE TAKEN TO THE FACE UNLESS OTHERWISE SPECIFIED. THE DRAWING AND ITS CONTENTS SHALL BE THE PROPERTY OF COACTIVE BUILDING DESIGN. THE DRAWING AND ITS CONTENTS MAY NOT BE REPRODUCED, COPIED OR REPRODUCED IN ANY MANNER WITHOUT THE WRITTEN PERMISSION FROM COACTIVE BUILDING DESIGN.

Exhibited

Received
14/04/2023



Strata Plan
Scale 1:200

coactive
building design
Mark Benson Lic. 914876147 | ABN 55 657 809 151
Level 2, 93 York Street, Launceston TAS 7250
Email: info@coactivebuildingdesign.com.au
Phone: 0455 669 949 | coactivebuildingdesign.com.au

Proposed Multiple Dwellings
at
Lot 10, 7 Laycock Street, Longford
for
PJH (TAS) PTY LTD

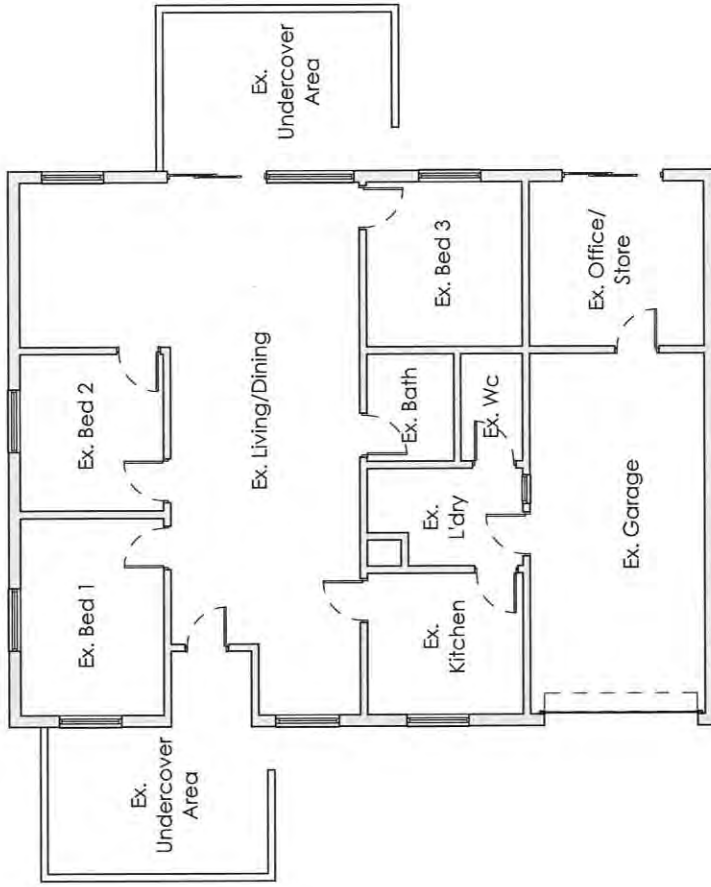
REV.	DATE	DESCRIPTION	MB	PT
A1	28.03.23	Development Application		

ISSUED FOR APPROVAL
DESIGNED: MJB
DRAWING NO: 23004
PROJECT NO: Ap02
SCALE: 1:200 @ A3
CHECKED: -
DATE: -
DRAWING TITLE: Strata Plan
PROJECT NO: 23004
DRAWING NO: Ap02
REV: A1
NORTH

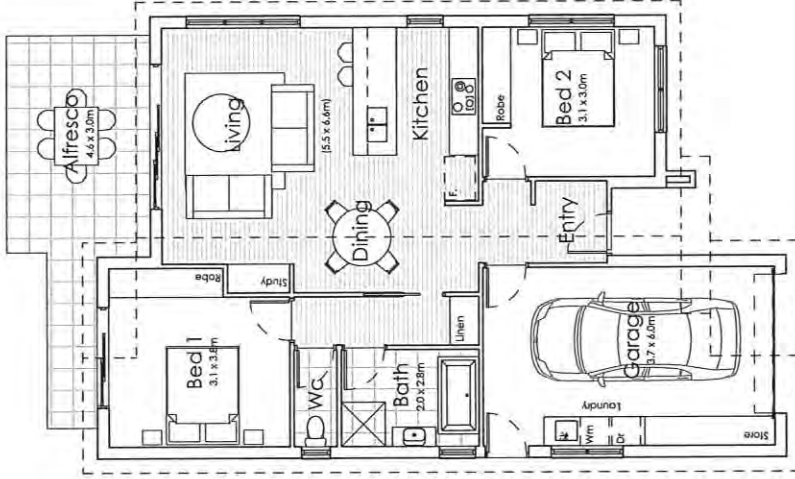
ALL WORK SHALL BE CHECKED AGAINST THE BUILDING CODE OF AUSTRALIA, APPLICABLE AUSTRALIAN STANDARDS & LOCAL AUTHORITY REQUIREMENTS. COMPRISE OF THE DRAWING AND ALL OF ITS CONTENTS REMAIN THE PROPERTY OF COACTIVE BUILDING DESIGN. THE DRAWING AND ITS CONTENTS MAY NOT BE REPRODUCED, COPIED OR REPRODUCED IN PART OR WHOLY, WITHOUT THE WRITTEN PERMISSION FROM COACTIVE BUILDING DESIGN. DRAWINGS ARE ALL IN MILLIMETERS. DO NOT SCALE. CHECK AND VERIFY ALL DIMENSIONS ON SITE.

Exhibited

Received
14/04/2023



Existing Dwelling
Floor Plan
Scale 1:100



Proposed Dwelling
Floor Plan
Scale 1:100

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Proposed Multiple Dwellings
at
Lot 10, 7 Laycock Street, Longford
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PJH (TAS) PTY LTD

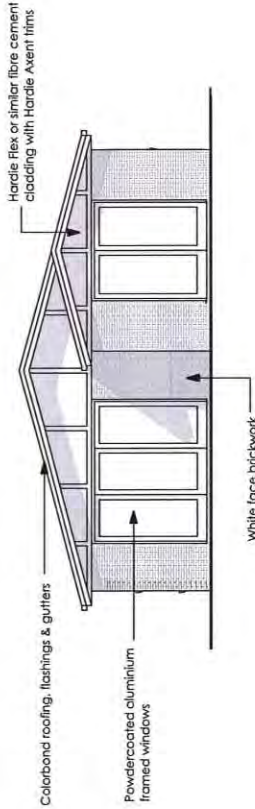
REV.	DATE	DESCRIPTION	MB	PT
A1	26.03.23	Development Application		

ISSUED FOR APPROVAL		SCALE
DESIGNED BY: NLSB	CHECKED BY: MJB	1:100 @ A3
DRAWING TITLE: Floor Plan	DRAWING NO: 23004	DATE: 14/04/23
PROJECT NO: 23004	PROJECT NAME: Ap03	PROJECT REF: A1

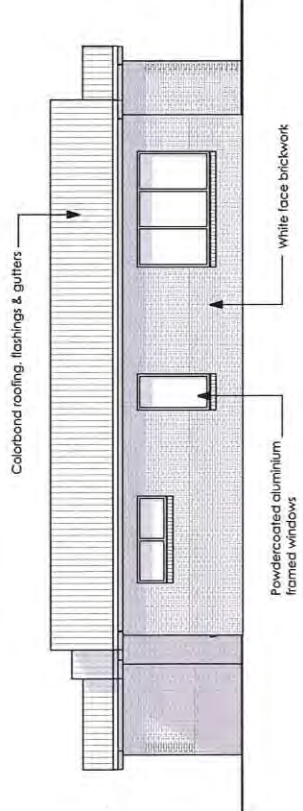
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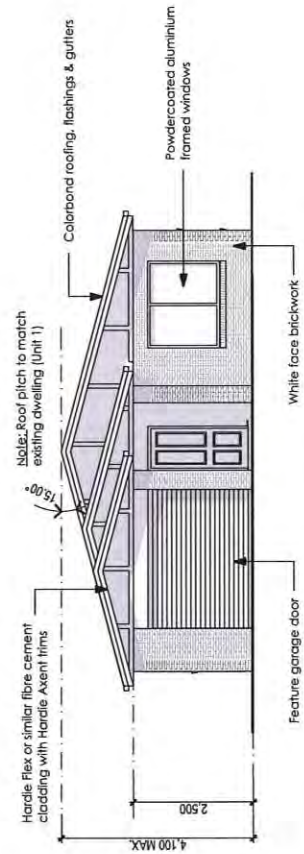
Received
14/04/2023



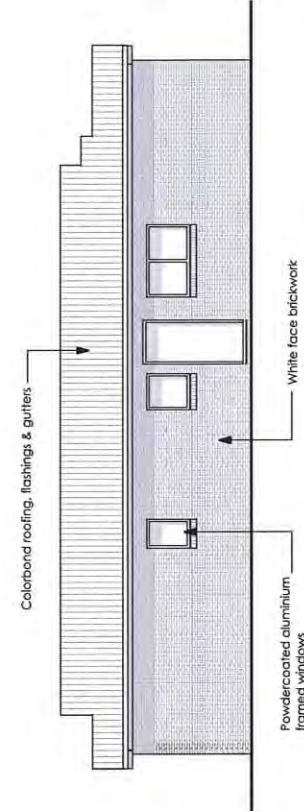
North Elevation
Scale 1:100



East Elevation
Scale 1:100



South Elevation
Scale 1:100



West Elevation
Scale 1:100

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Proposed Multiple Dwellings
at
Lot 10, 7 Laycock Street, Longford
for
PJH (TAS) PTY LTD

ISSUED FOR APPROVAL		SCALE	1:100 @ A3
DATE:	20.03.23	DRAWN:	MJB
REV.	A1	CHECKED:	
DATE		DATE	
DESCRIPTION	Development Application	NO.	
MB		REV.	
NO.		DATE	
DESCRIPTION		NO.	
DATE		NO.	
DESCRIPTION		NO.	

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**Received
14/04/2023**



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Proposed Multiple Dwellings
at
Lot 10, 7 Laycock Street, Longford
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PJH (TAS) PTY LTD

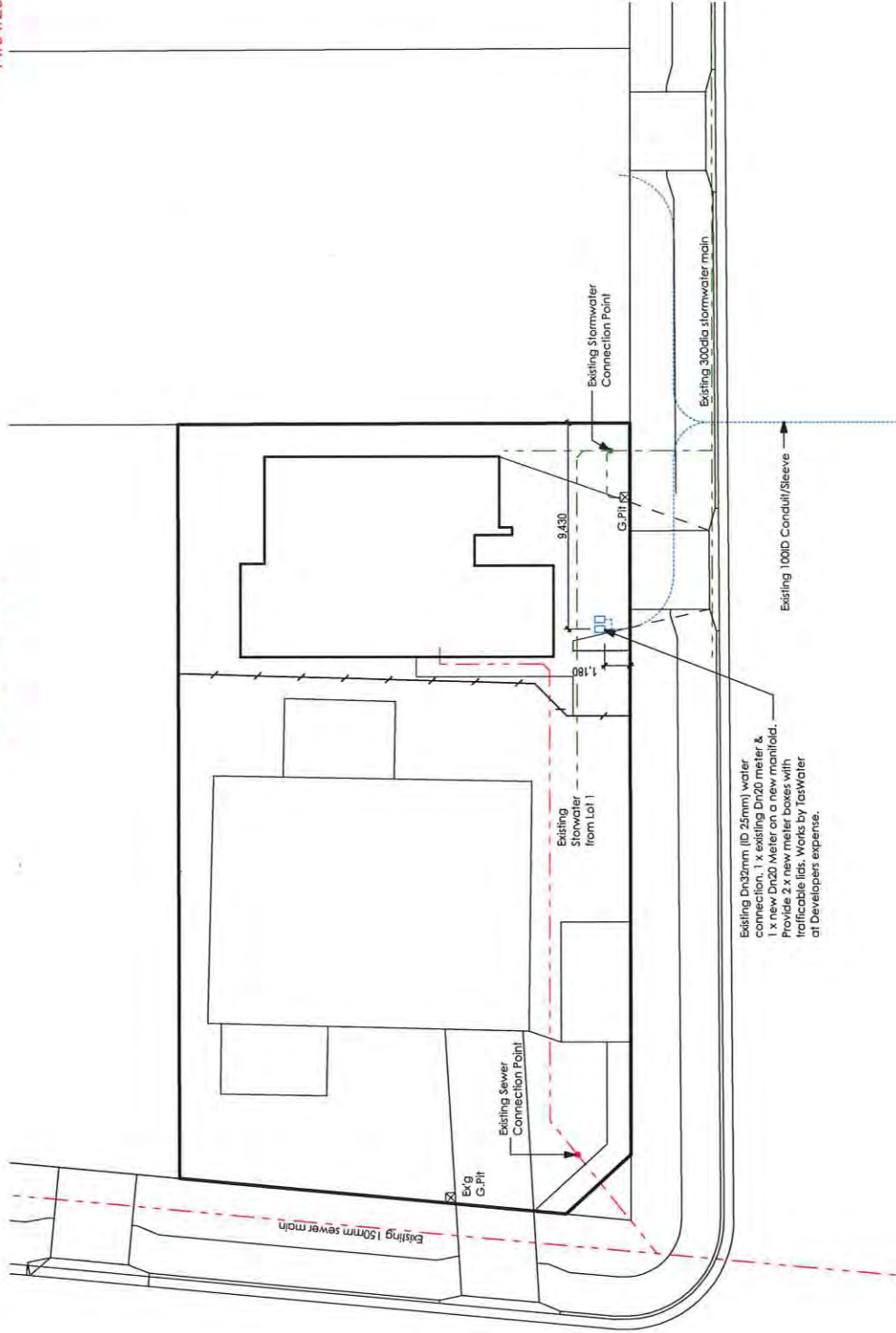
ISSUED FOR APPROVAL
DISC'D: MJB DRAWN: MJB CHECKED: SCALE: 1:2 @ A3
DRAWING TITLE: 3D Representation DRAWING NO: 23004 PROJECT NO: Ap05 REV: A1

REV	DATE	DESCRIPTION	MR	PK
A1	26.03.23	Development Application		

DATE ISSUED FOR APPROVAL: 14/04/2023. ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH THE BUILDING CODE OF AUSTRALIA. APPLICABLE AUSTRALIAN STANDARDS, LOCAL AUTHORITIES REGULATIONS. COPYRIGHT IS RETAINED AND ALL OF THE CONTENT REMAINS THE PROPERTY OF COACTIVE BUILDING DESIGN. THE DRAWING AND ITS CONTENTS MAY NOT BE REPRODUCED, COPIED OR REPRODUCED IN ANY FORM WITHOUT THE WRITTEN PERMISSION FROM COACTIVE BUILDING DESIGN.

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Concept Servicing Plan
Scale 1:200

coactive
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Proposed Multiple Dwellings
at
Lot 10, 7 Laycock Street, Longford
for
PJH (TAS) PTY LTD

ISSUED FOR APPROVAL
DRAWN: MJB
CHECKED: MJB
SCALE: 1:200 @ A3
DATE: 14/04/23
RESPONSE TO BE PROVIDED BY: DESCRIPTION: DATE: MK: A2
DRAWING TITLE: Concept Servicing Plan
DRAWING NO: 23004
PROJECT NO: Ap06
REV: A2

ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE BUILDING CODE OF AUSTRALIA, APPLICABLE AUSTRALIAN STANDARDS & LOCAL AUTHORITY REQUIREMENTS. COPYRIGHT IN THE DRAWING IS THE PROPERTY OF COACTIVE BUILDING DESIGN. THE DRAWING AND ITS CONTENTS ARE NOT TO BE REPRODUCED, COPIED OR REPRODUCED IN PART OR WHOLLY, WITHOUT THE WRITTEN PERMISSION FROM COACTIVE BUILDING DESIGN.

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14/04/2023

Our Ref: 23.050

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14 April 2023

Ryan Robinson
Planner
Northern Midlands Council
By email: planning@nmc.tas.gov.au

6ty Pty Ltd
ABN 27 014 609 900

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W 6ty.com.au
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Tamar Suite 103
The Charles
287 Charles Street
Launceston 7250
P (03) 6332 3300

57 Best Street
PO Box 1202
Devonport 7310
P (03) 6424 7161

Dear Ryan,

**DEVELOPMENT APPLICATION - RESPONSE TO FURTHER INFORMATION
REQUEST – PLN-23-0056 – 7 LAYCOCK STREET, LONGFORD**

I refer to your request for further information dated 5 April 2023. This letter provides information in response to the items raised within your letter.

Our response should be read in conjunction with the following architectural drawings prepared by **Coactive Building Design** with **Project No. 23004**:

Title	Drawing No.	Rev.	Date
Site Plan	Ap01	A3	14.04.23
Strata Plan	Ap02	A1	28.03.23
Floor Plan	Ap03	A1	28.03.23
Elevations	Ap04	A1	28.03.23
3D Representation	Ap05	A1	28.03.23
Concept Servicing Plan	Ap06	A2	14.04.23

Requested Item 1

A response to the provisions of Clause C2.5.1 P1.2.

6ty° Response

The Site Plan has been amended to show a visitor parking space within the extended driveway of the existing dwelling which will be contained in Strata Lot 1. Notwithstanding Table C2.1 calls for 1 **dedicated** visitor parking space.

The term 'dedicated' is taken to mean that the visitor parking space will be dedicated and readily accessible to all dwellings within a multiple dwelling development. In this instance, the existing dwelling contained in Strata Lot 1 and the proposed dwelling to be contained in Strata Lot 2 will be separated by a solid fence without an access gate and will be accessed from separate and different frontages.

As such, the proposed visitor parking space will effectively function as a private parking space for the existing dwelling which will dissuade its use by visitors of the proposed dwelling. Accordingly, the visitor parking space is not considered to be a dedicated parking space, enlivening Performance Criteria C2.5.1 P1.2.

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Clause C2.5.1 Car parking numbers – Performance Criteria P1.2Objective:

That an appropriate level of car parking spaces are provided to meet the needs of the use.

Performance Criteria Assessment:**Performance Criteria P1.2**

The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to:

Subclause	Assessment
(a) the nature and intensity of the use and car parking required;	<p><i>The proposed use will result in two dwellings being located on the site. The nature of the use within the context of the configuration of the site is not typical for multiple dwelling development. In this regard, typical multiple dwelling development align dwellings in a row or rows one behind the other relative to the frontage boundary with a linear access and parking area to the side or in the middle of rows of dwellings. This arrangement generally necessitates a common area to be provided for vehicle access and parking which can be used by all dwellings within the specific development. This allows a dedicated parking space to be provided within the common area in a location that is readily accessible by all dwellings.</i></p> <p><i>In the case of the site, it is a corner lot which results in each dwelling having at least one frontage to a road. This (generally) removes the need to provide common area for vehicle access and parking on the basis that each dwelling within the development can be accessed directly from a road which, in the case of the site, will be Laycock Street for the existing dwelling and Malcombe Street for the proposed dwelling. This has the effect of each dwelling having the nature of a single dwelling rather than a multiple dwelling. Single dwellings are not required to provide a dedicated visitor parking space.</i></p> <p><i>In this instance, each dwelling will be provided with 2 dedicated on-site resident parking spaces which satisfies the requirements of Table C2.1 for dwelling parking spaces. The proposed number of car parking spaces for each dwelling will therefore meet the reasonable needs of the intensity of the proposed use with respect to resident parking.</i></p>

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Performance Criteria P1.2	
The number of car parking spaces for dwellings must meet the reasonable needs of the use, having regard to:	
Subclause	Assessment
(b) the size of the dwelling and the number of bedrooms; and	<p><i>The existing dwelling will be provided with a dedicated vehicle parking space which will meet the reasonable needs of the dwelling with respect to dedicated on-site visitor parking.</i></p> <p><i>Visitor parking associated with the proposed dwelling is able to be absorbed within Malcombe Street which has ample on-street parking availability, the pavement of which has recently been widened to facilitate the subdivision that created the lot that is the site. In this regard, the section of Malcombe Street adjacent to the site has a pavement width of approximately 11m between each kerb which provide adequate width for on-street parking. Malcombe Street is also straight and unaffected by topography which minimises traffic impediments associated with on-street parking. It is considered that the intensity of the use of visitor parking associated with the proposed dwelling will be infrequent and occasional and is capable of being accommodated within the street on this basis.</i></p> <p><i>The existing dwelling has 3 bedrooms and the proposed dwelling will have 2 bedrooms. Irrespective of the number of bedrooms, Table C2.1 requires a minimum of 2 parking spaces per dwelling. In this case, each dwelling will be provided with a minimum of 2 parking spaces. Accordingly, the number of car parking spaces for the size of each dwelling and the number of bedrooms will meet the reasonable needs for the residents of each dwelling within the context of Table C2.1.</i></p>
(c) the pattern of parking in the surrounding area.	<p><i>Observations from a site visit and desktop analysis indicates that most, if not all, lots within the surrounding area accommodate parking on-site indicating that there is minimal reliance on on-street parking which suggests that there is a sufficient supply of on-street parking within the surrounding area. It is common in residential environments for visitors to park on the street adjacent to, or in the vicinity of, the dwelling they are visiting. Accordingly, allowing visitor parking within Malcombe Street will not be incongruous with the pattern of parking in the surrounding area within the context of suburban settings.</i></p>

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Requested Item 2

A response to the provisions of Clause C2.6.1 (including updated site plans showing drainage or the driveway, and specification of the material to be used for the driveway construction.

6ty° Response

C2.6 Development Standards for Buildings and Works		
Clause	Assessment	Compliance
C2.6.1 Construction of parking areas		
A1	<p>All parking, access ways, manoeuvring and circulation spaces must:</p> <p>(a) be constructed with a durable all weather pavement;</p> <p>(b) be drained to the public stormwater system, or contain stormwater on the site; and</p>	<p>Complies with Acceptable Solution.</p> <p>Complies with Acceptable Solution.</p>

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C2.6 Development Standards for Buildings and Works		
Clause	Assessment	Compliance
(c) excluding all uses in the Rural Zone, Agriculture Zone, Landscape Conservation Zone, Environmental Management Zone, Recreation Zone and Open Space Zone, be surfaced by a spray seal, asphalt, concrete, pavers or equivalent material to restrict abrasion from traffic and minimise entry of water to the pavement.	<p>generated by the proposed visitor car parking area will be drained to the public stormwater and managed on-site.</p> <p>The use of permeable pavers and feature gravel within paver spacings will restrict abrasion from traffic and will minimise entry of water into the pavement. It is noted that the paving surface is only required to minimise the entry of water into the pavement rather than completely prevent the entry of water into the pavement altogether.</p>	Complies with Acceptable Solution.

Miscellaneous

Status of existing frontage fence.

6ty° Response

The existing colourbond fence along the Laycock Street and Malcombe Street frontages effectively replaced an existing solid timber paling fence that had a height of approximately 1.5m (refer to Figure 1).

Figure 1 - previous solid timber paling frontage fence.



The lower parts of the existing colourbond fence on the Laycock Street frontage, including the truncation with Malcombe Street, are approximately 1.5m in height and the higher parts of the colourbond fence along the Malcombe Street frontage are approximately 1.8m. (refer to Figure 2).

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14/04/2023



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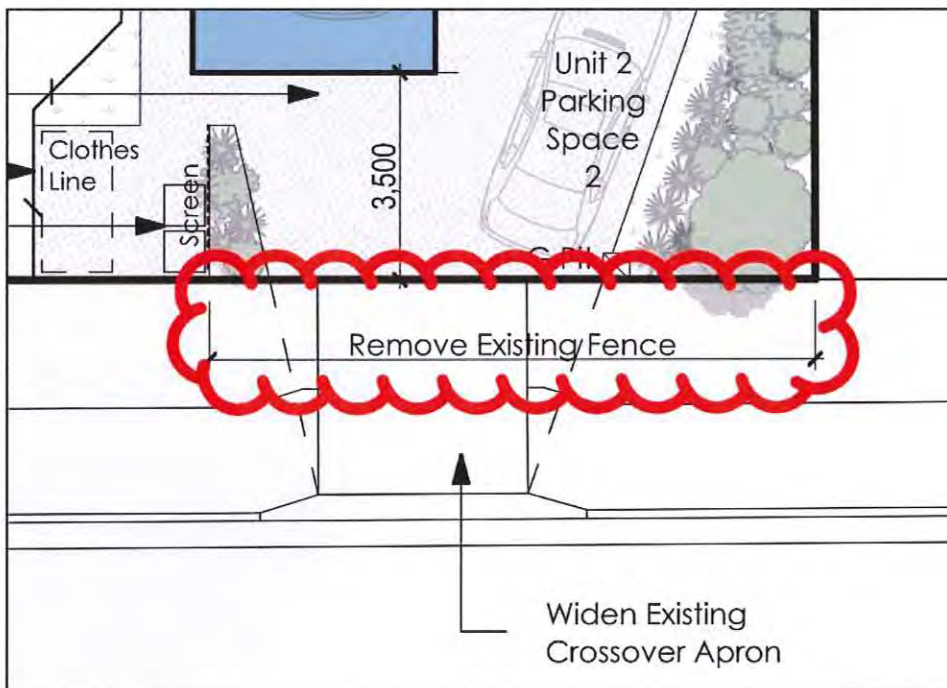
Figure 2 - existing colourbond fence.



The existing fence, as constructed, does not satisfy Acceptable Solution 8.4.7 of the Scheme, or the corresponding exemption for frontage fences in Table 4.6 of the Scheme. Accordingly, assessment against Performance Criteria 8.4.7 P1 is therefore required.

It is noted that the colourbond fence along the frontage of the proposed dwelling contained in Strata Lot 2 will be removed for the extent shown on the Site Plan and reproduced in Figure 3 below.

Figure 3 - existing fence to be removed along the Malcombe Street frontage.



Clause 8.4.7 Frontage fences for all dwellings – Performance Criteria P1

Objective:

The height and transparency of frontage fences:

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- (a) provides adequate privacy and security for residents;
- (b) allows the potential for mutual passive surveillance between the road and the dwelling; and
- (c) is reasonably consistent with that on adjoining properties.

Performance Criteria Assessment:

Performance Criteria P1	
A fence (including a free-standing wall) for a dwelling within 4.5m of a frontage must:	
Subclause	Assessment
(a) provide for security and privacy while allowing for passive surveillance of the road; and	<p><i>With respect to the Laycock Street frontage, the fence will provide security between existing dwelling and frontage. Passive surveillance between the dwelling and the road will primarily be provided between the gap in the driveway which provides direct and oblique views between the dwelling and road.</i></p> <p><i>With respect to the Malcombe Street frontage, the existing fence will afford privacy to the area of private open space associated with the existing dwelling and Malcombe Street. Passive surveillance along this frontage will be provided between the section of fence to be removed either side of the driveway which will provide direct views between the front of the proposed dwelling and road.</i></p>
(b) be compatible with the height and transparency of fences in the street, having regard to:	<p><i>The existing fence is in harmony and broad correspondence with the height and transparency of frontage fences along Laycock and Malcombe Streets. The fence matches an existing fence at 4 Malcombe Street, which is opposite the site on the Laycock Street frontage (refer to Figure 4). More broadly, Malcombe Street includes a variety of fence types with altering levels of height and transparency. Notably, the street includes solid fences above 1.2m. On this basis, the existing fence is considered to be compatible with the height and transparency of fences along Malcombe Street and Laycock Street.</i></p>
(i) the topography of the site; and	<p><i>The topography of the site does not have a direct impact upon the height of the fence.</i></p>
(ii) traffic volumes on the adjoining road.	<p><i>Traffic volumes on Malcolm Street and Laycock Street do not have a direct impact upon the height of the fence.</i></p>

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Performance Criteria P1

A fence (including a free-standing wall) for a dwelling within 4.5m of a frontage must:

Subclause	Assessment
-----------	------------

Figure 4 - existing fence of a similar height and transparency located at 4 Malcombe Street which is opposite the site on the Laycock Street frontage.



Please do not hesitate to contact me should you require any further information.

Yours faithfully
6ty° Pty Ltd

George Walker
Director/Planning Consultant



Our ref: 6733133; PLN-23-0056;
Enquiries: Ryan Robinson

5/04/2023

P.O. Box 63
RIVERSIDE 7250
via email: gwalker@6ty.com.au

Dear 6ty° Pty Ltd

Additional Information Required for Planning Application PLN-23-0056 - 2 x Multiple Dwellings at 7 Laycock Street, Longford

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

1. A response to the provisions of Clause C2.5.1 P1.2
2. A response to the provisions of Clause C2.6.1 (including updated site plans showing drainage of the driveway, and specification of the material to be used for the driveway construction)

Therefore, in accordance with Section 54 of the *Land Use Planning and Approvals Act 1993*, the statutory period for processing the application will not recommence until the requested information has been supplied to the satisfaction of the Planning Authority. It is a requirement of the Planning Authority that all correspondence, if emailed, is sent to planning@nmc.tas.gov.au and referenced with the planning application number PLN-23-0056. If you have any queries, please contact Council's Planning Section on 6397 7301, or e-mail planning@nmc.tas.gov.au

Yours sincerely,

Ryan Robinson
Planner



Request for Additional Information

For Planning Authority Notice

Council Planning Permit No.	PLN-23-0056	Application date	5/04/2023
TasWater details			
TasWater Reference No.	TWDA 2023/00433-NMC	Date of response	13/04/2023
TasWater Contact	Robert Stapleton	Phone No.	0417279866
Response issued to			
Council name	NORTHERN MIDLANDS COUNCIL		
Contact details	Planning@nmc.tas.gov.au		
Development details			
Address	7 LAYCOCK ST, LONGFORD	Property ID (PID)	6733133
Description of development	Multiple Dwellings x 2 (CT: 184621/10)	Stage No.	
Additional information required			
Additional information is required to process your request. To enable assessment to continue please submit the following:			
1. Please provide a concept servicing plan for water & sewer services which shows the following:			
<ol style="list-style-type: none"> a. The exact location of the existing property water & sewer connection(s). b. The required location of property water & sewer connection(s) accurately dimensioned relative to the existing/proposed boundaries noting that: <ol style="list-style-type: none"> i. One sewer and one water property service connection must be provided to a strata. ii. The property water service must be sized appropriately and located just inside the property boundary at the road frontage in accordance with the standard property connection details contained in TasWater's Water Metering Guidelines. iii. The sewer property service connections must be sized appropriately and must be located at the low point of the lot just inside the property boundary. iv. Redundant connections must be shown to be cut and sealed. 			
Advice			
Service Locations			
Please note that the developer is responsible for arranging to locate the existing TasWater infrastructure and clearly showing it on the drawings. Existing TasWater infrastructure may be located by a surveyor and/or a private contractor engaged at the developers cost to locate the infrastructure.			
<ul style="list-style-type: none"> • A permit is required to work within TasWater's easements or in the vicinity of its infrastructure. Further information can be obtained from TasWater • TasWater has listed a number of service providers who can provide asset detection and location services should you require it. Visit www.taswater.com.au/Development/Service-location for a list of companies • Sewer drainage plans or Inspection Openings (IO) for residential properties are available from your local council. 			
To view our assets, all you need to do is follow these steps:			
<ol style="list-style-type: none"> 1) Open up webpage - http://maps.thelist.tas.gov.au/listmap/app/list/map 2) Click 'Layers' 			



- 3) Click 'Add Layer'
- 4) Scroll down to 'Infrastructure and Utilities' in the Manage Layers window, then add the appropriate layers.
- 5) Search for property
- 6) Click on the asset to reveal its properties

TASWATER CONTACT DETAILS

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

Infrastructure Plan - TWDA 2023/00433-NMC - 7 LAYCOCK ST,
LONGFORD

13/4/2023



TasWater Infrastructure	Private Infrastructure	Abandoned Infrastructure	NOTE:
Water Reticulation Main	Water Mains - Private	Water Abandoned Line	The representation of the TasWater assets shown on this map was derived from data supplied by TasWater. TasWater makes no representation as to the accuracy or completeness of the assets shown on this map.
Stormwater Rising Main	Stormwater Gravity Main - Private	Sewer Abandoned Line	
Stormwater Gravity Reticulation Main	Sewer Pressurised Mains - Private	Recycled Water Abandoned Line	
Sewer Pressure Reticulation Main	Sewer Gravity Mains - Private		
Sewer Rising Main	Recycled Water Mains - Private		
Sewer Gravity Reticulation Main			
Recycled Water Distribution Main			





Submission to Planning Authority Notice

Council Planning Permit No.	PLN-23-0056	Council notice date	5/04/2023
TasWater details			
TasWater Reference No.	TWDA 2023/00433-NMC	Date of response	26/04/2023
TasWater Contact	Robert Stapleton	Phone No.	0417279866
Response issued to			
Council name	NORTHERN MIDLANDS COUNCIL		
Contact details	Planning@nmc.tas.gov.au		
Development details			
Address	7 LAYCOCK ST, LONGFORD	Property ID (PID)	6733133
Description of development	Multiple Dwellings x 2 (CT: 184621/10)		
Schedule of drawings/documents			
Prepared by	Drawing/document No.	Revision No.	Date of Issue
Coactive Building Design	"Concept Servicing Plan" / Proj: 23004 – Dwg: Ap06	A2	14/04/2023
Conditions			
SUBMISSION TO PLANNING AUTHORITY NOTICE OF PLANNING APPLICATION REFERRAL			
Pursuant to the <i>Water and Sewerage Industry Act 2008 (TAS)</i> Section 56P(1) TasWater imposes the following conditions on the permit for this application:			
CONNECTIONS, METERING & BACKFLOW			
1. A suitably sized water supply with metered connections and sewerage system and connection to the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit.			
Advice: Water meters located within vehicle manoeuvring areas must be housed in trafficable boxes "loose" supplied by TasWater and installed by the developer's contractor to match the FSL.			
2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost.			
3. Prior to commencing construction of the development, any water connection utilised for construction must have a backflow prevention device and water meter installed, to the satisfaction of TasWater.			
DEVELOPMENT ASSESSMENT FEES			
4. The applicant or landowner as the case may be, must pay a development assessment fee of \$226.71, to TasWater, as approved by the Economic Regulator and the fee will be indexed, until the date paid to TasWater.			
The payment is required within 30 days of the issue of an invoice by TasWater.			



Advice			
General			
For information on TasWater development standards, please visit https://www.taswater.com.au/building-and-development/technical-standards			
For application forms please visit https://www.taswater.com.au/building-and-development/development-application-form			
Service Locations			
Please note that the developer is responsible for arranging to locate the existing TasWater infrastructure and clearly showing it on the drawings. Existing TasWater infrastructure may be located by a surveyor and/or a private contractor engaged at the developers cost to locate the infrastructure.			
(a) A permit is required to work within TasWater’s easements or in the vicinity of its infrastructure. Further information can be obtained from TasWater.			
(b) TasWater has listed a number of service providers who can provide asset detection and location services should you require it. Visit www.taswater.com.au/Development/Service-location for a list of companies.			
(c) Sewer drainage plans or Inspection Openings (IO) for residential properties are available from your local council.			
Declaration			
The drawings/documents and conditions stated above constitute TasWater’s Submission to Planning Authority Notice.			
TasWater Contact Details			
Phone	13 6992	Email	development@taswater.com.au
Mail	GPO Box 1393 Hobart TAS 7001	Web	www.taswater.com.au

Exhibited

This planning application is open for
public comment until
09 May 2023

This application is being assessed under the Tasmanian
Planning Scheme - Northern Midlands

Reference no	PLN-23-0042
Site	17 BULWER STREET LONGFORD
Proposed Development	Multiple Dwellings x 3 (3 New) including Demolition of Existing Shed (Staged) (Longford SAP)
Zone	8.0 General Residential - S6.0 Longford Specific Area Plan, C16.0 Safeguarding of Airports - Obstacle Limitation Area
Use class	Residential – Multiple Dwellings
Development Status	Discretionary

Written representations may be made during this time to the General Manager;
mailed to PO Box 156, Longford, Tasmania 7301,
delivered to Council offices or
a pdf letter emailed to planning@nmc.tas.gov.au

(no special form required)

Exhibited

PLANNING APPLICATION Proposal

Description of proposal: 3 New units

DEMOLISH EXISTING GARAGE

(attach additional sheets if necessary)

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

1..... 2..... 3.....

Site address: Lot 3/19 Bulwer St, Longford

CT no: 101436/7

Estimated cost of project \$1,000,000 (include cost of landscaping, car parks etc for commercial/industrial uses)

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

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

I would like to have the visitor parking on the street if possible.

It would make a much larger open outdoor area for unit 1 if
...this is approved

(attach additional sheets if necessary)

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

FOLIO PLAN
RECORDER OF TITLES

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Issued Pursuant to the Land Titles Act 1980



ADORN DRAFTING

Received
28.03.2023



STEPHEN LAWES

Mbl 0413 235 160
stephenlawes@aapt.net.au

ACCREDITED
BUILDING
DESIGNER
CC 4667 J
CATEGORY ABP 1

Additional Information Required for Planning Application PLN-23-0042

Multiple Dwellings x 3 (3 New) including Demolition of Existing Shed (Staged) at 17 Bulwer Street, Longford

- Fence details are now shown on site plan.
- Retaining wall has been deleted, floor level has been raised.

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P3 8.4.2 -

(a) The proposal will not cause significant loss of sunlight to habitable rooms, increase shade significantly to open out outdoor areas of adjoining properties.

(b) The proposed development has no close buildings in proximity to adjoining properties for the majority of the boundaries where we propose to be closer than the 1.5 metres separation required.

The exception is 15 Bulwer St, this will not cause an unreasonable reduction in sunlight and this portion of the boundary is already obscured with existing established trees.

We think this is consistent with many other building in the area that are quite close to their boundaries.



Left of picture , boundary between 17 and 15 Bulwer St.

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Plan view of adjoining properties.

- Open outdoor areas have now been delineated on site plan.

- **P1 8.4.4** In relation to loss of sunlight to the open outdoor area, this will be minimal.

There is significant over all distance between the North face of unit 3 and the South face of unit 2 - and also the North face of unit 2 to and South face of unit 1, approximately 6.5 meters.

The slope of the land, rising to the South, and the fact that the rooves of the units to the North, in each case, fall away to the South will minimize any shadowing.

In fact it will not add that much more shade than the 2100 mm high fence will create.

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Also, there will be ample direct sunlight from the North East in the morning and the North West in the afternoon.

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- P1 8.4.7 Fence design has been added to site plan.

The fence will provide security and privacy to the open outdoor area while still allowing visibility out to the street.

It will be just slightly higher than the fence on the opposite side of the street , will have transparency and will not run the entire length of the front boundary so is compatible with the site.

Also there is good visibility for exiting traffic.

Visitor parking.

We would like to propose that allowing visitor parking to be on the street.

Its quite a wide with long distances between crossovers on both sides of the street so there is ample availability for parking in close proximity to the site.

The area that would be used to park is not likely to change over time.

Its is not a main road so would be quite safe for street parking etc.

It would be possible to decrease the area of unit 1 to allow for parking but I believe that using that are of outdoor space of for the occupants would be a much better use of the space,



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P1 NOR - S6.7.1

(a)

It appears that there are several developments in the area that have been approved with less than the 400 m² per dwelling that is required.

Therefore it is compatible with other developments in the area, 3-5 Tasmania St is one example and 27 Lewis St is another.



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NOR - S6.7.1

In relation to this requirement, I do not believe the roof design will detract from the existing streetscape.

Several other houses in the street have gables facing the sides with a sloping plane toward the street. some in metal.

The front unit , most visible, is a significant distance from the front boundary, approximately 8.5 meters

While its not quite a traditional roof as shown in the diagrams in Figure NOR- S6.7.2 A1, the split roof it is quite some distance from the front and not overly visible.

P1 NOR - S6.7.4

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In regards to cladding, there is only a small portion of the walls that are not brick veneer.
If the vertical cladding is deemed unacceptable, we could change it to a cement weatherboard product if necessary.

P1 NOR - S6.7.4

All windows , other than the garage window, are now a minimum of 300 mm from the eaves.
This has been noted on the garage wall elevations.

P1 NOR - S6.7.4

Table C6.2

- (a) The windows proposed are in keeping with many other nearby houses, two examples are shown below.
- (b) They are keeping in the style of the building.
- (c) Will have brick sills protruding as per normal brick wall sills.
- (d) Will have clear glass.

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- (e) The sashes in the windows , which appear as a vertical mullion, are giving them the higher rather than wider appearance that is required.

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In addition, the plants will obscure much of the windows from the street compared to other nearby properties.

I imagine it will only be the top portion visible once the garden is established.



14 Bulwer st, directly across the road.



1 Bulwer St, on a corner site.

Yours Sincerely
Stephen Lawes

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26.01.2023

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SITE INFORMATION

BUILDING DESIGNER - STEPHEN LAWES
 ACCREDITATION - CC 4667 J
 LAND TITLE REFERENCE No - VOLUME 183714 FOLIO 3
 LAND AREA - 1150 m2
 IMPERVIOUS AREA - 838 m2
 RATIO - 73 %
 UNIT 1 DWELLING AREA - 137 m2
 UNIT 2 DWELLING AREA - 137 m2
 UNIT 3 DWELLING AREA - 153 m2
 DESIGN WIND SPEED - N1
 SOIL CLASSIFICATION - H2
 CLIMATE ZONE - 7
 FLOODING - NO
 BAL RATING - EXEMPT
 CORROSION ENVIROMENT - MEDIUM

DRAWING SCHEDULE

DWG -SHEET 1 COVER SHEET
 DWG -SHEET 2 SITE PLAN
 DWG -SHEET 3 FLOOR PLAN / WINDOW SCHEDULE UNIT 1 & 2
 DWG -SHEET 4 ELEVATIONS
 DWG -SHEET 5 ELEVATIONS
 DWG -SHEET 6 SECTION A-A
 DWG -SHEET 7 FLOOR PLAN / WINDOW SCHEDULE UNIT 3
 DWG -SHEET 8 ELEVATIONS
 DWG -SHEET 9 ELEVATIONS
 DWG -SHEET 10 SECTION B-B
 DWG -SHEET 11 DRAINAGE DIAGRAM
 DWG -SHEET 12 WATER PROOFING DETAILS
 DWG -SHEET 13 LANDSCAPING PLAN
 DWG -SHEET 14 SPECIFICATION SHEET

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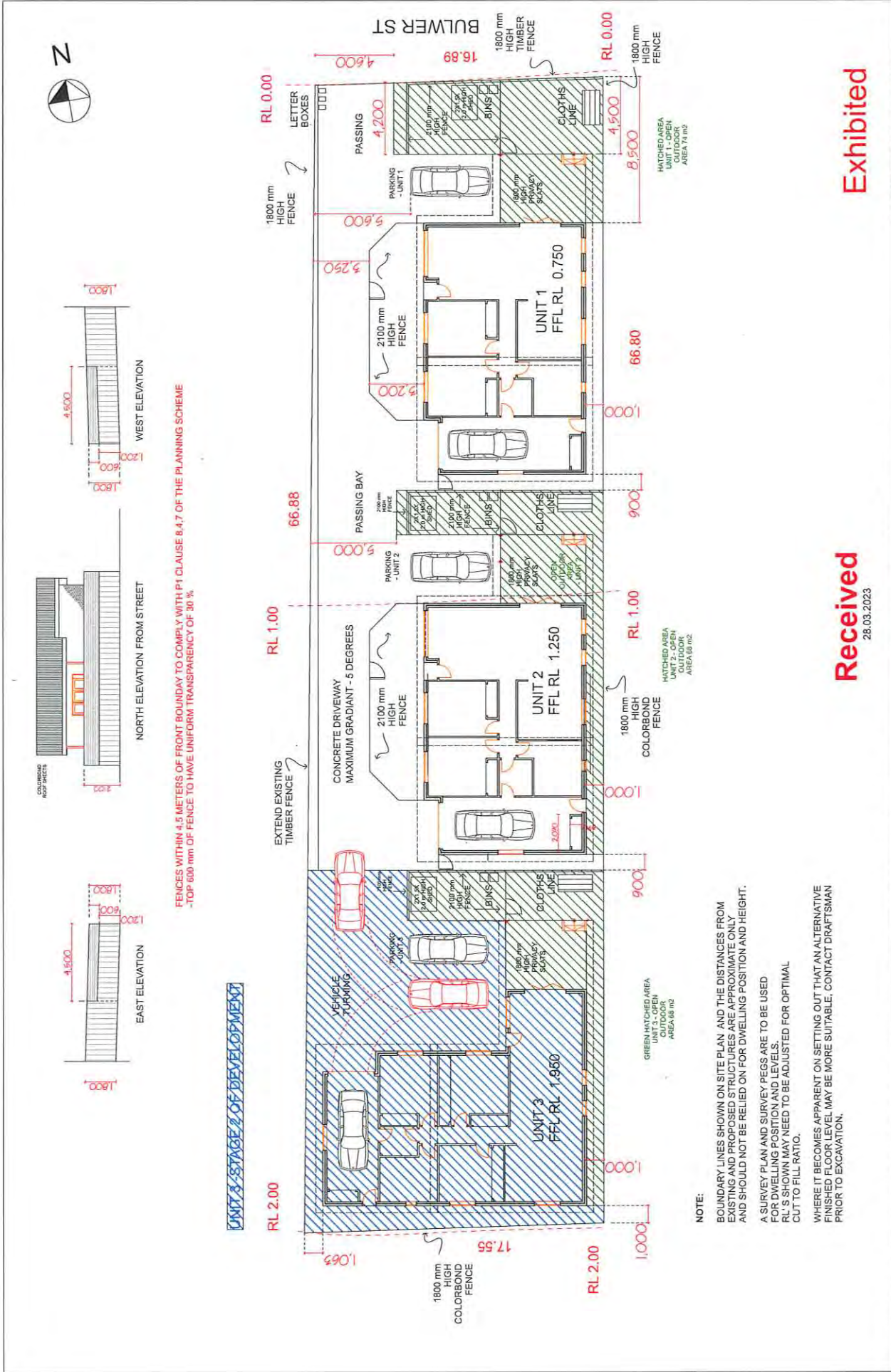
ALL DIMENSIONS TO BE CHECKED AND VERIFIED BY BUILDER BEFORE THE COMMENCEMENT OF WORK
 ALL WORK AND MATERIALS TO BE IN COMPLIANCE WITH THE BUILDING CODE OF AUSTRALIA
 ALL TIMBER FRAMING TO BE IN COMPLIANCE WITH AUSTRALIAN STANDARDS 1684.4
 PLANS TO BE USED IN CONJUNCTION WITH STRUCTURAL ENGINEER'S DRAWINGS

ADORN
DRAFTING
 MBL 0413 235 160
 E-MAIL : stephenlawes@saapt.net.au

STEPHEN LAWES
 CC 4667 J
 CATEGORY ABP I
 26 JILLIAN ST
 KINGSMEADOWS 7249

PROPOSE UNITS
 Lot 3/19 BULWER ST, LONGFORD
 FOR JAMES KAINE

DRAWING	COVER SHEET
DATE	9/1/2023
DWG	649 SHEET 1



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NOTE:
 BOUNDARY LINES SHOWN ON SITE PLAN AND THE DISTANCES FROM EXISTING AND PROPOSED STRUCTURES ARE APPROXIMATE ONLY AND SHOULD NOT BE RELIED ON FOR DWELLING POSITION AND HEIGHT.
 A SURVEY PLAN AND SURVEY PEGS ARE TO BE USED FOR DWELLING POSITION AND LEVELS.
 RL'S SHOWN MAY NEED TO BE ADJUSTED FOR OPTIMAL CUT TO FILL RATIO.
 WHERE IT BECOMES APPARENT ON SETTING OUT THAT AN ALTERNATIVE FINISHED FLOOR LEVEL MAY BE MORE SUITABLE, CONTACT DRAFTSMAN PRIOR TO EXCAVATION.

ALL DIMENSIONS TO BE CHECKED AND VERIFIED BY BUILDER BEFORE THE COMMENCEMENT OF WORK ALL WORK AND MATERIALS TO BE IN COMPLIANCE WITH THE BUILDING CODE OF AUSTRALIA ALL TIMBER FRAMING TO BE IN COMPLIANCE WITH AUSTRALIAN STANDARDS 1684.4 PLANS TO BE USED IN CONJUNCTION WITH STRUCTURAL ENGINEER'S DRAWINGS	ADORN DRAFTING MBL 0413 235 160 E-MAIL: stephenlawes@aapl.net.au	STEPHEN LAWES CC 4667 J CATEGORY ABP 1 25 JILLIAN ST KINGSMEADOWS 7249	PROPOSE UNITS Lot 3/19 BULWER ST, LONGFORD FOR JAMES KAINE	DRAWING SITE PLAN DATE 9/1/2023 DWG 649 SHEET 2 SCALE 1:200
--	--	--	--	--



CONDENSATION MANAGEMENT

- PROVIDE ROOF VENTILATION IN ACCORDANCE WITH NCC 2019 PART 3.8.7 - CONDENSATION MANAGEMENT
- INSTALL VENTS TO EAVES WHERE SHOWN ON FLOOR PLAN AND ELEVATIONS 137 m² - MINIMUM 0.9 m² OF VENTS
- EXHAUST SYSTEMS FROM KITCHEN, LAUNDRY, TOILETS AND BATHROOMS TO BE VENTED TO OUTDOOR AIR IN ACCORDANCE WITH NCC 2019 PART 3.8.7.2
- PERMEABLE VAPOUR BARRIER TO WALLS AND GABLE ENDS
- PERMEABLE SARKING TO FINISH AT EACH TOP BATTEN TO ALLOW AIRFLOW THROUGH RIDGECAP
- REFER TO GUIDANCE IN THE -GUIDE FOR CONTROL OF CONDENSATION IN WOOD IN TASMANIAN HOMES THAT SHOULD BE ADHERED TO WHERE POSSIBLE.

WINDOWS AND DOOR SIZES WRITTEN IN SCHEDULE ARE TO BE CROSS CHECKED WITH THE NOTED BAL RATING BY BUILDER FOR ANOMALIES PRIOR TO QUOTING AND ORDERING

WINDOWS / DOORS TO COMPLY WITH THE NOTED BAL RATING

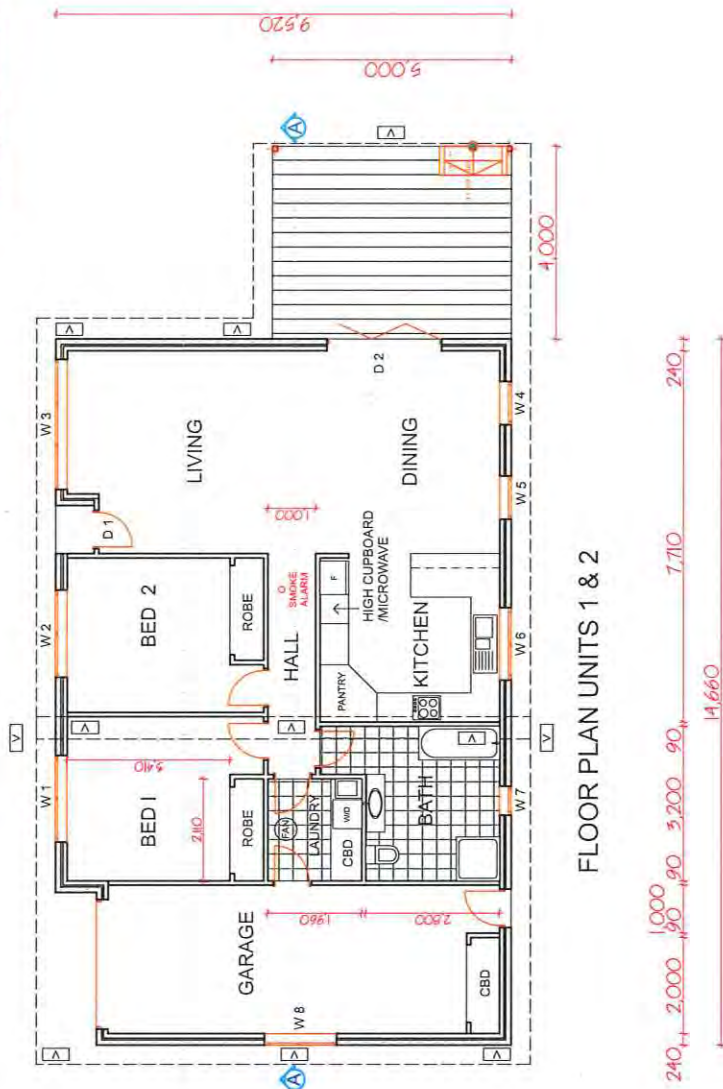
WINDOW AND DOOR SCHEDULE

- ALL DOORS AND WINDOWS TO BE DOUBLE GLAZED UNLESS NOTED OTHERWISE
- WINDOW MANUFACTURER - SEE ENERGY EFFICIENCY CERTIFICATE, WHERE ALTERNATIVE WINDOW AND DOORS ARE USED THEY MUST HAVE EQUAL OR BETTER ENERGY EFFICIENCY RATING.

HEIGHT	WIDTH	TYPE	GLASS
W 1	1800X1500	AWN	
W 2	1800X1500	AWN	
W 3	3700X2700	FXD	
W 4	1800X900	AWN	
W 5	1800X900	AWN	
W 6	900X1500	AWN	
W 7	1800X600	AWN	OBS
W 8	900X1500	AWN	OBS

DOORS	HEIGHT	WIDTH	TYPE
D 1	2040X820		
D 2	2100X2400		BIFOLD DOOR

INTERNAL DOORS	HEIGHT	WIDTH	TYPE
2040X820 UNLESS SHOWN OTHERWISE ON FLOOR PLAN			
TIMBER LINTELS MGP IO			
0-1000	160X45		
1000-1500	1740X45		
1500-2000	1790X45		
2000-2500	1240X45		
2500-3000	2740X45		
METAL LINTELS			
0-1200	75X10 BAR		
1200-1500	75X75 10 ANGLE		
1500-2400	125X75X10 ANGLE		
2400-3000	150X90X10 ANGLE		
FOR LINTELS OVER 3000 mm SEE ENGINEER'S DRAWINGS			
ROOF LOAD WIDTH UP TO 4500 mm			



FLOOR PLAN UNITS 1 & 2

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