

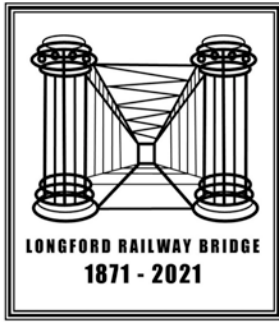
2023-07-17 ORDINARY MEETING OF COUNCIL - OPEN COUNCIL ATTACHMENTS

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LONGFORD RAILWAY SESQUICENTARY COMMITTEE

Meeting of the Longford Railway Sesquicentary
Committee held 10 May 2023 Council Chambers, Smith St,
Longford Commencing at 3.10 pm

Members held a minute silence in memory of Len Langan, who died last year. Len (originally from England) commenced the historical research of the Longford Railway.

1. Attendance

Councillor Dick Adams OAM (Chair), Nigel Burch, Gilbert Ness, Roy Tan, John Stebbings, Rod Cuthbert, Gayle Lucas.

In attendance

Lorraine Wyatt, Executive & Communications Officer (Minute taker)

2. Apologies

Nil

3. Minutes of the last meeting 3 March, 2022 to be confirmed.

Moved Nigel Burch, seconded John Stebbings

That the minutes of the meeting held 3 March 2022 be confirmed.

CARRIED

4. Business arising:

4.1 Report from Gilbert Ness TasRail on bridge columns manufacture by Penguin composites. Gilbert's email to Chairman to circulate as a report.

Little recent work had been carried out on the feasibility/design as a result of the designer leaving Penguin Composites although the original overall design work carried out by Penguin Composites is expected still to be valid for pricing purposes.

The Production Manager has several practical production and site erection methodologies in mind to simplify the project. It is proposed that the body of the columns will be bolted to a concrete plinth from inside the column. A clear methodology is required to mitigate and minimise working at height. It is proposed that threaded studs will be cast into the concrete base plinth and a fixing bracket design at the top of the columns is to be finalised for TasRail review.

The product and type of resin proposed for use is expected to have a life of 25+ years however an annual inspection of the columns will still be required which will also allow any identified touch-up painting can be carried out.

Penguin Composites recommend that a water based anti-graffiti paint called "Nonoman" is used. The Committee needs to agree on what colour the columns are to be painted.

It was agreed that the colour should be silver, however this would be determined by heritage guidelines. **Action:** Cr Dick Adams OAM will follow up and report back to the next meeting.

The columns will have "acoustic filler" applied to the inside to provide a thickened structure. Penguin Composites will provide lifting points on the columns to assist the installation and it is proposed that TasRail will provide a Hi-rail truck and hi-rail excavator to facilitate the installation of the columns on prior constructed concrete plinths at the ends of the bridge structure. The columns will be off set to the outer faces of the bridge to ensure that the TasRail load gauge clearance is maintained.

Penguin Composites have undertaken to provide a price for the manufacture, delivery to Longford and installation of 4 GRP replica columns by the 24th of April for the consideration . of the Longford Bridge Committee.

Gilbert advised that he is retiring next month so will no longer be TasRail, however, another representative will be available when required.

It was suggested that a viewing platform could be installed which could also become a community art project. This item will be listed on the next agenda for further discussion.

4.2 Timeline

The project timeline will be dependent upon several factors including revised quote and contractor availability.

4.3 Longford Railway Station Trolley

This has been repaired by John Stebbings

4.4 The Longford Collection

Is coming back to Longford. The Longford Railway will become part of that collection in the future along with other pieces given to the committee for the 150th celebrations.

5. Model railway exhibition in the town hall, July 2023 (Avoid the last weekend in July)

Things to consider:

- Hall hire
- Catering
- Will NMC underwrite the public liability insurance?

6. Financial report

***Moved John Stebbings, seconded Gayle Lucas
That the Financial report as attached be accepted.
CARRIED***

7. Close of meeting, decision on next meeting.

The Chairman thanked everyone for their attendance and input and declared the meeting closed.

Next meeting: 14 June 2023 in council Chambers commencing at 3.00pm.

STATEMENT	2020-21	2021-22	2022-23	
Op Balance				
505035 Income - Longford Rail Bridge Restoration Group (GST Free)				
10/01/2022 Donations	1787.34	48.6		
11/08/2022 Donations (Misc)		75		
	<u>1787.34</u>	<u>123.6</u>	<u>0</u>	1910.94 Income
505036 Income - Longford Rail Bridge Restoration Group (GST Applicable)				
Contribution 1 x Calendar Anonymous		9.09		
Contribution 1 x Calendar N/A		9.09		
Contribution 1 x Calendar Paul Godier		9.09		
Contribution 1 x Longford railway Calendar 2022 Andrew Howard		9.09		
Contribution 1 x Calendar Cash Sale		9.09	18.18	
Contribution 1 x 2022 Calendar NMC	1336.36			
Contribution 1 x Calendar Levi		22.73		
1 x Calendar P & D Poole			9.09	
1 x Calendar John Izzard			9.09	
	<u>0</u>	<u>1404.54</u>	<u>36.36</u>	1440.9 Income
Sub total	<u>1787.34</u>	<u>1528.14</u>	<u>36.36</u>	<u>3351.84</u>
505037 Grant Income				
27/01/2022 Grants State Government		50000		
15/08/2022 Grant Liability increase 2021-22 Capital grants	<u>0</u>	<u>50000</u>	<u>0</u>	
				\$50,000 State Govt Grant to be allocated
505095 Expenditure - Longford Rail Bridge Restoration Group				
23/02/2021 Contractor payments - Testing and tagging	-75			
9/12/2022 Consumables/Materials - Print		-931.82		
9/12/2022 Consumables/Materials 150gsm calendar pages & 250gsm Cover Pre-Press		-290		
	<u>-75</u>	<u>-1221.82</u>	<u>0</u>	-1296.82 Expenditure
	<u>1712.34</u>	<u>306.32</u>	<u>36.36</u>	
			<u>2055.02</u>	Balance

	20/21	21/22	22/23	Summary
Income	1787.34	1528.14	36.36	3351.84
Expenditure	-75	-1221.82	0	-1296.82
Sub Bal	<u>1712.34</u>	<u>306.32</u>	<u>36.36</u>	<u>2055.02</u>

Minutes for the Campbell Town District Forum Meeting held 4 July 2023

Minutes

1 OPENING

Welcome from the Chair.

2 ATTENDANCE

Jill Davis	Member
Danny Saunders	Member (to 10.20am)
Sally Hills	Member
Owen Diefenbach	Member
Christopher Beach	Member (Acting Chairperson)

IN ATTENDANCE

Paul Terrett	Councillor
Lorraine Wyatt	Executive & Communications Officer (Minutes)
Michael Johnston	Inspector, Tasmania Police Central North Division (to 10.10am)
Nick Lynch	Sergeant, Tasmania Police (to 10.10am)

APOLOGIES

Alison Andrews	Councillor
Jillian Clarke	Chairperson
Elizabeth Porter	Member
Leisa Gordon	Member

ABSENT

New Business

5.2 – Presentation from Tasmania Police (Out of sequence)

The Chairperson welcomed Michael Johnston Inspector from Tasmania Police Central North Division and Nick Lynch Sergeant from Tasmania Police (Longford) who provide an overview of incidents and crime rates for Campbell Town for the past 6 months including: 1 assault, 12 crime reports, 5 family violence matters, 8 damage reports. ESCAD (Emergency Services Computer-Aided Dispatch) matters included 54 traffic, 14 Family violence, 6 alarms. While traffic (speeding) offences were more likely to be committed by locals, the transient nature of movements through Campbell Town can cause an increase to statistics. Overall, Campbell Town is a very safe community.

The renovations to the Police housing are taking longer to complete than anticipated to bring the property up to an executive standard.

Traffic matters are dealt with from Longford and Tasmania Police are paying particular attention to the behaviour of drivers who put roadworkers at risk.

Cr Terrett raised the issue of public defecating in Conara Park. He enquired if this was illegal and if so, what Tasmania Police could do to assist with the issue which is believed to occur at night when toilets in Campbell Town are closed. Inspector Johnston advised that this was not a police matter and suggested that perhaps if Council left the public toilets open, the issue

would cease. This matter was deemed to be offensive rather than criminal behaviour.

Members enquired about vehicles (for sale) parking on kerbs and was advised that while this was once illegal, legislation was changed to allow for the parking of vehicles when electioneering is occurring (vehicles with banners etc.). There are different rules for long vehicles and no vehicles are allowed to obstruct the footpath.

Another enquiry was made regarding the discharging of firearms in built up areas (within the town boundary). This matter will be followed up by Tasmania Police.

Speed cameras are owned and operated by State Growth, not Tasmania Police. The introduction of new technology in the units will enable detection of mobile phones even when placed on the lap and seatbelt positions.

Inspector Johnston advised the Forum that a community survey would be released in the coming months that will define what Tasmania Police business strategy will look like. It is important that community members participate and provide feedback. This will most likely happen in September. Council and Forum members agreed to promote this when it is announced.

Forum members were asked to encourage community members to report incidences as soon as possible rather than wait to attend at the police station. Each vehicle is essentially a fully equipped police station, and it is concerning that community members are delaying when reporting. The number to ring is 131444. This number is the same, nationwide. In an emergency, please ring 000.

Cr Terrett spoke about a community event "Cupa with a Cop" which has occurred in other communities and enquired if Officers would be interested in attending such an event in Campbell Town? It was agreed that this would be investigated further.

The Chairperson thanked Inspector Michael Johnston and Sergeant Nick Lynch for attending the meeting and taking the time to update Forum members.

The officers left the meeting at 10.10am.

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

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

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

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

No declarations of interest were received.

3 CONFIRMATION OF MINUTES

Recommendation/Committee Decision

Moved Jill Davis, seconded Owen Diefenbach

The minutes of the meeting of the Campbell Town District Forum held on **Tuesday, 6 June 2023** be confirmed as a true and correct record of proceedings.

CARRIED

Meeting Dates for 2023

- 1 August 2023
- 5 September
- 3 October
- 7 November
- 5 December

4 BUSINESS ARISING FROM THE MINUTES

4.1 Outcome of recommendations made to Council discussed at the Council meeting.

UPDATES REQUESTED:

Status Updates

Minute No. 23/0171

DECISION

Cr Terrett/Cr Adams

That an update be provided to the Campbell Town District Forum, at the 4 July 2023 Campbell Town District Forum meeting, regarding:

- 2. High Street – rubbish bins upgrade*
- 3. Footpaths and kerbs – King Street, Bridge Street to kindergarten, underpass to oval and to the town hall*
- 4 New Street – reconstruction.*

Carried Unanimously

Voting for the Motion:

Mayor Knowles, Deputy Mayor Lambert, Cr Adams, Cr Andrews, Cr Archer, Cr Brooks, Cr Goss, Cr McCullagh and Cr Terrett

Voting Against the Motion:

Nil

Committee Recommendation:

That Council gives the District Forum an update on:

2. High Street – rubbish bins upgrade
3. Footpaths and kerbs – King Street, Bridge St to kindergarten, underpass to oval and to town hall
- 4 New Street – reconstruction.

These items were listed in the 2022/2023 - Budget Capital Works Program.

Officer Comment:

District Committee members have been seeking an update from Council regarding the matters for some time, following advice to be provided:

2. High Street – rubbish bins upgrade – *on order*
3. Footpaths and kerbs –
 - (a) King Street, Bridge St to kindergarten – *future program, possibly 2024/2025*
 - (b) underpass to oval and to town hall - *\$15,000 allocated to connect Bridge Street to underpass 2023/2024*
- 4 New Street – reconstruction – *not programmed.*

4.2 Actions from the Previous Minutes

Underpass

Action: Lorraine to follow up about community art project.

Ongoing

Campbell Town Gym

Action: Committee members to follow this up with interested parties.

This item can be removed from future agenda.

Campbell Town Memorial Garden

Action: Danny to follow up about this history.

This item can be removed from future agenda.

Rabbits are Back!

Action: Lorraine to investigate responsibilities and actions.

The following information was provided to Forum members previously by email.

Please refer to the following link: [Tasmanian calicivirus release sites | Department of Natural Resources and Environment Tasmania \(nre.tas.gov.au\)](https://www.nre.tas.gov.au/natural-resources-and-environment) Essentially, there was a limited release of the calicivirus bait however, with an ample supply of green grass being available for the rabbits to graze upon, biosecurity staff have only released a limited amount of the bait in 2023. In the north/northwest this was done in Cressy, Riverside and Spreyton. In the south this was done in Granton, Bothwell, Mangalore, Pontville, and Kingston. The management of rabbits is not a Council matter and I suggest that members utilise the following contact details are: Invasive Species Branch, Phone: 03 6165 3777 Email: invasivespecies@nre.tas.gov.au

This item to be removed from future agenda.

Tasmania Police

Action: Lorraine to invite Nick Lynch or a representative to a future meeting.

Refer to item 5.2.

5 NEW BUSINESS

5.1 – Heritage Buildings & Works

Colour schemes for painting of buildings.

This item was raised regarding the painting of various buildings in the main street which were of a charcoal/grey colour. Advice received was that the buildings referred to were not on any heritage register and that all heritage matters should be referred to the Heritage Council of Tasmania.

Danny Saunders left the meeting at 10.20am.

As there was already a number of absences, and only 4 members remained, it was decided

that the Forum no longer had a quorum, and the meeting was closed at 10.30am.

6 CLOSURE

The Chairperson closed meeting at 10.30am.

7 NEXT MEETING

Next meeting to be held **on 1 August 2023 commencing at 9.30am** at the Town Hall, upstairs meeting room.

MINUTES

THE ROSS LOCAL DISTRICT COMMITTEE MEETING HELD AT THE READING ROOM, ROSS, ON TUESDAY 4th JULY 2023, COMMENCING AT 11.17am.

1 PRESENT

Arthur Thorpe (Chairperson), Christine Robinson, Julie Smith, Marcus Rodrigues, Jill Bennett, Sally Langridge, Ann Thorpe (Hon Secretary).

2 IN ATTENDANCE

Herbert Johnson, Marten Cullity (Ross Hotel).

3 APOLOGIES

Mayor Mary Knowles OAM, Councillor Richard Archer, Helen Davies, Michael Smith.

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

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

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

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

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

Nil Declared

5 CONFIRMATION OF MINUTES

*That the minutes of the meeting of the Ross Local District Committee held on **Tuesday 2nd May, 2023** be confirmed as a true and correct record of proceedings.*

Sally Langridge / Jill Bennett

6 BUSINESS ARISING FROM THE MINUTES

6.1 Closure Of High Street Pedestrian Rail Crossing

Following the recent Council budget discussion meeting, NMC has agreed to apply to TasRail for a license to build a new, legally compliant crossing. \$60,000 has been allocated in the 2023/2024 budget for the construction of this crossing. This item was unanimously voted for by Councillors, and the RLDC Chair thanked them for their support in this matter.

Matter ongoing.

6.2 Ross Village Green – Entry Of Dogs On Leash

On the 5/4/2023, a water trough in the off lead dog park at the Ross Recreation Ground was placed in position, however it has since disappeared. It will be replaced, however there will be a more secure attempt to make it theft proof.

No further action at this time.

6.3 Maintenance Of Ross Footpaths

Several gravel footpaths around Ross need remediation; photos have been sent to Council, and Customer Request 78015 has been raised.

Council has replied –

“Unfortunately, due to the recent weather events this has disrupted multiple works throughout the municipality. Our priority atm is for roads to be repaired, but we do acknowledge your request and will have them addressed as soon as practicable.”

Attendees discussed and agreed that the path from the Town Hall to the female factory is the most important one and should be repaired as a matter of priority.

Matter ongoing. No further updates.

6.4 Pedestrian Railway Crossing Chicane Portugal Street

Pedestrian Railway crossing at Portugal St, appears to have one complete chicane barrier removed and not replaced when recent maintenance work was completed on the eastern (cemetery) side of the rail line

Matter raised with NMC a number of times, and Jonathon Galbraith (NMC Engineer) has been in touch with TasRail, but TasRail have not yet responded to Councils request for the chicane to be reinstated.

Matter ongoing.

6.5 Council Review Of MOU

Council has completed reviewing the current MOU, and has issued an approved revised MOU which will come into effect after the terms of appointment of the current LDC's expire in December 2023.

Until that time, LDC's will continue to operate under the provisions of the current MOU in place.

It is the Chair's understanding the revised MOU will be presented to the new committee in January, 2024.

No further action. Item to be removed from Agenda.

6.6 Review Of Local District Committee Structure

Council has agreed to extend the terms of appointments of all LDC's and Forums until December 2023, while the Local District Committee structure review is being undertaken.

The review will examine the LDC's role and function, membership, meeting times, funding and communication with the local community.

Chair to contact RLDC Councillor Representatives for any relevant update.

Matter ongoing.

7 NEW BUSINESS

7.1 Future Of Local Government Review

The Local Government Board is developing a package of reforms to improve the way Tasmanian councils work for their communities into the future, and a report has been released by the Tasmanian State Government that proposes serious changes to the Northern Midlands Council (NMC).

The Northern Midlands municipality will cease to exist if the mandated changes to boundaries detailed in The Future of Local Government Review's preferred hybrid option are implemented. The NMC would be broken up and absorbed into Launceston City, Southern Midlands and Meander Valley and possibly Break O'Day municipalities.

Should Campbell Town and Ross be subsumed into the Southern Midlands Council (SMC) as proposed, then in all likelihood the Campbell Town Forum and the Ross Local District Committee will also cease to exist, given that the SMC does not have "Special Committees." The SMC has apparently declined to establish "Special Committees" on previous occasions, on the basis that SMC monthly general meetings are held on rotation within the various townships/villages within the SMC municipality.

The public can have their voices heard regarding these proposed changes, by contacting the Local Government Board on email:-

lgboard@dpac.tas.gov.au

and/or by contacting your local Members of Parliament and/or Councillors.

7.2 Round Table

Arthur Thorpe

- Discussed Item 7.1 with attendees. If amalgamations are forced upon the NMC, then the preferred option would be to merge with Meander Valley Council.
- Budget discussed. Although on RLDC wish list, the basketball hoop and quarter court was not given approval in the budget. Committee still keen to progress this.
- Doctor's surgery in Campbell Town would appear to be finalised, and estimated to open in 3 months' time. A great outcome for the community.

Sally Langridge

- Now that the Church/Bridge Streets tree leaves have all fallen, could NMC please clean out gutters in the Town Hall, Public Toilets, Reading Room and the Drill Hall. Supper Room walls in Town Hall damaged - presumably from blocked gutters, but may possibly be a structural issue. Chair to obtain photos and forward Customer Request to NMC.

Julie Smith

- Could NMC replace the carpet in the Ross Community Library. What is currently there, was second hand from the Campbell Town Library quite some time ago. Michael Smith in discussion with Works Manager regarding this request.

Jill Bennett

- Bollard chain on Northern side of Bridge Street has fallen off. Can it please be repaired. Chair to check and contact NMC. Julie Smith asked if the chains are removed, could Ross community have them back for perhaps display purposes.
- Concerns with Contractor spraying. Mrs Keach's cottage in the main street, in front of the house the spray is too deep, lots of dirt but not a lot of grass. Can contractors be asked to take more care.
- Christmas Tree in Ross Village Green. Committee expressed disappointed this was not voted for in the budget and could the community perhaps do this ourselves. It would need council approval. Chair to speak to Works Manager.

Herbert Johnson

- White lines removed prior to roads being resurfaced need to be reinstated. Any time line as to when? Chair to follow up with NMC.
- Parking at the old quarry, Buses can't park there, due to NMC gravel stockpile. Chair to follow up with NMC.
- Edges of road need attention, not wide enough for cars and pedestrians. Chair to ask if the \$1.33 million included in the 2023/2024 budget for road resealing/resheeting all areas, includes any allocation for Ross.
- Caravan Park still has sand bags and black plastic up against the heritage building. Chair to send photo and Customer Request to NMC, but as park is leased, unsure if NMC can do anything.
- Steps at Ross Bridge untidy and need attention. A member of RLDC normally sweeps the steps as a community service, but is currently away. The Ross Bridge is owned by State Growth and is not Council's responsibility. Regarding constructing a set of alternate steps or retaining wall, it is impossible to have any new infrastructure constructed near the bridge. In the past, the committee has corresponded with, and met with the 3 entities involved in the care of the bridge (Heritage Tasmania, NMC and State Growth) and it is almost impossible to have a consensus of opinion. However, at the last meeting with representatives from the 3 entities, the RLDC was advised nothing will be allowed to be built near the bridge.

- Cumbungi in the river. This has been an ongoing matter over a number of years. However, NMC has no responsibility for the river, it's State Growths responsibility. Although the Chair and Council have endeavoured many times to encourage the responsible authorities to deal with the Cumbungi and the general state of the river, no outcome has been achieved. NMC advised by email dated 28th March 2023 (copy attached) that Council will no longer be undertaking a spraying schedule which is costly to Council and ratepayers.
- Gorse needs spraying in the town area. Chair to follow up.
- Could a water fountain be placed in The Village Green? The 2023/2024 Capital Budget has been finalised, however this item, if supported by the Ross Community, could possibly be placed on the 2024/2025 Capital Budget request list.
- Eastern side of the Macquarie River edge walk somewhat unsightly on some of the privately owned blocks of land which run to the river's edge. Council are not legally obligated to tidy any land held in private hands, as private landowners are totally responsible for keeping their lands in a tidy condition. This request has been raised numerous times in the past, and Chair and NMC investigated the possibility in great detail. This issue cannot proceed due to the number of the blocks of land that go right to the river's edge (as shown on Land Titles) which are in private hands, see attached copy of **LIST** map. Mr Johnson mentioned land shown on old maps, however the information shown on Land Title certificates is what is now legally relied on, not old information.

8 NEXT MEETING/CLOSURE

The Chair closed the meeting at 12:08 pm.

Next meeting – Tuesday 1st August 2023 commencing 11.15am in the Ross Reading Room.

MINUTES FOR THE MEETING OF THE LLDC HELD AT THE LONGFORD PRIMARY SCHOOL STAFFROOM ON WEDNESDAY 05 JULY 2023. COMMENCING AT 5.30PM

MINUTES

1. **PRESENT** – Neil Tubb (chair), Annette Aldersea, Bronwyn Baker, Doug Bester, Jo Clark, Peter Munro, Dennis Pettyfor.
2. **IN ATTENDANCE** – Dick Adams, Matthew Brooks
3. **APOLOGIES**- Simon Bower, Tim Flanagan

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

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

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

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

No declaration of any financial interest was declared by any person present

5 CONFIRMATION OF MINUTES

The minutes of the meeting of the Longford Local District Committee held on 07 JUNE 2023 to be confirmed as a true and correct record of proceedings.

Moved – D Pettyfor Second - B Baker

6. ARISING FROM MINUTES

PROMOTIONAL ISSUES:

6.1. Signage for Longford Roundabout (cf minutes of all meetings since November 02, 2022)

Cf minutes 6.1 at our meeting on May 04: 'The LLDC thank the NMC for providing us with the options for a 'Longford' sign at the roundabout on the northern edge of our town, and unanimously endorsed option 1.

We presume it will be two sided, and be lit up after dark.'

Officer Recommendation to May NMC meeting: That Council note the appreciation of Longford Local District Committees appreciation for providing options for the "Longford" sign at the roundabout on the northern side of Longford.

On hold – Nothing further

6.3. Motor racing themed Street Sign in Longford

Cf. minutes from Feb 01,2023 item 7.2 was accepted by NMC at their February meeting, officers to investigate.

No further information at hand at meeting on May 08, or June 07, July 05, 2023

NMC have advised works department now involved.

LLDC thought motions are to be submitted to NMC rather than customer requests.

District committees are conduit to council.

D Adams highlighted lack of resources.

6.4. Longford Tourism – Street Map

Cf. minutes 6.4 – Motion: ‘The LLDC request the NMC consider new signage and beautification of the visitor information shelter on the corner of Archer and Wellington Streets’.

Moved A Aldersea, seconded P Munro

A Aldersea picked up another box of Longford maps 27th June and is currently distributing them.

Visitor Information shelter currently being painted on the exterior. Lorraine - Council requested clarification of beautification, A Aldersea replied to email requesting replacement of Visitor Information sign and additional planting to garden beds (with photos).

6.5. Directory of Clubs and other organizations and their branches in Longford-

Any ideas need to be forwarded to L. Wyatt

On 2023-05-088 Members thought it would be wise if the LLDC was represented at the expo of local community groups to be held in the Sports Centre in September 2023 – See new Business 10.2.

L. Wyatt to update after September 09, 2023 Expo.

SAFETY & AESTHETIC ISSUES:

6.6. Pullover area on Pateena Road.

2023-05-08, 2023-06-07: No further action

Awaiting advice from Tas Networks.

NMC Minutes 26.06.23 – Tas Networks advised council this area is within their power-line easement and for safety reasons will not allow construction of a viewing platform in that area.

Action - LLDC will explore an alternative location.

P Munro will circulate photo PDF again. A Aldersea to arrange a joint car trip to Pateena Road.

6.7. Illawarra Road Response State Growth- again nothing further

2023-05-08, 2023-06-07, 2023-05-07 No further action

Motion: “LLDC request 80 KM/h speed limit from merger off ramp from Perth to Longford roundabout, in view of accidents at Pateena Rd intersection, until issues with Pateena road junction resolved”

COUNCIL DECISION 26.06.2023 - Cr Adams/Cr Andrews

That Council writes to State Growth requesting the speed limit be reduced to 80km/hour and advises the of safety concerns of the Longford Local District Committee who are representing the Longford community.

Cf. minutes 9.3 June 07, 2023 under new business Launceston downgrade of speed limits – Pete Munro, who will get info from L'ton.

6.8. Wellington & Marlborough Streets Intersection (Sticky Beaks) –

Cf minutes 6.8: traffic counters were on Wellington St

NMC Minutes 26.06.23 – Council has made further contact with Dept. State Growth requesting timeline for provision of the independent traffic study.

6.9. Environmental & noxious weeds

2023-05-08, 2023-06-07: Awaiting further developments from Lorraine Wyatt, NMC.

June 07, 2023, meeting A Aldersea offered to write to L Wyatt.

05.07.2023 – NMC - L Wyatt advised that the consultant who was engaged to complete the Weed Management Plan has been delayed and has not started. Council is currently looking at other options to get this done.

Green swamp weed overtaking Mill Dam (see new business – 9.1).

6.10: Improvements on website.

TOWN IMPROVEMENT ISSUES

6.11. cf minutes May 04, 2023, 7.1 Street name: Request that all or part of Smith Street, be renamed 'Mulga Way' to further honor Frederick James 'Mulga' Davies (1921-1961) the person who arguably brought more fame and delight to this town than anyone else.

Cr M Brooks reported on NMC discussions on proposed dual Mulga Way signage from Hay St. Only 4 houses affected.

05.07.2023 – Cr Brooks advised Council has agreed to place an extra sign for "Mulga Way" under the Smith Street sign at the Smith Street/Hay Street intersection. Street name not changing, no need to alert residents or AusPost etc.

RECREATIONAL ISSUE:

6.12. Access to levee banks (T. Flanagan) – Initially High Street to Malcombe Street cf minutes from Feb 01,2023 6.11 Motion for NMC to consider: That the NMC consider creating a walking track along the levee from High Street to Malcombe Street'.

2023-05-08: Councilor Brooks reported that officers were concerned about having to increase the height of the levee banks due to climate change.

Cr M Brooks commended the levee bank walk to the left of Charles St bridge in Launceston.

Cr Adams discussed the possibility of a walk along railway bank taking into account the 100 year levee and effect of climate change.

05.07.2023 – Nothing further.

HERITAGE ISSUE:

6.13. Plaque on Queen Victoria Diamond Jubilee memorial (horse trough) has been re-ordered.

Cf. minutes 6.14

6.14. Review of MOU between NMC & LLDC:

N Tubb to prepare submission about the process to ensure action from NMC when motions lodged.

05.07.2023

Motion: "Regarding the NMC District Committees Memorandum of Understanding:

- (1) The District Committee MOU states "Complaints should be directed to the Council" The LLDC request clarification of a complaint.
- (2) The LLDC requests Council puts in place a procedure to handle complaints or report an issue, including acknowledgement of receipt of the complaint/issue and a reference number allocated. Please see attached example.
- (3) The LLDC requests that the Homepage of the NMC website include a clear link for "Report an Issue or make a complaint". Please see attached example.

Moved – J Clark Second – P Munro

6.15. Vision impaired markers (yellow tactile pads) markers on footpaths in poor repair (cf minutes April 05, 2023 9.5, photos attached).

05.07.2023 – P Munro reported some of the markers have been removed to date.

6.16. Council Amalgamation- cf email from Lorraine Wyatt June 02, 2023, and minutes June 07, 2023 meeting 7.1 and 9.4, and our motion to NMC

"LLDC supports idea that NMC consults with community regarding mergers, and asks the NMC to organise community meetings" Which was carried unanimously.

NMC Minutes 26.06.23 – Noted LLDC recommendation in Report.

COUNCIL DECISION

"That the Northern Midlands Council (NMC) rejects all the scenarios presented in the Local Government Review as they pertain to the existing boundaries of the NMC".

"That Council has rejected all scenarios presented in the Local Government Review and the preferred option is for the Northern Midlands Council (NMC) to remain in its current form, however, should council be placed into a position to forcibly be amalgamated that NMC and Meander Valley Council merge in their entirety".

"That the Northern Midlands Council (NMC) undertake an immediate and extensive information campaign for the municipality, outlining its decision and the rationale for the decision. The campaign to include media release, press conference, talk back radio, letter drops, social media saturation, and community meetings".

A Aldersea and B Baker volunteered to assist with letter drop. A Aldersea to email committee when ready to do.

8. REPORTS FROM SUB-COMMITTEES

8.1. Railway Committee – Model train exhibition in Town Hall 21st & 22nd July

8.2. Longford Legends - Nothing further until spring.

8.3. Cultural Committee (aka Longford Town Hall Arts Committee) – see attached report.

8.4. Norfolk Plains History Committee – Painting has commenced in upstairs library space. NPHC will assist National Trust to pack for collection move to Longford.

9. NEW BUSINESS

9.1. Deterioration of facilities @ Mill Dam (D Adams)

Members of the LLDC visited the Mill Dam 03.07.2023. The weed taking over is sedge, as well as gorse and dock. Overall condition disappointing.

05.07.2023

Motion: “In regard to Mill Dam, LLDC request clarification of the following:

(1) Ownership of Mill Dam site?

(2) Does the Mill Dam Committee still exist?

(3) What is the council’s level of commitment regarding maintenance of the Mill Dam site?”

Moved – B Baker Second – J Clark

AND:

Motion: “Following an on-site visit to Mill Dam the LLDC request that Council

(1) Prioritise slashing and spraying of invasive weeds – particularly Sedge, Gorse and Dock. See attached photos.

(2) Contract an arborist to provide a health assessment of the prominent trees and provide remedial works as required.

(3) Paint toilets and change rooms and replace toilet pans and fixtures as necessary.

(4) Install bench seats on the walk to the dam and within the dam area.

(5) Consider a surveillance camera at the road entrance gate to the Mill Dam Reserve.

(6) Consider allowing sheep to run on the reserve to assist with weed control (as in the past)”.

Moved – A Aldersea Second – D Pettyfor

9.2. Bike rack outside JJs (B Baker) - 05.07.2023 – B Baker still following up

9.3. Recent road sealings (B Baker) – 05.07.2023 Councillors advised streets will be swept of excess gravel.

9.4. Email to all LLDC members June 15, 2023 of an article in the Launceston Examiner "Council takes on Highway Discover Deloraine Signs". (B Baker). For committee FYI.

9.5. Longford Racecourse signage (N Tubb) – Discussion re: heritage signage for the Cracraft and Anstey Streets corner.

05.07.2023

Motion: „The LLDC request that Council provide an update on the status of the Longford Racecourse Masterplan“.

Moved – D Pettyfor Second – J Clark

10. Other business

10.1. – Significant Trees Register (A Aldersea)

10.2. – NMC Community Expo 9 September 2023 – LLDC will be represented, need to register. A Aldersea to register LLDC.

B Baker – Concerns re: developers granted planning permits in flood zone areas

11. NMC Meeting dates for 2023:

17 July

21 August

18 September

16 October

20 November

11 December

11. CLOSURE- 7.12pm

12. NEXT LLDC MEETING – August 02, 2023



Ref: 02/031/001 - EM

26 June 2023

Tasmanian Planning Commission
GPO Box 1691
HOBART TAS 7001
Via email only: tpc@planning.tas.gov.au

To whom it may concern

Re: Draft Tasmanian Planning Policies Public Exhibition Submission

This representation is provided in response to the exhibition of the draft Tasmanian Planning Policies (TPPs) by the Tasmanian Planning Commission (TPC) in accordance with 12D of the *Land Use Planning and Approvals Act 1993* (the Act), as directed by the Minister under 12C of the Act.

Council has previously participated in consultation relating to the draft TPPs, as facilitated by the State Planning Office (SPO), and have reviewed the February 2023 Report on Consultation, inclusive of Appendix A. While some changes to the draft TPPs have been made in response to the SPO consultation, several issues previously raised require further consideration, particularly around the operation of the policies and policy approach to settlement and growth.

Pursuant to section 12F of the Act, the Tasmanian Planning Commission (TPC):

*(a) must consider whether it is satisfied that the draft of the TPPs meets the TPP criteria; and
(b) is to consider whether there are any matters of a technical nature, or that may be relevant, in relation to the application of the TPPs to –*

(i) the Tasmanian Planning Scheme; or

(ii) each regional land use strategy –

if the TPPs were made under section 12G(2) in the terms of the draft of the TPPs; and

(c) may, if it thinks fit, hold one or more hearings in relation to the representations received under section 12E.

The TPP criteria under section 12B(4) of the Act requires the TPPs to:

(a) seek to further the objectives set out in Schedule 1; and

(b) be consistent with any relevant State Policy.

P.O. Box 156
Longford Tas 7301

Telephone (03) 6397 7303
Facsimile (03) 6397 7331

www.northernmidlands.tas.gov.au



The TPC are encouraged to pursue hearings, particularly in relation to the Settlement Policies, to allow full exploration of the technical implications of the operation and content of the policies, and to not be deterred by the process associated with substantial modifications should they be required to ensure the policies are functional, legal, and fit for purpose.

General Comments

Operation of the TPPs

The addition of a General Application section has assisted in explaining the relationship between the TPPs and the Regional Land Use Strategies (RLUS), State Planning Provisions (SPP) and Local Provision Schedules (LPS) as allowed for under Section 12 (b)(3) of the Act, but further work is required to detail how the relevant RLUS, SPP or LPS (or an amendment) will demonstrate that it satisfies the relevant criteria of the TPPs, to provide clear and transparent expectations to State and Local Government and the community. Currently, there remains concern that the draft TPPs interaction with the other planning instruments established under the Act is unclear, resulting in uncertainty in how compliance is determined and creating the potential for protracted and costly decision-making processes.

Structure and content

The following matters should be considered in review of the structure and content of the policies and determining compliance with the TPP criteria:

- There is uncertainty about how policies will be complied with, particularly where there are competing interests across difference policies – ie. environmental hazard vs settlement, the point in the decision-making process where this determination will be made, and level of evidence required to do so.
- The proscriptive nature of some policy strategies impact on their ability to be sufficiently flexible to promote unique investment opportunities, allow for diversity in communities and the environment and respond to sudden changes, such as in housing supply/demand.
- The settlement policies pre-empt the appropriate outcomes, rather than facilitate evidence-based strategic planning at a local and regional level, that aligns with the needs and expectations of those communities.
- The policies in some instances regulate matters that are outside the scope of the planning instruments, and it is unclear how they may be complied with.
- The social, environmental, economic, and geographical context of Tasmania requires consideration within the policies, including the enablement of local advantages and aspirations.

Climate Change

Council is supportive of the approach to integrate climate change considerations within each of the TPPs. In doing so, the parameters for consideration need to be clear (ie. year of projection/best or worst case scenarios) to ensure consistency and uptake by both regulators and the community.

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Stormwater

Stormwater management with respect to future growth and development is a key priority for Council. During the SPO consultation, Council raised that the draft TPP's contained insufficient detail to provide clear policy direction on stormwater. While some additions have been made within the draft TPPs prior to exhibition, Council would be supportive of detailed consideration of stormwater within the policies, particularly in terms of the impact of Climate Change and consideration of the *State Policy on Water Quality Management 1997*.

Policy Content

1.0 Settlement

1.1 Growth

The TPC are encouraged to consider amending the Growth Policy to clarify the prioritisation of growth and allow the opportunity for communities to sustainably grow based on the evidence-based merits of that settlement, established via local and regional strategic planning, rather than follow a strict hierarchical growth model. Policy content dealing with growth needs to accommodate the established planning principle of utilising available infill within existing settlements, while also achieving adequate housing supply when infill land is not made available to meet housing demands.

Suggested amendments are included in the table below.

1.1.3 Strategies	Comments
1	<ul style="list-style-type: none"> Clarify definition of land supply Supply will vary greatly between zoned land, land identified in structure plans/strategies, or land within urban growth boundaries. Clarify where supply is located – i.e., each settlement, municipal area, or region.
2 a)	In some cases, infill will not be available. This clause does not provide a policy direction on how prioritisation is to occur, and to what extent infill must be exhausted before expansion can be considered.
2 c)	All growth will interact with transport systems – best utilisation of physical services is covered by (b).
2 d)	<ul style="list-style-type: none"> Consider converting to positive language. Consideration to be given to determining cost of servicing and the level of investigation required to determine this and demonstrate compliance (and at what stage of development/amendment).
3	It is accepted guidance is needed for consistency across the RLUSs; however, a settlement hierarchy model does not cater well for ensuring the sustainable and aspirational growth of individual settlements. Furthermore, population projections are generally reliant on historical growth patterns and do not capture changes to service provision and status of land availability.

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4	Prioritising growth to the higher tiers of a settlement hierarchy has significant implications for the Northern Region and is not sufficiently flexible to allow for the growth required to ensure the sustainability of lower order settlements.
6	Consideration to be given to rewording to become outcome focussed, rather than setting a minimum (if a minimum is set, it is likely that only the minimum will be achieved).
7	Additional detail within associated guidelines about how settlement growth boundaries will be implemented, may aid consistency across the region.
8	Requires sufficient flexibility to cater for unique proposals. If all other requirements for growth are met, then growth should be allowed to occur, regardless of impact on other settlements, as there is social, environmental and lifestyle reasons why people may wish to reside in one settlement over another. Consider deletion of part (f).
10	Consider deletion. Covered by strategy 2 (b) and should otherwise be dealt with by Physical Infrastructure Policy that encourages public transport to actively respond to growth.

3.0 Environmental Hazards

3.3 Flooding

The risks and costs associated with flooding impacts and potential for record breaking weather events in Australia has never been more evident. Clear policy direction on climate change is vital to guide land use planning decisions, particularly with regard to flooding. Identification of parameters for decision making, including the adoption of definitions and standards (like the coastal hazards strategies) is considered vital to encouraging climate resilient development.

4.0 Sustainable Economic Development

4.1 Agriculture

The protection of agricultural land is covered largely at a state level by the Protection of Agricultural Land Policy, albeit with heavy reliance on land capability and the issues associated with this approach. The inclusion of irrigation access in determining the capability of land is supported, although consideration should be given to the potential of future irrigation schemes and the impact this may have on the intensification of various existing and new enterprises. Agriculture occurs productively on a range of land capabilities, and lower capability land with potential for agricultural use also requires protection from encroaching or conflicting land uses. Further, the revisions made by the SPO read as dismissive of the importance that non-viable agricultural land can play in providing a buffer to productive agricultural uses and reducing the potential for land use conflict.

Consideration should also be given to the definition of 'support' within strategy 9, and whether this could be misinterpreted as 'financial support' in the form of a residential use as an income stream.

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4.6 Business and Commercial

A policy approach that allows a potential loss of residential amenity, as detailed at strategy 8, is concerning. Land use conflict in residential areas between small scale business or light industrial uses and residential uses are a top cause of land use complaints experienced by local councils. The need to demonstrate what is an 'unreasonable' loss of amenity is arduous and time consuming for staff, costly in gaining evidence and frustrating for complainants. Nevertheless, it is possible to allow for small scale enterprises in residential areas, where residential amenity is *protected*. It is suggested that the wording is updated to reflect this.

5.0 Physical Infrastructure

5.1 Provision of services

A strong policy approach is required to ensure best practice outcomes around the provision of services. The promotion and regulation of reticulated services, for both sewer AND stormwater is paramount, with on-site services to be a last resort where there is no other viable alternatives and located outside of the urban environment. The current lack of regulation at a statutory level in this space is currently allowing for an extensive amount of inappropriately serviced land on the urban fringe.

6.0 Cultural Heritage

6.2 Non-Indigenous Cultural Heritage

Council detailed in its submission to the SPP review that issues with the exclusion of the Local Historic Heritage Code to places registered on the Tasmanian Heritage Register have become evident and clearly do not align with part 6.2.3 (5 & 6) of the TPPs through the loss of local protection of heritage places, precincts, and landscapes. While it is acknowledged that this is an issue for the SPP review, it is vital that this policy provides sufficient direction to enable implementation of the strategies at a statutory level and that local values (regardless of the level of listing) are afforded the opportunity to be protected at a local level.

Thank you for the opportunity to provide a representation to the Public Exhibition of the Draft Tasmanian Planning Policies. Should you have any further questions, please do not hesitate to contact me either by email Council@nmc.tas.gov.au or by phone 6397 7303.

Yours Sincerely

**Erin Miles
Strategic Projects Officer
NORTHERN MIDLANDS COUNCIL**

P.O. Box 156
Longford Tas 7301

Telephone (03) 6397 7303
Facsimile (03) 6397 7331

www.northernmidlands.tas.gov.au

Our ref:

Wednesday, 21 June 2023

Tasmanian Planning Commission

By email: tpc@planning.tas.gov.au

Dear Sir or Madam

Representation - Draft Tasmanian Planning Policies

This representation is made by the Northern Tasmanian Council's Chief Executive Officers (CEOs) and General Managers.

As a group of Local Government CEOs and General Managers, we recognise the importance of the Tasmanian Planning Policies (TPPs) in their potential to set a framework for strategic planning and directions on matters of community interest, across a broad range of complex and emerging planning issues.

As such, we are cognisant of the necessity to establish the TPPs in a manner that ensures the current and future work of Tasmanian Councils in preparing and amending the Regional Land Use Strategy (RLUS), and Local Provisions Schedules (LPSs) to enable to delivery of positive and appropriate planning outcomes for our communities.

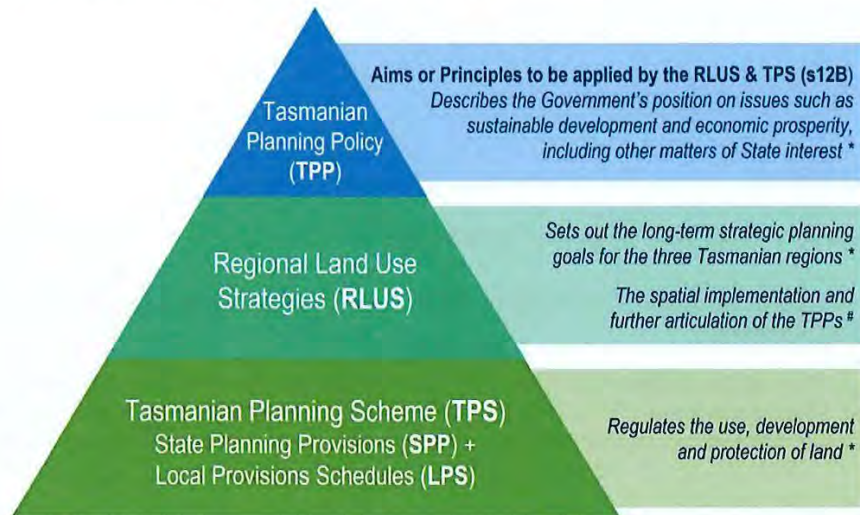
On this basis, we are seeking revision of the TPPs to ensure they are useable, practical and reasonable, particularly through:

	<i>Consistent with the objectives of the Act to:</i>
<ul style="list-style-type: none"> • Restructuring the TPPs to provide state level policy that enables strategic planning to deliver regionally and locally appropriate, evidence-based planning instruments. 	→ <i>promote the sharing of responsibility for planning</i>
	→ <i>require sound strategic planning and coordinated action by State and local governments</i>
	→ <i>provide a planning framework that fully considers land capability</i>
<ul style="list-style-type: none"> • Amending the settlement policies to ensure all communities are afforded the opportunity to demonstrate sustainability through growth. 	→ <i>promote sustainable development</i>
	→ <i>Encourage public involvement in planning</i>
	→ <i>facilitate economic development</i>



Restructuring the TPPs

The TPPs are the highest level of planning instrument established under the *Land Use Planning and Approvals Act 1993* (the Act) and are required to detail the aims or principles that are to be applied by the RLUS and the Tasmanian Planning Scheme (TPS).



* from the [Planning Reform website](#)

[Regional Planning Framework Discussion Paper](#)

At the state level in the planning policy hierarchy, the principles or aims should express the State's interests in planning – the highest-level outcomes - not the prescription of those outcomes at the regional or local level, in effect becoming a regulatory document. TPPs and any guidance document should have a clear line of sight as to how the TPPs may manifest in the local planning policy.

Our view is that the TPPs, as currently drafted, do not provide sufficient and appropriate scope for local strategic planning and the detailed input required to make good planning decisions about land use and settlement patterns that will enable our region and communities to thrive and deliver sustainable development.

It would be more constructive to elevate the TPPs to be high level principles or aims and include the detailed prescription that is currently in many of the strategies, in a guidance document. This approach would be consistent with the statutory construction of section 12 and the remainder of the Act, in consideration of the operation of the implementation tools. This model is used to good effect in Queensland where the State Planning Policy provides a robust framework of the State's interests in planning supported by detailed guidelines to assist local government to respond to those policies in their local planning instruments.

We believe that any concerns in relation to the loss of prescriptive elements and resultant effect in lower order planning instruments, can be strengthened through an articulate guidance document. This fulfils the role of the TPPs and importantly doesn't unintentionally impede the outcomes of robust, local strategic planning, community engagement and consultation guided by the principles of sustainable development.

We recommend that:

- The TPPs be restructured with high level principles and aims reflecting the State's interests in planning; and
- The details about potential strategies or suggested strategic planning methodologies to reflect and implement the principles and aims in the RLUS and TPS be included in supporting guidelines.

Further to our recommendations, for transparency and consistent application, it is critical that the TPPs establish clear direction as to how the Minister, a planning authority or the Tasmanian Planning Commission will be satisfied that a planning instrument is consistent with, or satisfies, the TPPs.

We therefore recommend that the General Application section be revised to clearly state:

- 1 The objectives express the aims or principles that are to be achieved or applied by the TPS and RLUS;
- 2 The RLUS or TPS is consistent with the TPPs if it is consistent with the relevant objectives;
- 3 The strategies (preferably contained in a guidance document) set out ways the objectives can be achieved and that alternative approaches can meet the objectives. The operation of the General Application section needs to properly structure the role of the strategies in consideration of 'compliance with each direction as to the manner of implementation' stipulated by section 34(2A) of the Act;
- 4 That managing competing or conflicting objectives is to be undertaken in a way that is strategic, practical and delivers good planning outcomes; and
- 5 If the relevant RLUS is consistent with the TPPs, and the proposed LPS amendment is consistent with the RLUS, then the LPS amendment is consistent with the TPPs. The TPP's can mandate statements of recognition that a TPP is implemented through RLUS's, SPP's or LPS's (as per the QLD example), alleviating any potential for future confusion about whether the subordinate instrument is compliant or not.

The above recommendations will ensure there is capacity for all three levels of planning instruments to meet the objectives of the Act and provide a practical way for the three levels of policy to work together without unnecessary impediment and wasted resources to develop sustainable, liveable communities.

Settlement policies

The '*Refreshing Tasmania's Population Strategy Consultation Paper*'¹ presents the following benefits and challenges of population growth.

BENEFITS	CHALLENGES
<ul style="list-style-type: none"> • Improved living standards • Vibrant cities and regions • Stimulates employment • Stronger economic growth • Likely improved productivity • Sparks innovation and productivity • Increased investment in job creation • Sustains a broader range of industries • Increased labour workforce participation • Increases in skilled, prime working age people • Improves the viability of services for community members • Social contribution of migrants, bringing new ideas, perspectives and relationships • Increased tax base to invest in government services such as health, education & social housing • Increase in GST funding from the Australian Government due to calculation based on population size 	<ul style="list-style-type: none"> • Congestion • Social cohesion • Housing supply and diversity • Increasing pressures on government services • Maintaining Tasmania's low emissions profile with a growing population • Uneven growth and decline in different areas causing some services to be unsustainable
	<p>Reference</p> <p>Table 1 - Benefits and Challenges of Population Growth</p> <p><i>'Refreshing Tasmania's Population Strategy Consultation Paper</i> (pg.4).</p> <p>State of Tasmania, January 2023</p> <p>www.stategrowth.tas.gov.au</p>

¹ Tasmanian Government (2023) *Refreshing Tasmania's Population Strategy – Consultation Paper January 2023*
https://www.stategrowth.tas.gov.au/policies_and_strategies/populationstrategy/consultation_paper

The Regional Australia Institute (RAI) is calling for greater regionalisation releasing its *'Regionalisation Ambition 2023 – A Framework to Rebalance the Nation'* (2022) which states that for balanced population, growth that does not only focus only on metropolitan growth, but seeks a balanced approach to population growth, will lead to a more prosperous, inclusive Australia.

Further, the RAI in its report *Building the Good Life – Foundations of Regional Housing 2022*, concluded...

"Failure to recognise the distinct regional housing markets in Australia and respond accordingly will see the current pressures continue to escalate, resulting in current residents being priced out of the market in some clusters, regional economic growth constrained, a further tightening of the rental market, and the most vulnerable in our community bearing the brunt of the housing challenge."

All parts of Tasmania should be given the opportunity to demonstrate sustainability through sustainable development and population growth. This is a premise underpinned by the objectives of the Act.

We are deeply concerned that the TPPs do not provide a sustainability approach to planning for appropriate and required growth across Northern Tasmania.

Infill development in Northern Tasmanian settlements should continue to be an important mechanism to provide for growth, noting the diverse housing and services required to support the communities and economies within settlements and rural areas. It cannot however be the driver of settlement policy more broadly, as it will not likely be achievable in meeting housing demand in the short to medium term and combinations of infill and greenfield development will need to be considered. The TPPs as drafted are pre-judging the solutions for our region as there are a range of factors that require consideration to ensure our Northern Tasmania network of settlements is sustainable.

This strategic settlement planning should be informed by evidence at the regional and local scale. The TPPs should be drafted to allow this planning to be undertaken without a pre-conceived outcome at the State level.

Councils are expected to take a lead role in reviewing the Northern Tasmania RLUS. Our understanding, based on the explanatory documentation provided, is that the RLUS will provide the spatial application of the TPPs.

Based on our interpretation of the exhibited TPPs, the strategies will prejudice our ability to provide regional, evidence-based solutions to deliver sustainable communities, as the RLUS will need to provide:

- A defined settlement hierarchy that prioritises higher order settlements over middle to lower order settlements.

Making these policy decisions in the TPPs means we will lose the opportunity to undertake the evidence-based, strategic planning that delivers sustainability, well-being and economic prosperity across the region. This is best undertaken at a regional level rather than being directed in the TPPs towards a specific outcome.

- Spatially distributed growth in the first instance through a clear and defined urban growth boundary.

This will require considerable funding and resources to understand the capacity of infrastructure (which is not readily available) and the suitability and capacity of land to accommodate allocated growth in all of our towns and cities. This is not feasible, justified or warranted at a regional scale, however, to meet the TPP strategies this would be required. This would come at a considerable cost and lengthy timeframe and does not allow the region the flexibility required to respond to change in a timely manner. This opens a question in regard to LPS amendments in the interim... are rezonings unable to be approved until the RLUS is reviewed, due to the mandatory nature and statutory status of the TPP strategies?

- A degree of detail that is not practical or reasonable in order to meet the TPP strategies, at the regional level.

A review of the strategies to consider what would be required to be included in the RLUS to be consistent with the future TPPs, needs to be considered. This raises key questions as to whether the resources required to do this, not just by local government, but state government and infrastructure providers, will lead to better outcomes, or simply extended timeframes, redundant consultation and added uncertainty, all of which result in additional costs. These costs will be borne by government, community and the private sector for an unknown return on investment. A proper appreciation of the resourcing required to meet the TPP's, and the implications for economic development in the interim period, is critical.

This approach does not allow the best planning policy to emerge through providing the opportunity for regional and local strategic planning to demonstrate how sustainable development in Northern Tasmania can be delivered.

Our key concerns are that:

- The draft TPPs are not supported by sufficient evidence to have formed the strategies that direct how settlements should be planned;
- There is a lack of recognition of the contribution regional Tasmania makes by limiting growth in middle and lower tier towns. These regional towns play an important role in the visitor economy, growing entrepreneurship opportunities often associated with the visitor economy and in housing employees of the growing primary industries sector;
- There will be severe limitations on housing choice and lifestyle choice;
- Opportunities for accessible, affordable and climate adaptive housing will reduce; and
- Our local industries, businesses and schools will suffer because growth in our towns will become too difficult or expensive (potentially impossible for a number of towns) to be feasible for private investors and the future workforce.


The TPPs approach to settlement needs to be elevated to allow for the regional and local planning to be undertaken to resolve higher order planning principles. High level principles are required that establish a reasonable framework to deliver sustainable growth that is appropriate for our diverse regional communities and will allow us to further the objectives of the Act across Northern Tasmania and the state of Tasmania. These principles need to ensure:

- sustainable growth will be supported and enabled, including in locations outside the higher-order settlements;
- specific recognition of the ability to plan for the future needs of all of the region's communities, including rural and remote communities;
- support for diverse settlement responses and housing options, including infill and rural residential development;
- flexibility to respond to changing population demographics and demand, including resident, weekender, worker and visitor population sectors; and
- acknowledgement that the community vision is a critical input to determining the form and location of future growth, which is specifically recognised in the definition of 'sustainable development' in the Act.

Our commitment to plan for the sustainability of all our communities within Northern Tasmania, and recommendations for how changes to the TPPs can assist in delivering that commitment, will further advance the objectives of the Act and enable a strong vision for Tasmania's future.

Further, we request that public hearings into the representations be held and we recommend that the Commission work with the Local Government sector to understand any matters of a technical nature in relation to the application of the TPPs to the TPS or the RLUS and the merits of the policies.

Yours faithfully



John Brown
GENERAL MANAGER BREAK O'DAY



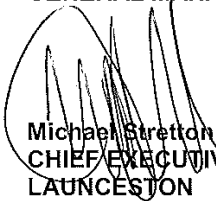
John Marik
GENERAL MANAGER DORSET



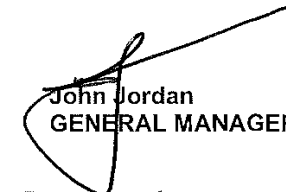
Warren Groves
GENERAL MANAGER FLINDERS



Shane Power
GENERAL MANAGER GEORGE TOWN



Michael Stretton
CHIEF EXECUTIVE OFFICER CITY OF LAUNCESTON



John Jordan
GENERAL MANAGER MEANDER VALLEY



Des Jennings
GENERAL MANAGER NORTHERN MIDLANDS



Rolph Vos
GENERAL MANAGER WEST TAMAR

PLANNING APPLICATION Proposal

Description of proposal: 29-lot subdivision including provision of road, water supply, sewerage and stormwater infrastructure and an associated boundary adjustment

.....
.....
.....
(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: 24-38 Translink Avenue, Western Junction

25 Boral Road, Western Junction

CT no: CT 175445/2 & CT 141987/6

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

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

If variation to Planning Scheme provisions requested, justification to be provided:
See accompanying planning submission

.....
.....
.....
.....
(attach additional sheets if necessary)

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



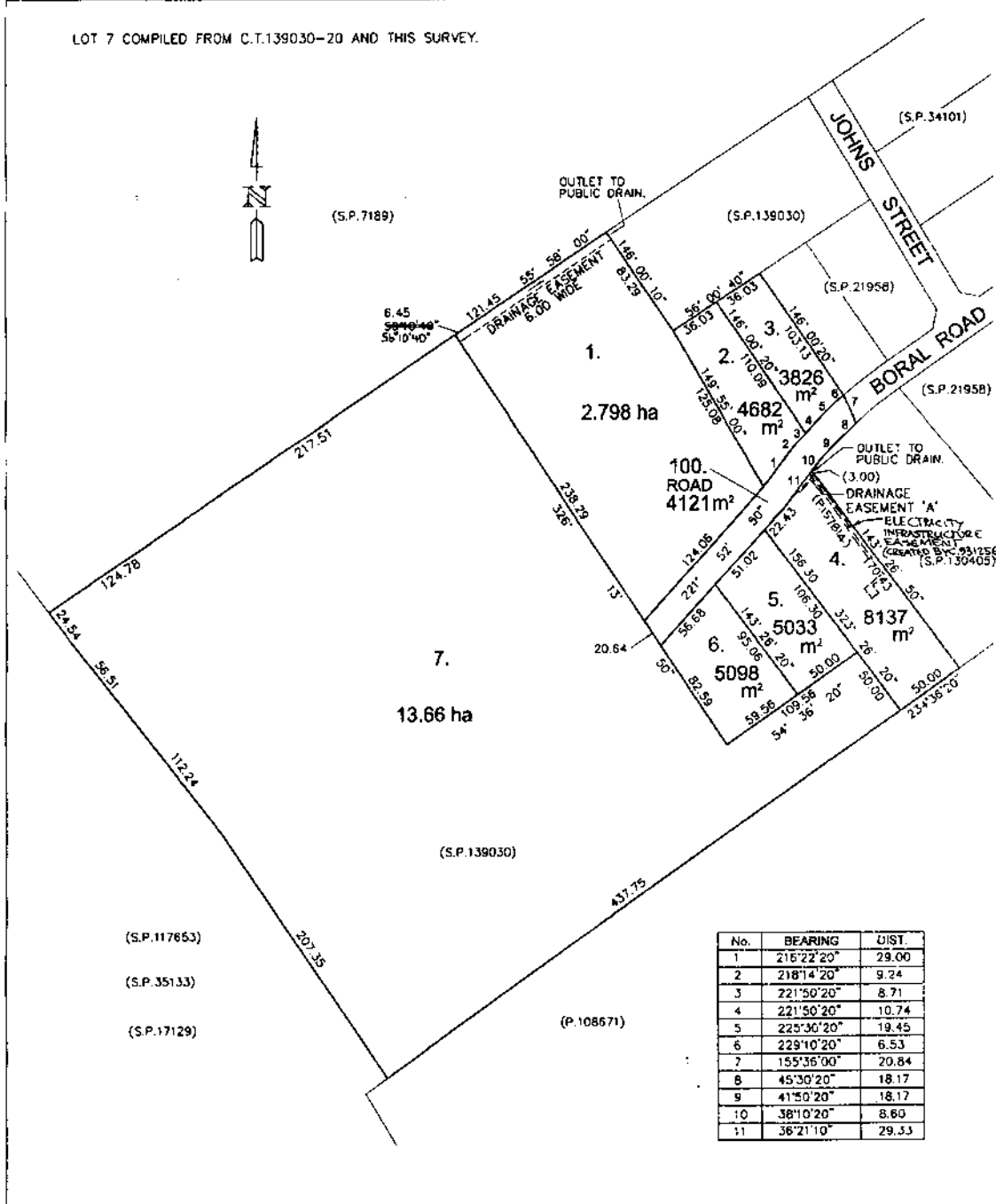
FOLIO PLAN
RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



OWNER ALANA MAXINE NEWMAN GUY PAUL EMILE PELTZER	PLAN OF SURVEY	REGISTERED NUMBER SP141987
FOLIO REFERENCE C.T.139030-20		BY SURVEYOR R.V.TAIT - G.J.WALKEM & CO. LAUNCESTON
GRANTEE PART OF 81°2'19" GTD. TO WILLIAM KITSON. PART OF 324 ACRES GTD. TO THOMAS GEE.	LOCATION LAND DISTRICT OF CORNWALL PARISH OF BREADALBANE & PERTH	APPROVED EFFECTIVE FROM 31 AUG 2004 <i>Alice Kawa</i> Recorder of Titles
	SCALE 1:2500 LENGTHS IN METRES.	

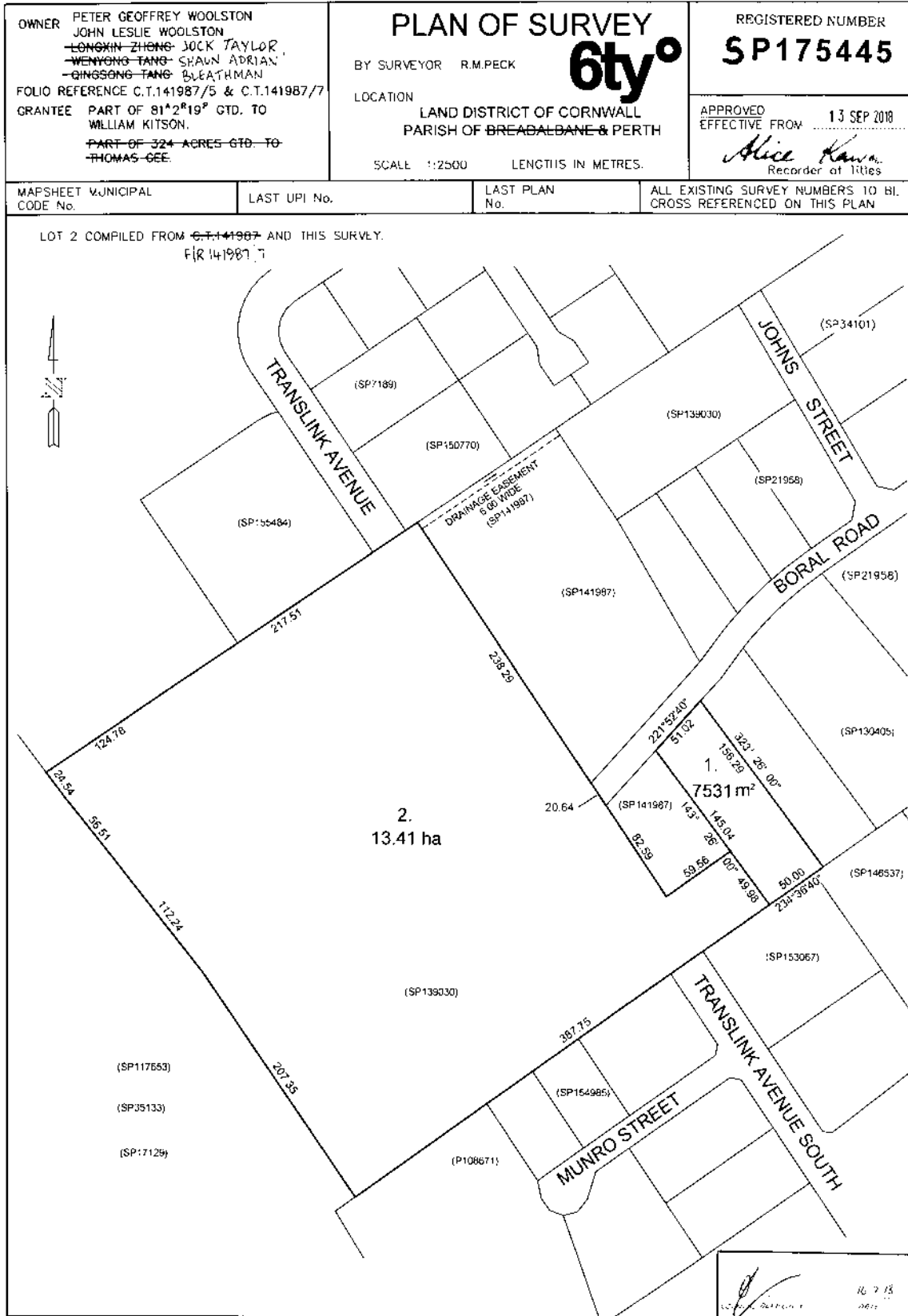
MAPSHEET MUNICIPAL CODE No. 123 (5940-55)	LAST UPI No. FVN65	LAST PLAN No. S.P.139030	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN
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FOLIO PLAN
RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980





RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME 141987	FOLIO 6
EDITION 4	DATE OF ISSUE 03-Oct-2014

SEARCH DATE : 26-Sep-2022

SEARCH TIME : 08.31 AM

DESCRIPTION OF LAND

Parish of BREADALBANE Land District of CORNWALL
 Parish of PERTH Land District of CORNWALL
 Lot 6 on Sealed Plan 141987
 Derivation : Part of 81A-2R-19Ps Gtd to W Kitson
 Prior CT 139030/20

SCHEDULE 1

D49574 TRANSFER to 25 BORAL ROAD PTY LTD Registered
 03-Oct-2014 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
 SP141987 FENCING COVENANT in Schedule of Easements
 7189,SP139030 FENCING COVENANT in Schedule of Easements
 C588368 AGREEMENT pursuant to Section 71 of the Land Use
 Planning and Approvals Act 1993 Registered
 31-Aug-2004 at noon

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations



RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SEARCH OF TORRENS TITLE

VOLUME 175445	FOLIO 2
EDITION 2	DATE OF ISSUE 11-Jan-2021

SEARCH DATE : 26-Sep-2022

SEARCH TIME : 08.30 AM

DESCRIPTION OF LAND

Parish of PERTH Land District of CORNWALL
 Lot 2 on Sealed Plan 175445
 Derivation : Part of 81A-2R-19P Gtd to William Kitson
 Prior CT 141987/7

SCHEDULE 1

M840512 TRANSFER to TRANSLINK DEVELOPMENT PTY LTD
 Registered 11-Jan-2021 at 12.01 PM

SCHEDULE 2

Reservations and conditions in the Crown Grant if any
 SP175445 EASEMENTS in Schedule of Easements
 SP7189, SP139030 & SP141987 FENCING COVENANT in Schedule of
 Easements
 C588368 AGREEMENT pursuant to Section 71 of the Land Use
 Planning and Approvals Act 1993 Registered
 31-Aug-2004 at noon

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations



Planning Submission

Proposed 29-Lot Subdivision

24-38 Translink Avenue, Western Junction

Translink Development Pty Ltd

September 2022



Measured form and function



6ty Pty Ltd
ABN 27 014 809 800

Postal Address
PO Box 63
Riverside
Tasmania 7250
W 6ty.com.au
E admin@6ty.com.au

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

Issue	01
Date	26 September 2022
Project Name	Proposed 29-Lot Subdivision – 24-38 Translink Avenue, Western Junction
Project Number	21.292
Author	Ashley Brook
Document	"I:\2021\21292\1 Administration\6 Authorities\2 Council\21.292 - Planning Submission.docx"

6ty Pty Ltd ©



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1.0 Introduction

Planning approval is sought for a 29-lot subdivision at 24-38 Translink Avenue, Western Junction (see Figure 1). The purpose of this planning submission is to provide relevant details of the application and an assessment against the applicable provisions within the *Northern Midlands Interim Planning Scheme 2013* (the Scheme).

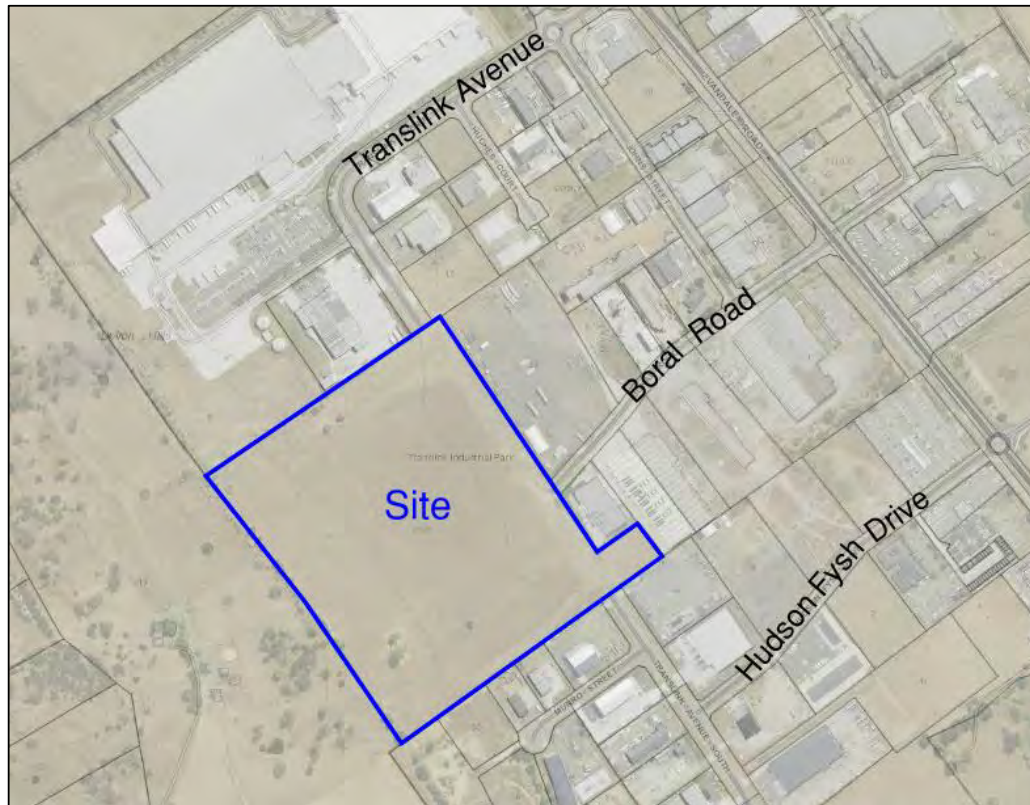


Figure 1 – Location of the Subject Site

1.1 Planning Overview

Location	24-38 Translink Avenue, Western Junction
Title Information	Volume 175445 Folio 2
Land Area	13.41ha
Use Class	Storage
Proposed Development	29-lot subdivision including provision of road, water supply, sewerage and stormwater infrastructure and an associated boundary adjustment
Zone	25.0 – General Industrial
Applicable Code	E1.0 – Bushfire-Prone Areas Code E4.0 – Road and Railway Assets Code
Specific Area Plan	F1.0 – Translink Specific Area Plan
Status of the Application	Discretionary



1.2 Proposed Development

The application seeks approval for a 29-lot subdivision and associated works involving the provision of road and service infrastructure. It also includes an associated boundary adjustment involving the adjoining 25 Boral Road.

The subdivision may be staged in which event road and service infrastructure will be constructed to the extent required for the lots being created in each stage.

A Proposal Plan of Subdivision (Prepared by 6ty° Pty Ltd, Project No. 21.292, Drawing No. Cp03) accompanies the application, and is described below.

1.2.1 Subdivision Lot Layout

The size and configuration of the proposed lots is detailed in Table 1.

Table 1: Size and Configuration of the Proposed Lots

Lot No.	Area	Frontage width	Depth (minimum)	Rear boundary width
1	3011 m ²	56.6 m (Translink Ave.)	44.7 m	N/A (corner lot)
2	3012 m ²	60 m (Road A)	50.2 m	60 m
3	3012 m ²	60 m (Road A)	50.2 m	60 m
4	3013 m ²	42.8 m (Road A)	27.5 m	65 m
5	3368 m ²	23.4 m (Road A)	43.6 m	67.6 m
6	3018 m ²	65 m (Road A)	46 m	63.6 m
7	3014 m ²	66.9 m (Road A)	44.1 m	66.9 m
8	3022 m ²	67.5 m (Road A)	44.1 m	58.3 m
9	3027 m ²	37.6 m (Road A)	26.1 m	72.4 m
10	4766 m ²	28.2 m (Road A)	62.4 m	64.5 m
11	3003 m ²	32.7 m (Road A)	75.1 m	42.4 m
12	3005 m ²	40 m (Road A)	75.1 m	40 m
13	3001 m ²	40 m (Road A)	75 m	40 m
14	3001 m ²	40.1 m (Road A)	74.9 m	40 m
15	4164 m ²	90.2 m (Translink Ave.)	28 m	N/A (corner lot)
16	1594 m ²	71.4 m (Translink Ave.)	11.1 m	78.2 m
17	3248 m ²	46.8 m (Translink Ave.)	62.1 m	50 m
18	3300 m ²	68.8 m (Translink Ave.)	10.6 m	N/A (corner lot)
19	3249 m ²	76.4 m (Road A)	44 m	N/A (corner lot)
20	3030 m ²	47.6 m (Translink Ave.)	63 m	48.6 m
21	3010 m ²	46.5 m (Translink Ave.)	63 m	46.5 m
22	3005 m ²	43.9 m (Translink Ave.)	66.6 m	43.9 m
23	3218 m ²	76.4 m (Road A)	44 m	N/A (corner lot)
24	3000 m ²	40 m (Road A)	75 m	40 m
25	3229 m ²	>50 m (Road A)	44 m	N/A (corner lot)
26	6551 m ²	79 m (Road A)	84 m	77 m
27	3228 m ²	>50 m (Road A)	44 m	N/A (corner lot)
28	3000 m ²	40.2 m (Road A)	75 m	40 m



The 29th lot proposed is a Drainage Reserve for a public detention basin described further in Section 1.2.4 below.

A 13.2m wide strip will be created between Lots 17 and 18 to provide rear access to the adjoining 25 Boral Road to the east. This will comprise an access strip which will be added to the adjoining lot by way of a boundary adjustment. This will increase the size of 25 Boral Road to 5322m².

1.2.2 Vegetation Management

Implementation of the bushfire hazard management area identified in the accompanying Bushfire Hazard Management Report (Prepared by RMCG, Project No. 1467, Dated 7.09.2022) will involve maintenance of existing grassland vegetation in a low fuel state.

1.2.3 Road Infrastructure

The subdivision development will include the construction of a road through the eastern part of the site that will connect Translink Avenue and Translink Avenue South. It will also include the construction of an extension of Boral Road, which will have a junction with the new through road. A new loop road (Road A) to the west and will have two junctions with the through road.

The proposed road infrastructure will be contained within road lots to be created as part of the subdivision. Lots 1 to 28 will each be provided with a vehicle access from the new/extended roads.

1.2.4 Service Infrastructure

Water Supply

Water mains will be extended from Translink Avenue, Translink Avenue South and Boral Road. They will extend along the roads to be constructed to provide water connections for Lots 1 to 28.

Sewerage

Sewer mains to be constructed will extend predominantly within the road lots, and also through Lots 18, 24 and 28 and the Drainage Reserve. They will provide connections for Lots 1 to 28, and will connect into an existing sewer main located in Boral Road.

Stormwater

Stormwater mains will be constructed to provide for the drainage of the road infrastructure and future development on the lots within the subject land, and the wider catchment including diversion of stormwater from the northern portion of Translink Avenue.

The proposed stormwater mains will extend predominantly within the road lots, and also through Lots 18 and 24. They will discharge into the Drainage Reserve, where a public detention basin will be constructed by Council. The detention basin will include an outlet pipe to the public stormwater system within Boral Road.



The proposed Lots 17 and 18 will be below the full supply level of the public detention basin and will connect directly to the Boral Road stormwater system. It is intended that on-site detention will be required in conjunction with future development of these lots.

The Stormwater Management Report (Prepared by 6ty Pty Ltd, Dated 1.09.2022) accompanying the application identifies that the public detention basin has been designed to accommodate the flows from the other 26 lots involved in the subdivision, on the assumption that they will be developed to 90% impervious. An agreement with Council's Planning Authority in accordance with Part 5 of the *Land Use Planning and Approvals Act 1993* (the "Act") is proposed to be registered on the titles for these lots to require the provision of on-site detention only if they are developed to more than 90% impervious.



2.0 Location

2.1 Subject Site

The site at 24-38 Translink Avenue, Western Junction comprises a single lot and is legally comprised of Certificate of Title Volume 175445 Folio 2. It has an area of 13.41ha. Parts of its northern, southern and eastern boundaries abut Translink Avenue (30m frontage), Translink Avenue South (30m frontage) and Boral Road (20m frontage).

The application includes a boundary adjustment with 25 Boral Road, which will provide this existing lot with an access strip extending from the proposed through road (Translink Avenue extension). The existing lot associated with this property is comprised in Certificate of Title 141987 Folio 1 and has an area of 5098m².

2.2 Existing Land Use

The site has previously been cleared and is undeveloped. It predominantly comprises grassland.

2.3 Description of the Surrounding Area

The site is located in the northern part of the area encompassed by the Translink Specific Area Plan ("SAP"). It is located within Area 1 of the SAP (see Figure 2). The adjacent lots to the north, south and east within the SAP that are developed include a range of storage, transport or industrial uses.

The adjoining lot to the west is outside the SAP and is zoned Rural Resource. It is within the Devon Hills locality and is accessed from Summit Drive. It predominantly comprises grassland managed as pasture, and includes an existing dwelling and associated buildings towards the centre of the lot. A patch of woodland is located to the south-east of these buildings (adjacent to the south-west portion of the subject site).

The properties within Devon Hills are otherwise mostly zoned Low Density Residential and are residential in nature.

2.4 Topography and Drainage

The site comprises land located on a hillside with a gentle north easterly aspect. It descends from a ridge line which contains Summit Drive to the west. There are no water bodies or watercourses within the site.

2.5 Natural Values and Hazards

The land within the site has previously been cleared of most forest vegetation and is predominantly comprised of grassland. It is classified as bushfire-prone land.

The site is not shown on the overlay maps to be subject to any natural values or other hazards, including landslide.

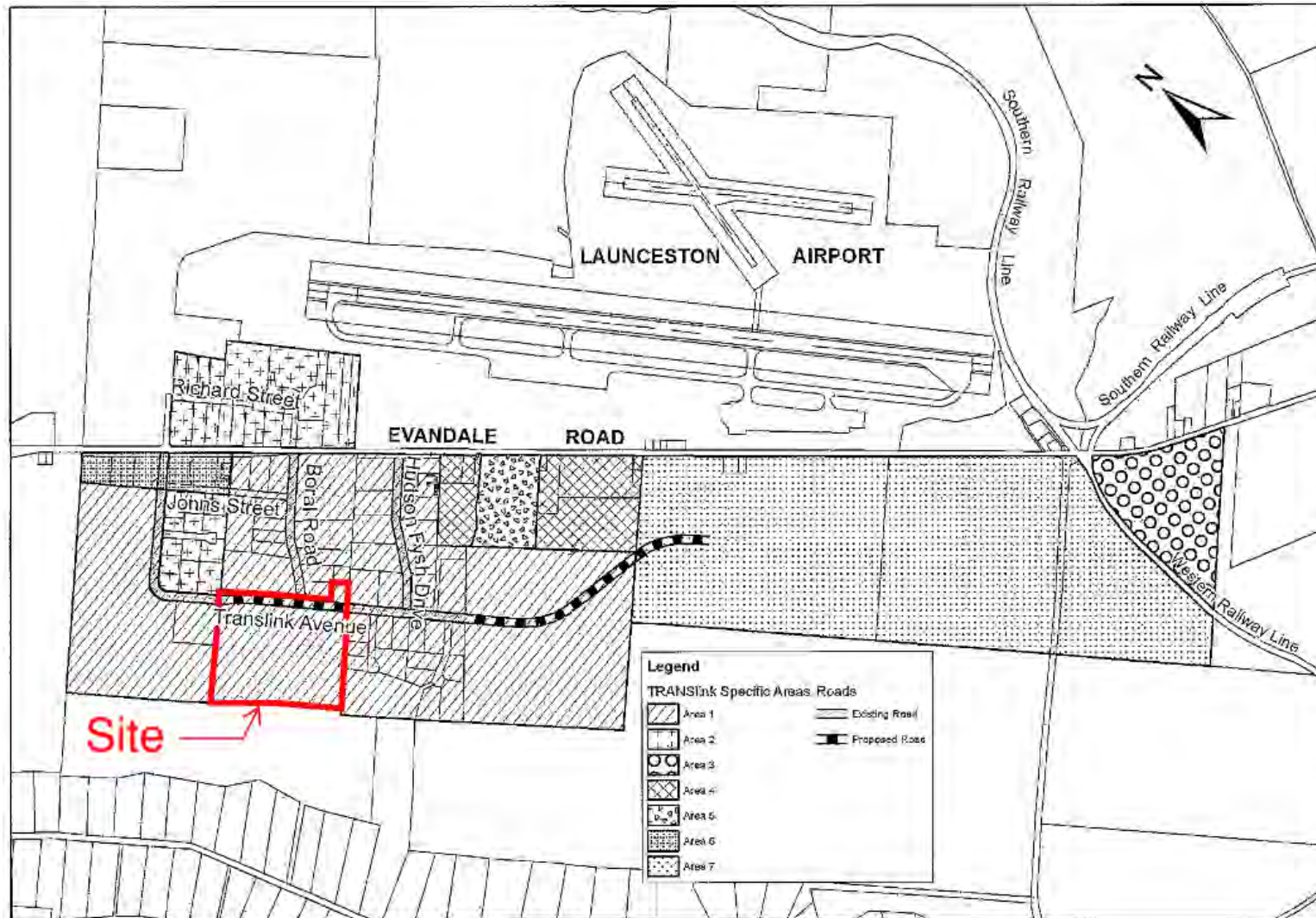


Figure 2 – Translink Specific Area Plan Map (Figure F1.1 in the Scheme)



2.6 Road Access

The site has frontages to Translink Avenue, Translink Avenue South and Boral Road.

The northern section of Translink Avenue extends to Evandale Main Road to the north-east of the site. Translink Avenue South extends to Hudson Fysh Drive, which extends to Evandale Main Road to the south-east. Boral Road extends to Evandale Main Road to the east.

2.7 Service Infrastructure

Water Supply

Existing water mains are located in Translink Avenue, Translink Avenue South and Boral Road which will be extended to service the proposed subdivision.

Sewerage

Existing sewer mains are located in Translink Avenue, Translink Avenue South and Boral Road. The proposed subdivision will connect into the existing sewer main located in Boral Road.

Stormwater

The site forms part of a stormwater catchment that includes the adjoining lot to the west, several adjacent Low Density Residential zoned properties in Devon Hills and an adjacent section of Summit Drive. The catchment also includes a relatively small area within the SAP to the north-west of Translink Avenue.

The catchment drains to public stormwater system within Boral Road, which ultimately discharges to a drainage line that extends underneath the Launceston Airport and becomes Kellys Creek.

The Stormwater Management Report accompanying the application identifies that the public detention basin has been designed taking account of the wider catchment.

3.0 Approval Framework

3.1 Use Categorisation

The application is for a development involving subdivision, and associated works, and does not seek approval to establish a use. However, Clause 8.2.1 requires each proposed use or development to be categorised into a use class. For the purpose of this provision, the subdivision development is therefore categorised into the Storage use class, which is defined as follows in Table 8.2:

Storage

use of land for storage or wholesale of goods, and may incorporate distribution. Examples include boat and caravan storage, contractors yard, freezing and cool storage, liquid fuel depot, solid fuel depot, vehicle storage, warehouse and wood yard.

The subdivision will create lots for a range of industrial and commercial uses and developments, including Storage.

3.2 Applicable Scheme Provisions

3.2.1 Applicable Zone

The site is zoned General Industrial Zone, the provisions for which are contained in Clause 25.0 of the Scheme.

3.2.2 Applicable Code/s

The applicability of the codes included in the Scheme is identified in the table below.

Code	Applicability
E1.0 Bushfire Prone Areas Code	Applicable. The site is mapped within a bushfire-prone area and the proposal involves subdivision.
E2.0 Potentially Contaminated Land Code	Not applicable. The application does not involve a sensitive use, or development for a sensitive use.
E3.0 Landslip Code	Not applicable. The site is not mapped within a landslide hazard area.
E4.0 Road and Railway Assets Code	Applicable. The application involves new vehicle accesses and junctions.
E5.0 Flood Prone Areas Code	Not applicable. The site is not shown within an area of flood risk.

Code	Applicability
E6.0 Car Parking and Sustainable Transport Code	Not applicable. Clause E6.2.1 identifies that the Code applies to all use and development. However, the parking requirements relevant to each lot will be determined in conjunction with specific proposals for future use and development. The current application therefore does not affect the issues dealt with by the Code directly, and it does not apply to the subdivision in accordance with Clause 7.5.2(b) of the Scheme.
E7.0 Scenic Management Code	Not applicable. The site is not shown within a scenic management area.
E8.0 Biodiversity Code	Not applicable. The application does not involve removal of priority habitat or native vegetation.
E9.0 Water Quality Code	Not applicable. The site is not located within 50m of a wetland or watercourse.
E10.0 Recreation and Open Space Code	Not applicable. The Code conflicts with Clause F1.4.1 A11 in the SAP provisions which details what a plan of subdivision must not include, including public open space. In accordance with 7.4.2, the SAP provisions prevail. The provision of public open space is not required.
E11.0 Environmental Impacts and Attenuation Code	Not applicable. The proposed subdivision development does not involve an environmentally relevant activity listed in the Code.
E12.0 Airports Impact Management Code	Not applicable. The site is not shown within Australian noise exposure forecast contours on the Scheme overlay maps or operational airspace.
E13.0 Heritage Code	Not applicable. The site is not shown within a local heritage precinct and does not contain a local heritage place.
E15.0 Signs Code	Not applicable. The application does not involve signage.

3.2.3 Specific Area Plan

The site is subject to the provisions for the Translink Specific Area Plan (“SAP”) in Clause F1.0 of the Scheme.

In accordance with Clause 7.4.2, the SAP provisions prevail where there is any conflict with a provision for the zone and applicable codes.



3.3 Status of the Application

The use table for Area 1 of the SAP in Clause F1.3.2 identifies that the 'storage' use class is Permitted, subject to satisfying a qualification which states "[i]f not a liquid fuel or solid fuel depot". The proposal satisfies the qualification.

In accordance with Clauses 8.7.1 and 8.8.1, the status of the application is also dependent upon whether it complies with the acceptable solutions for each applicable standard or if it relies upon an associated performance criteria.

The acceptable solution requirements for the applicable standards are considered in Sections 4.1 to 4.4. The proposal relies on performance criteria to demonstrate compliance with the applicable standards. This includes:

- Clause F1.4.1 Subdivision – Performance Criteria P1.1.
- Clause F1.4.1 Subdivision – Performance Criteria P8.
- Clause E4.6.1 Use and Road or Rail Infrastructure – Performance Criteria P2.
- Clause E4.7.2 Management of Road Accesses and Junctions – Performance Criteria P1.

A Discretionary permit is therefore sought for the proposal in accordance with Clause 8.8.1 of the Scheme and Section 57 of the Act. The relevant performance criteria are considered in Section 5.

4.0 Planning Assessment

4.1 General Industrial Zone

Clause 25.4 Development Standards			
Clause 25.4.2 Subdivision			
Requirement/s		Assessment	Compliance
A1.1	Each lot must: (a) have a minimum area of at least: (i) 1000m ² ; or (ii) the area specified in a table to (b) be able to contain a 20m diameter circle; ...	Clause F1.4.1 A1.1 in the SAP prevails. It is noted that the lots will have an area exceeding 1000m ² and will be able to contain a 20m diameter circle.	Not applicable.
A1.2	Lots must have new boundaries aligned from buildings that satisfy the relevant Acceptable Solutions for setbacks.	The site does not contain any existing buildings.	Not applicable.
A2	Each lot must have a frontage of at least 20m.	Clause F1.4.1 A1.1 in the SAP prevails. It is noted that the lots will have a frontage greater than 20m.	Not applicable.
A3	Subdivision does not adjoin the general residential, village, low density residential and rural living zones.	The site does not adjoin any of the identified zones.	Complies with acceptable solution.
A4	Each lot must be connected to a reticulated: (a) water supply; and (b) sewerage system.	Clause F1.4.1 A12 in the SAP prevails. It is noted that the lots will have a connection to the reticulated water supply and sewerage systems.	Not applicable.
A5	Each lot must be connected to a reticulated stormwater system.	Clause F1.4.1 A12 in the SAP prevails. It is noted that the lots will have a connection to the public stormwater system.	Not applicable.

4.2 Translink Specific Area Plan

4.2.1 Specific Area Plan Purpose

The purpose statements for the Specific Area Plan ("SAP") in Clause F1.1.1 of the Scheme indicate that it has been drafted to:

- a) *Provide for industrial and commercial uses and developments which serve the strategic needs of the Launceston and Northern Midlands region and the State, and which would derive a particular benefit from a location having proximity to Launceston Airport, access to the State's road and rail network or links to the port of Bell Bay.*
- b) *Cater primarily for storage, transport and industrial uses.*
- c) *Provide for a limited range of retail or other activity, which supports storage, transport and industrial uses.*
- d) *Provide for a limited range of retail or other activity, which can demonstrate that the location offers a particular strategic advantage.*
- e) *Provide an area within which business-support facilities for the Translink Industrial Zone and Airport operations can locate.*
- f) *Provide opportunities for the development of accommodation adjacent to and serving the Airport.*
- g) *Provide detailed guidance on use and development within the General Industrial Zone at Translink, particular to the unique characteristics of the area.*

The proposed subdivision development is consistent with the purpose for the SAP. It will create lots for a range of industrial and commercial uses and developments.

4.2.2 Standards

Clause F1.4 Standards for Use and Development			
Clause F1.4.1 Subdivision			
Requirement/s		Assessment	Compliance
A1.1	Within Area 1, there must be (a) a lot density of 1 lot per 10,000m ² over the area being subdivided; and (b) a minimum lot size of 5000m ² ; and (c) frontage to a road of 50 metres; or	The proposed lot density will be less than 10,000m ² across the site. The proposed minimum lot size will be <5,000m ² . Some proposed lots will have a frontage of <50m.	Relies on performance criteria.
A1.2	The lot must be transferred to Council or other Government bodies for the provision of services.	The road lots and Drainage Reserve are intended to be transferred to Council.	Complies with acceptable solution.

Clause F1.4.1 Subdivision		
Requirement/s	Assessment	Compliance
<p>A8 Road layout must be in accordance with Figure F1.2. Roads must meet the following specifications:</p> <p>(a) Evandale Main Road - 42m wide road reservation.</p> <p>(b) the distributor road - 30m wide road reservation.</p> <p>(c) the design of the distributor road must be in accordance with the cross-section provided in Figure F1.3.</p> <p>(d) access roads connecting to distributor roads must have a 20m wide road reservation and carriageway width must be not less than 11m.</p> <p>(e) a permanent cul-de-sac must have a turning circle of not less than 25m diameter at the kerb.</p>	<p>The proposal does will not affect the Evandale Main Road reservation.</p> <p>The Distributor Road identified on the road layout plan in Figure F1.2 of the SAP is Translink Avenue. The road lot/s for the through road, between Translink Avenue and Translink Avenue south, will have a width of 30m.</p> <p>The carriageway of the through road will have a width of 11m, in accordance with Figure F1.3.</p> <p>Boral Road is identified as an access road in Figure F1.2. The road lot for the extension of this road will have a width of 20m. Its carriageway width will be the same as the existing road.</p> <p>The proposed loop road (Road A) is not identified as an access road in Figure F1.2. However, the road lot/s for this road will have a width of 20m, and its carriageway will have a width of 11m.</p> <p>No cul-de-sac is proposed.</p>	<p>Relies on performance criteria, because an open swale drain adjacent to Translink Avenue is not proposed.</p>



Clause F1.4.1 Subdivision			
Requirement/s		Assessment	Compliance
A8	(f) the distributor road reserve must contain an open swale drain to collect all stormwater on the west side of the road.	An open swale drain is not proposed since a piped stormwater system and public detention basin will be provided.	<i>Relies on performance criteria.</i>
A9	The Plan of Subdivision must provide for the drainage of both roads and other land to be satisfactorily carried off and disposed of in accordance with Figure F1.3 and F1.4.	The proposal makes provision for drainage of roads, lots and other land within the stormwater catchment. This includes a reticulated stormwater system and detention basin discharging into the Boral Road system, generally consistent with Figure F1.3 and F1.4.	Complies with acceptable solution.
A10	On-site detention devices must be incorporated in the development so that the flow rate of stormwater outside the boundaries of the title is no greater than if the land was used for rural purposes.	The accompanying Stormwater Management Report demonstrates that the design of the public detention basin will reduce the 1% AEP stormwater flows to Boral Road by 70%.	Complies with acceptable solution.
A11	The Plan of Subdivision must not include: <ul style="list-style-type: none"> (a) blind roads; (b) alleys or rights-of-way to give access to the rear of lots; (c) littoral or riparian reserves; (d) private roads, ways or open spaces; (e) public open space; (f) any lot which requires the construction of an embankment to a highway which requires a licence under the Highways Act 1951. 	The accompanying Proposal Plan of Subdivision does not include any of the identified matters identified in the acceptable solution, including public open space. The rear access for 25 Boral Road, to be created by boundary adjustment, will be an access strip.	Complies with acceptable solution.

Clause F1.4.1 Subdivision		
Requirement/s	Assessment	Compliance
A12 The following services must be provided to each lot: (a) a reticulated water supply; and (b) a reticulated sewerage system; and (c) a reticulated stormwater system; and (d) underground electricity supply; (e) street lighting; (f) sealed roads; and (g) Sealed crossovers.	The lots will have a connection to the reticulated water supply, sewerage, stormwater and electricity systems. The road infrastructure will be sealed and will include street lighting. The vehicle accesses for each lot will be sealed.	Complies with acceptable solution.
A13 Archaeological investigations relating to Aboriginal relics must be carried out when preparing the initial 'Plan of Subdivision' for an area.	An accompanying Aboriginal Heritage Property Search Record has not identified any registered Aboriginal relics or apparent risk of impacting Aboriginal relics.	Complies with acceptable solution.

4.3 Bushfire-Prone Areas Code

The Bushfire Hazard Management Report, incorporating a Bushfire Hazard Management Plan ("BHMP), which accompanies the application certifies that the proposed subdivision development complies with the acceptable solution requirements for the applicable standards in the Code, including:

- Clause 1.6.1 Subdivision: Provision of Hazard Management Areas - Acceptable Solution A1(b);
- Clause E1.6.2 Subdivision: Public and Fire Fighting Access - Acceptable Solution A1(b); and
- Clause E1.6.3 Subdivision: Provision of Water Supply for Fire Fighting Purposes - Acceptable Solutions A1(b).

The report identifies that the entirety of the subdivision is to be managed as a bushfire hazard management area. This will involve management of existing grassland vegetation in a low fuel state. It will ensure there is sufficient area to allow for future construction of buildings that require bushfire protection measures (Classes 1-3, 8-9 and Class 10a (when closer than 6m to a habitable building) to BAL 19, BAL 12.5, or BAL Low standards.



Bushfire Setbacks will apply from the site boundaries to the north-west, south-west and south, however no such setbacks will apply to the shared boundaries with other lots within the subdivision. Additionally, nine of the proposed lots (Lots 1, 16-17 and 20-24) do not require a BAL rating and therefore will have no bushfire construction requirements.

Where access to a bushfire-prone lot is greater than 30m, it must be constructed to the standards set out in Element B of Table E2 of the Code. All roads within the subdivision must be constructed to the standards set out in Table E1.

A reticulated water supply that is compliant with all elements of Table E4 of the Code must be installed to service each lot before buildings that require bushfire protection measures are constructed.

4.4 Road and Railway Assets Code

The Traffic Impact Assessment ("TIA")(Prepared by Traffic & Civil Services, Dated 6.09.2022) has been prepared to address the applicable standards in the Code.

Clause E4.6 Use Standards			
Clause E4.6.1 Use and road or rail infrastructure			
Requirement/s		Assessment	Compliance
A2	For roads with a speed limit of 60km/h or less the use must not generate more than a total of 40 vehicle entry and exit movements per day.	The TIA identifies that the traffic generation associated with the subdivision and subsequent establishment of industrial and commercial uses and developments will be up to 1283 vehicles per day.	Relies on performance criteria.

Clause E4.7 Development Standards			
Clause E4.7.2 Management of Road Accesses and Junctions			
Requirement/s		Assessment	Compliance
A1	For roads with a speed limit of 60km/h or less the development must include only one access providing both entry and exit, or two accesses providing separate entry and exit.	The proposal will involve the provision of multiple vehicle accesses and junctions.	Relies on performance criteria.

Clause E4.7.4 Sight Distance at Accesses, Junctions and Level Crossings			
Requirement/s	Assessment	Compliance	
A1	<p>Sight distances at:</p> <p>a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.7.4; and</p> <p>b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices - Railway crossings, Standards Association of Australia; or</p> <p>c) If the access is a temporary access, the written consent of the relevant authority has been obtained.</p>	<p>The TIA demonstrates that the requirements of Table E4.6.4 will be satisfied.</p> <p>The proposal does not involve a rail level crossing.</p> <p>The proposal does not involve a temporary access.</p>	Complies with acceptable solution.

The TIA includes the following recommendations:

- *Streetlighting be provided on the TransLink Avenue - extension and Road A in keeping with Council standard.*
- *The proposed accesses be constructed in accordance with LGAT standard drawings TSD-R09-v1 to double width.*



5.0 Applicable Performance Criteria

The applicable performance criteria in the SAP and code provisions are considered below.

5.1 Clause F1.4.1 Subdivision – Performance Criteria P1.1

Objective	
a) To ensure the area and dimension of lots are appropriate for the zone; b) To ensure each lot has road access, sewerage, water, stormwater, energy and communication services appropriate for the zone.	
Acceptable Solutions	Performance Criteria
A1.1 Within Area 1, there must be a) a lot density of 1 lot per 10,000m ² over the area being subdivided; and b) a minimum lot size of 5000m ² ; or c) frontage to a road of 50 metres; or A1.2 The lot must be transferred to Council or other Government bodies for the provision of services.	P1.1 Within Area 1, a proposed lot on a plan of subdivision has: a) a minimum area of 3,000m ² ; and b) frontage to a road of at least 9 metres.

Each lot will have an area of 3000m² or greater, and a frontage width of greater than 9m, in accordance with the performance criteria.

The exception is Lot 16, which will have an area of 1594m². As identified in Section 4.1, its size and frontage width will be in accordance with the underlying zone provisions and it is therefore consistent with objective (a). It will be provided with a vehicle access and connections to water supply, sewerage, stormwater and electricity services, and is therefore consistent with objective (b).

The road lots and Drainage Reserve are intended to be transferred to Council in accordance with A1.2.



5.2 Clause F1.4.1 Subdivision – Performance Criteria P8

Objective	
a) To ensure the area and dimension of lots are appropriate for the zone; b) To ensure each lot has road access, sewerage, water, stormwater, energy and communication services appropriate for the zone.	
Acceptable Solutions	Performance Criteria
A8 Road layout must be in accordance with Figure F1.2. Roads must meet the following specifications: a) Evandale Main Road - 42m wide road reservation b) the distributor road - 30m wide road reservation. c) the design of the distributor road must be in accordance with the cross-section provided in Figure F1.3. d) access roads connecting to distributor roads must have a 20m wide road reservation and carriageway width must be not less than 11m. e) a permanent cul-de-sac must have a turning circle of not less than 25m diameter at the kerb. f) the distributor road reserve must contain an open swale drain to collect all stormwater on the west side of the road.	P8 The location of the open swale drain may be changed if the stormwater drainage can be accommodated by other means to the satisfaction of Council.

The accompanying Stormwater Management Report identifies that the stormwater system for the subdivision will comprise a piped network and public stormwater system. The proponent has been consulting with Council in relation to the design of stormwater system and it is capable of being approved under the terms of the performance criteria.



5.3 Clause E4.6.1 Use and Road or Rail Infrastructure – Performance Criteria P2

Objective	
To ensure that the safety and efficiency of road and rail infrastructure is not reduced by the creation of new accesses and junctions or increased use of existing accesses and junctions.	
Acceptable Solutions	Performance Criteria
A2 For roads with a speed limit of 60km/h or less the use must not generate more than a total of 40 vehicle entry and exit movements per day.	P2 For roads with a speed limit of 60km/h or less, the level of use, number, location, layout and design of accesses and junctions must maintain an acceptable level of safety for all road users, including pedestrians and cyclists.

The accompanying TIA demonstrates that the proposal complies with the performance criteria. The subdivision will not create any traffic issues and traffic will continue to operate safely and efficiently at the Evandale Main Road / Translink Avenue roundabout and at the Evandale Main Road / Boral Road intersection.

5.4 Clause E4.7.2 Management of Road Accesses and Junctions – Performance Criteria P1

Objective	
To ensure that the safety and efficiency of roads is not reduced by the creation of new accesses and junctions or increased use of existing accesses and junctions.	
Acceptable Solutions	Performance Criteria
A1 For roads with a speed limit of 60km/h or less the development must include only one access providing both entry and exit, or two accesses providing separate entry and exit.	P1 For roads with a speed limit of 60km/h or less, the number, location, layout and design of accesses and junctions must maintain an acceptable level of safety for all road users, including pedestrians and cyclists.

The accompanying TIA demonstrates that the proposal complies with the performance criteria. The subdivision will not create any traffic issues and the proposed vehicle accesses and junctions will operate safely and efficiently.



6.0 Conclusion

The application seeks approval for a 29-lot subdivision, including associated works involving the provision of road and service infrastructure and an associated boundary adjustment, at 24-38 Translink Avenue, Western Junction.

The proposal complies with the applicable Scheme standards in the Translink Specific Area Plan and relevant code provisions, including the following performance criteria:

- Clause F1.4.1 Subdivision – Performance Criteria P1.1.
- Clause F1.4.1 Subdivision – Performance Criteria P8.
- Clause E4.6.1 Use and Road or Rail Infrastructure – Performance Criteria P2.
- Clause E4.7.2 Management of Road Accesses and Junctions – Performance Criteria P1.

It is therefore submitted that a Discretionary permit can be issued for the proposed use and development in accordance with 8.8.1 of the Scheme and Sections 51 & 57 of the Act.



Postal Address
 PO Box 63
 Riverside
 Tasmania 7250
 W 6ty.com.au
 E admin@6ty.com.au

6ty Pty Ltd
 ABN 27 014 609 900
 Architectural
 ABP No. CC4874f
 Structural / Civil
 ABP No. CC1633i

Tamar Suite 103
 The Charles
 287 Charles Street
 Launceston Tasmania
 P (03) 6332 3300

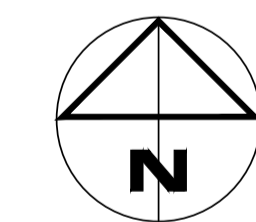


57 Best Street
 Devonport Tasmania
 P (03) 6424 7161

QMS Certification Services

ISSUE	DATE	ISSUED FOR	REV.
01	06.09.22	PLANNING APPROVAL	-
02	01.12.22	APPROVAL	A

**Received
02.12.2022**



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PROJECT: 29 LOT SUBDIVISION

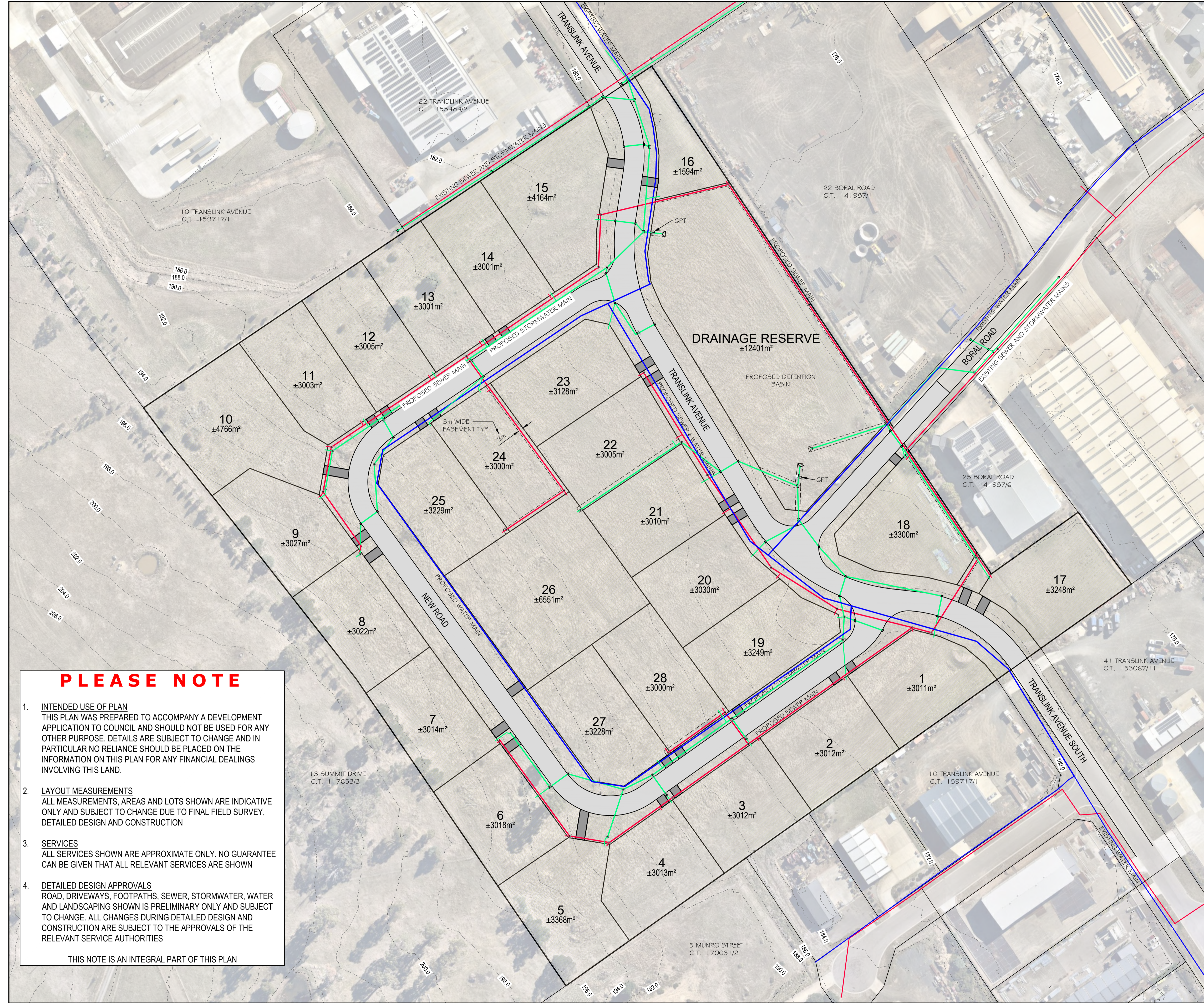
AT: 24-38N TRANSLINK AVE
 WESTERN JUNCTION
 P. WOOLSTON

DRAWING: SUBDIVISION PROPOSAL PLAN

DESIGNED: P.M.W. DRAWN: O.G.B. CHECKED: A.J.B.

SCALES: 1:1000 AT A1 SIZE DRAWING SHEET

PROJECT No. 21.292 DRAWING No. Cp03 REV. A



PLEASE NOTE

- INTENDED USE OF PLAN**
 THIS PLAN WAS PREPARED TO ACCOMPANY A DEVELOPMENT APPLICATION TO COUNCIL AND SHOULD NOT BE USED FOR ANY OTHER PURPOSE. DETAILS ARE SUBJECT TO CHANGE AND IN PARTICULAR NO RELIANCE SHOULD BE PLACED ON THE INFORMATION ON THIS PLAN FOR ANY FINANCIAL DEALINGS INVOLVING THIS LAND.
- LAYOUT MEASUREMENTS**
 ALL MEASUREMENTS, AREAS AND LOTS SHOWN ARE INDICATIVE ONLY AND SUBJECT TO CHANGE DUE TO FINAL FIELD SURVEY, DETAILED DESIGN AND CONSTRUCTION
- SERVICES**
 ALL SERVICES SHOWN ARE APPROXIMATE ONLY. NO GUARANTEE CAN BE GIVEN THAT ALL RELEVANT SERVICES ARE SHOWN
- DETAILED DESIGN APPROVALS**
 ROAD, DRIVEWAYS, FOOTPATHS, SEWER, STORMWATER, WATER AND LANDSCAPING SHOWN IS PRELIMINARY ONLY AND SUBJECT TO CHANGE. ALL CHANGES DURING DETAILED DESIGN AND CONSTRUCTION ARE SUBJECT TO THE APPROVALS OF THE RELEVANT SERVICE AUTHORITIES

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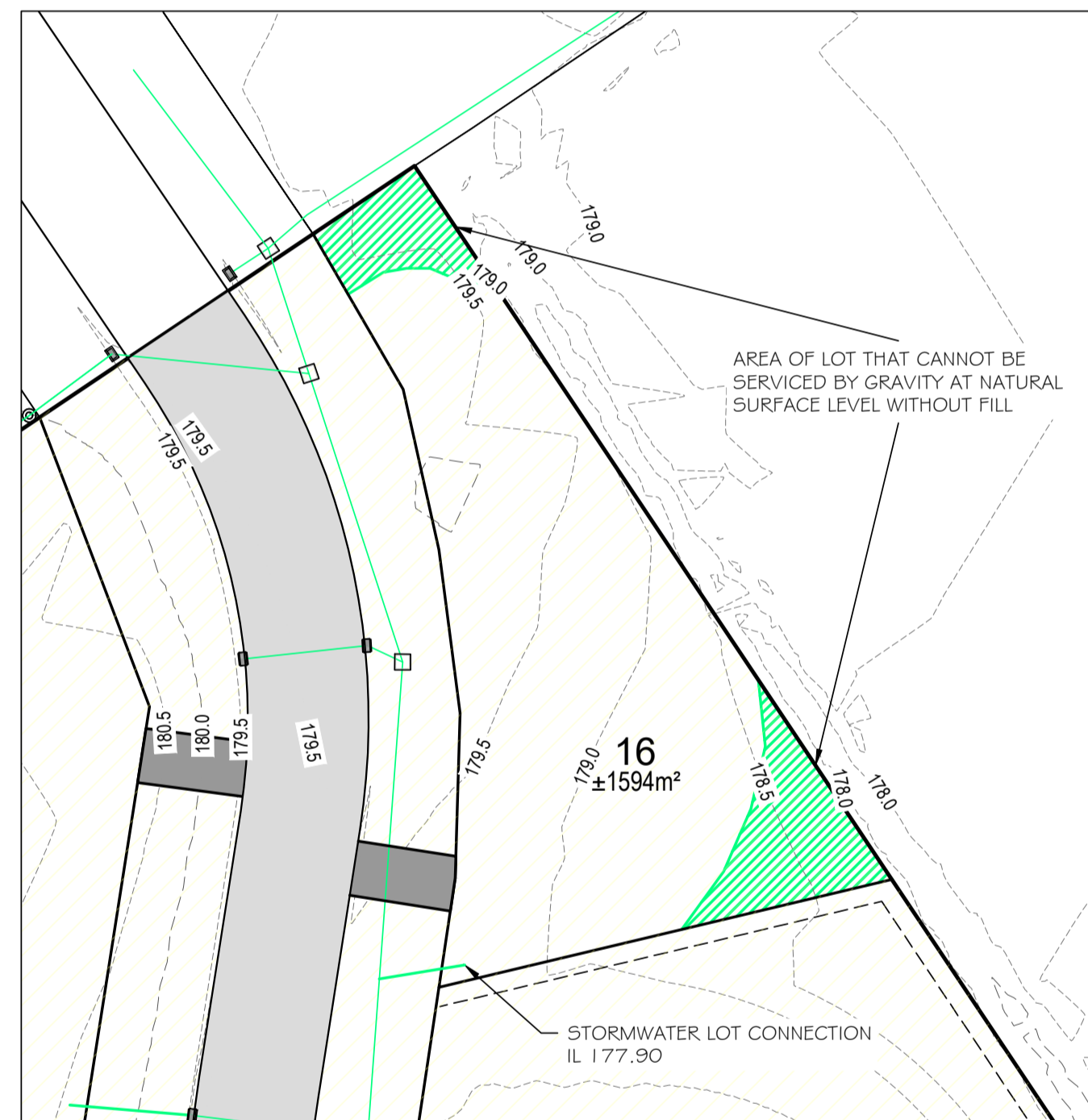


Postal Address
 PO Box 63
 Riverside
 Tasmania 7250
 W 6ty.com.au
 E admin@6ty.com.au

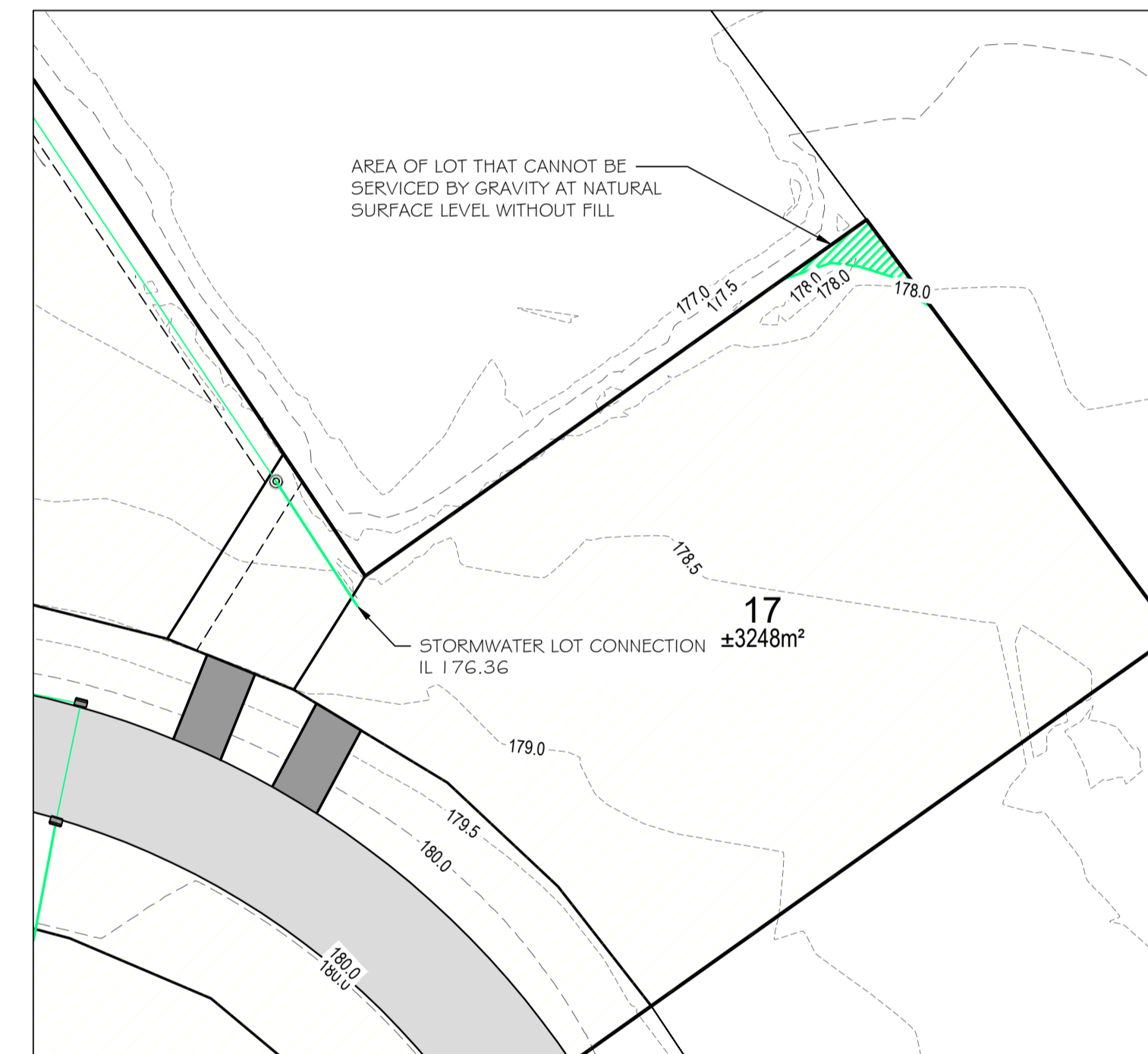
6ty Pty Ltd
 ABN 27 014 609 900
 Architectural
 ABP No. CC4874f
 Structural / Civil
 ABP No. CC1633i

Tamar Suite 103
 The Charles
 227 Charles Street
 Launceston Tasmania
 P (03) 6332 3300

57 Best Street
 Devonport Tasmania
 P (03) 6424 7161



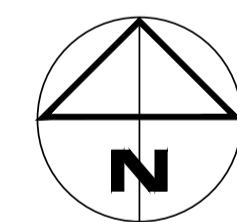
LOT 16 LOT CONNECTION
 SCALES: 1:500



LOT 17 LOT CONNECTION
 SCALES: 1:500

ISSUE	DATE	ISSUED FOR	REV.
01	01.12.22	APPROVAL	-

Received
02.12.2022



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PROJECT: 29 LOT SUBDIVISION

AT: 24-38N TRANSLINK AVE
 WESTERN JUNCTION
 P. WOOLSTON

DRAWING: LOT CONNECTION GRAVITY
 SERVICING EXTENTS PLAN

DESIGNED: P.M.W. DRAWN: O.G.B. CHECKED: A.J.B.

SCALES: AS SHOWN AT A1 SIZE DRAWING SHEET

PROJECT No. 21.292 DRAWING No. Cp04 -

RMCG

7 SEPTEMBER 2022

Bushfire Hazard Management Report: 24-38 Translink Av, Western Junction

Report for: 6ty^o

Property location: 24-38 Translink Av, Western Junction


Prepared by: Michael Tempest
RMCG
Level 2, 102-104 Cameron Street
Launceston, TAS 7250

Level 2, 102-104 Cameron Street, Launceston Tasmania 7250
(03) 6334 1033 — rm@rmcg.com.au
rmcg.com.au — ABN 73 613 135 247 — RM Consulting Group Pty Ltd
Victoria — Tasmania — ACT — NSW

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Executive summary

SUMMARY	
Client:	6ty°
Property identification:	24–38 Translink Av, Western Junction Current zoning: General Industrial CT 175445/2, PID 3610103
Proposal:	A 29-lot subdivision is proposed.
Assessment comments:	A field inspection of the site was conducted to determine the Bushfire Risk and Attack Level.
Conclusion:	<p>The area is mapped as bushfire-prone under the <i>Northern Midlands Interim Planning Scheme 2013</i>. The entirety of the subdivision must be managed as the Hazard Management Area. This will ensure there is sufficient area on the subject land and adjacent titles to provide the proposed bushfire-prone lots with sufficient area to allow for future construction of buildings that require bushfire protection measures (Class 1, Class 2, Class 3, Class 8, Class 9, and Class 10a when closer than 6m to a habitable building) to BAL 19, BAL 12.5, or BAL Low standards. It will also mean that 9 lots do not require a BAL rating and therefore have no bushfire construction requirements.</p> <p>Where access to a bushfire-prone lot is greater than 30m, it must be constructed to the standards set out in Element B of Table E2 of the <i>Bushfire-Prone Area Code</i> of the Planning Scheme. All roads within the subdivision must be constructed to the standards set out in Table E1.</p> <p>A reticulated water supply that is compliant with all elements of Table E4 of the <i>Bushfire-Prone Area Code</i> of the Planning Scheme must be installed to service each lot before buildings that require bushfire protection measures are constructed.</p>
Assessment by:	 <hr/> <p>Michael Tempest Senior Consultant Accredited Person under Part 4A of the Fire Service Act 1979, Accreditation # BFP-153</p>

1 Introduction

It is a requirement under the *Land Use Planning and Approval Act* that a proposed subdivision that occurs either wholly or partially within a bushfire-prone area is assessed by an accredited person who will provide a Bushfire Hazard Management Report and a Bushfire Hazard Management Plan.

1.1 SCOPE

This report has been commissioned to provide a Bushfire Attack Level (BAL) for all proposed lots within the subdivision. All advice is compliant with the *Bushfire-Prone Areas Code* of the *Northern Midlands Interim Planning Scheme 2013* (the Planning Scheme) and the Australian Standard, AS3959-2018, *Construction of Buildings in Bushfire-prone Areas*.

1.2 PROPOSAL

The proposal is to complete a 29-lot subdivision from an existing title (CT 175445/2) at 24–38 Translink Av, Western Junction. The land is zoned as General Industrial. The subject title and all adjacent land are mapped as bushfire-prone under the Planning Scheme.

1.3 LIMITATIONS

This report only deals with potential bushfire risk and does not consider any other potential statutory, building, or planning requirements. This report classifies type of vegetation at time of inspection and cannot be relied upon for future development outside of the assessed area.

2 Site description

The existing title is 13.3ha in area and at the time of the site visit was managed as grassland. The land has a gentle north easterly aspect. The title is accessible via Translink Ave in the north, Boral Road in the east, and Translink Ave South in the south.

The proposal will see the title developed into 28 lots for industrial development, plus one extra lot containing a detention basin. The three roads leading to the site will be connected through the subdivision, allowing road frontage to each lot. See Appendix 2 for site maps and Appendix 3 for the subdivision site plan.

2.1 SURROUNDING AREA

All adjacent land is mapped as bushfire-prone under the Planning Scheme.

To the south west is 25.6ha title (CT 117653/3) in the Rural Resource zone. This title is primarily managed as pasture, which is classified as grassland. There is an existing dwelling and associated buildings toward the centre of the title and to the east of these is a patch of woodland. There is also a planted shelterbelt along the northern half of the shared boundary with the subject title.

All other surrounding land is within the General Industrial zone. To the north west is a 19.9ha title (CT 159717/1) containing an existing warehouse. The majority of this title is classed as managed land, however, the strip of land (60m+) adjacent to the subject title is classed as grassland. Adjacent to the north is Translink Av. To the west of this is a 1.6ha title (CT 150770/20) which contains an existing shed and is classed as managed land. To the east of Translink Av is a 0.7ha title undeveloped title, that appear to be regularly mown.

All adjacent land to the east and south east is developed and classed as managed land. To the south is a 2.4ha title (CT 170031/2) managed as grassland.

Bushfire threat occurs from the south west, west, and north west. The prevailing wind is from the north west.

3 Bushfire site assessment

The land is considered to be within a bushfire-prone area under the Planning Scheme. A Bushfire Attack Level assessment has been conducted using Method 1 of AS 3959-2018.

The Fire Danger Index (FDI) is a measure of the probability of a bushfire starting, its rate of speed, intensity, and the difficulty of suppression; this is according to combinations of air temperature, relative humidity, wind speed, and both the long and short-term effects of drought. The FDI for Tasmania is **50** (Clause 2.2.2).

Because of the size and zoning of the proposed lots, the new lots will be managed as low threat vegetation. Because of this, the adjacent vegetation and slope was assessed for the entire development as one, rather than for individual lots (see Table 3-1). Existing vegetation within the subdivision has been assessed as grassland but will be required to be managed in a low fuel state when the subdivision occurs.

Table 3-1: Vegetation and slope assessments from development site boundary

	NORTH WEST	NORTH EAST	NORTH	SOUTH EAST	SOUTH WEST	SOUTH
Slope	Downslope >0-5°	Downslope >0-5°	Downslope >0-5°	Downslope >0-5°	Upslope	Downslope >0-5°
Vegetation Type	Grassland	Low Threat	Low Threat	Low Threat	Grassland ¹	Grassland
Distance to Bushfire-Prone Vegetation	0-100m	NA	NA	NA	0-100m	Grassland
BAL	Low, 12.5 & 19	Nil	Nil	Nil	Low, 12.5 & 19	Low, 12.5 & 19

Note that there is a patch of woodland vegetation 10-20m from the central south western boundary. The location does not affect boundary setbacks for BAL 12.5 or BAL 19 setbacks. However, it means that lots cannot be specified as BAL Low if they are within 100m of this patch.

4 Bushfire protection measures

4.1 BAL REQUIREMENTS FOR CONSTRUCTION

The BAL ratings applied are in accordance with the Australian Standard AS3959-2018, *Construction of Buildings in Bushfire-prone Areas*. The applicable BAL ratings for the proposed subdivision are **BAL 19, BAL 12.5, and BAL Low**.

Table 4-1: BAL levels

BUSHFIRE ATTACK LEVEL (BAL)	PREDICTED BUSHFIRE ATTACK & EXPOSURE LEVEL
BAL-Low	Insufficient risk to warrant specific construction requirements.
BAL-12.5	Ember attack, radiant heat below 12.5kW/m ² .
BAL-19	Increasing ember attack and burning debris ignited by windborne embers together with increasing heat flux between 12.5–19kW/m ² .
BAL-29	Increasing ember attack and burning debris ignited by windborne embers together with increasing heat flux between 19–29kW/m ² .
BAL-40	Increasing ember attack and burning debris ignited by windborne embers together with increasing heat flux between 29–40kW/m ² .
BAL-FZ	Direct exposure to flames radiant heat and embers from the fire front.

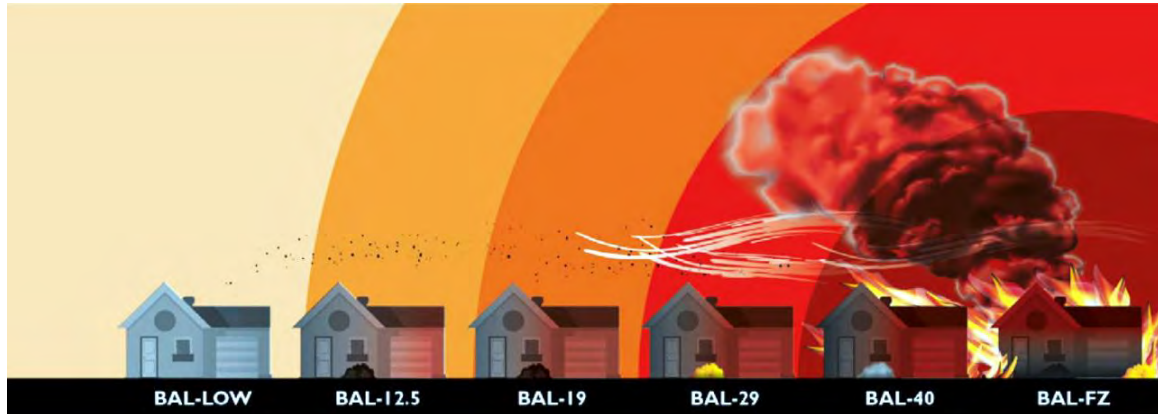


Figure 4-1: BAL diagram

The minimum construction requirement for a development requiring bushfire measures on any Lot within the proposed subdivision is either **BAL 19, BAL 12.5, or BAL Low**, depending on the lot and building location. Building classes that require bushfire measures are; class 1, class 2, class 3, class 8, and class 9, and class 10a if closer than 6m to a habitable dwelling, as well as Vulnerable Uses and Hazardous Uses.

4.2 HAZARD MANAGEMENT AREA

Hazard management areas (HMA) are the areas between a habitable building, associated buildings (within 6m), and bushfire-prone vegetation which provide access to a fire front for firefighting. The HMA must be maintained in a low fuel state at all times.

Setback distances to bushfire-prone vegetation for the specified BAL Ratings (BAL 19, BAL 12.5 and BAL Low) have been calculated based on the vegetation that will exist after development and management of land within the subdivision and have also considered slope gradients. Distances are in accordance with AS 3959-2018 Table 2.6.

At the time of the site visit, the subject title was classed as grassland vegetation. Before the subdivision is approved, the entire title must be managed as low-threat vegetation. This will ensure that there are no setback requirements for buildings requiring bushfire measures from undeveloped lots within the subdivision. This means the entirety of the development area is the Hazard Management Area for all lots. This will be the responsibility of the owner of the subdivision in the first instance and will then become the responsibility of individual lot owners as each lot is sold.

Buildings requiring bushfire measures can be located anywhere within the BAL 19, BAL 12.5 or BAL Low area on Figure 4-2.

Where no setback is required for bushfire protection, other Planning Scheme setbacks may need to be applied.

BAL Rating: **BAL 19, BAL 12.5, and BAL Low**

Table 4-2: BAL setbacks

BAL	SETBACK	GRASSLAND	WOODLAND
BAL 19	Upslope and flat	10m	15m
	Downslope >0–5°	11m	18m
BAL 12.5	Upslope and flat	14m	22m
	Downslope >0–5°	16m	26m
BAL Low	Upslope and flat	50m	NA
	Downslope >0–5°	50m	NA

Table 4-3: Hazard management setbacks from future building requiring bushfire measures

LOT	BAL	SETBACKS
1		No construction requirements
2	12.5	No Setback Requirements
3	12.5	16m from the adjacent title to the south west
	19	11m from the adjacent title to the south west
4	12.5	16m from the south eastern boundary
	19	11m from the south eastern boundary
5	12.5	16m from the south eastern boundary 14m from the south western boundary
	19	11m from the south eastern boundary 10m from the south western boundary
6 – 9	12.5	14m from the south western boundary
	19	10m from the south western boundary
10	12.5	14m from the south western boundary 16m from the north western boundary
	19	10m from the south western boundary 11m from the north western boundary
11 – 13	12.5	16m from the north western boundary
	19	11m from the north western boundary
14	12.5	5–12m from the north western corner
	19	No Setback Requirements
15	Low	No Setback Requirements
16 – 18		No construction requirements
19	Low	No Setback Requirements
20 – 24		No construction requirements
25	Low	No Setback Requirements
26 – 27	Low	15m from south western boundary
	12.5	No Setback Requirements
28	Low	No Setback Requirements
Basin	NA	No setbacks, but must be maintained in a low fuel state



Figure 4-2: BAL construction areas

A building requiring bushfire measures can be located anywhere within the BAL 19, BAL 12.5 or BAL Low areas identified on Figure 4-2. For Lots that has both a BAL 12.5 and BAL 19 building area, if part of a future building requiring bushfire measures, or building within 6m of a building requiring bushfire measures, is located within the BAL 19 area, then the entire buildings requiring bushfire measures and buildings within 6m must be constructed to BAL 19 standards. This also goes for lots that have a BAL 12.5 and BAL Low building area. All lots must be managed in a low fuel state, hence the entire subdivision is the hazard management area.

All lots must be managed in a low fuel condition by the lot owner:

- Lawns maintained to a height of <100mm
- Occasional trees with no canopy connection
- Trees must not overhang the building

- Remove tree branches <2m above the ground
- Minimise fuel on the ground.

Landscaping advice for bushfire-prone lots:

- Maintain a clear area of low-cut lawn or pavement adjacent to the building
- Keep areas under fences, fence posts, gates, and trees raked and cleared of fuel
- Utilise non-combustible fencing and retaining walls
- Break up the canopy of trees and shrubs with defined garden beds
- Organic mulch should not be used in bushfire-prone areas and non-flammable material should be used as ground cover e.g., scoria, pebbles, recycled crushed bricks
- Plant trees and shrubs where there is a wind break in the direction from which fires are likely to approach.

Maintenance Schedule for Hazard Management Area:

- Cut lawns to less than 100mm and maintain
- Prune larger trees to establish and maintain horizontal and vertical canopy separation
- Minimise storage of flammable liquids
- Maintain road access to the dwelling and water connection point
- Remove fallen limbs, leaf, & bark, including from roofs, gutters, and around buildings.

4.3 ACCESS

Unless the development standards in the zone require a higher standard, the following applies to all roads within the proposed subdivision:

- a) Two-wheel drive, all-weather construction
- b) Load capacity of at least 20t, including bridges and culverts
- c) Minimum carriageway width is 7m for a through road, or 5.5m for a dead-end or cul-de-sac
- d) Minimum vertical clearance of 4m
- e) Minimum horizontal clearance of 2m from edge of the carriage way
- f) Cross falls of less than 3 degrees (1:20 or 5%)
- g) Maximum gradient of 15 degrees (1:3.5 or 28%) for sealed roads, and 10 degrees (1:5.5 or 18%) for unsealed roads
- h) Curves have a minimum inner radius of 10m
- i) Dead-end or cul-de-sac roads are not more than 200m in length unless carriageway length is 7m in width
- j) Dead-end or cul-de-sac roads have a turning circle with a minimum 12m outer radius; and
- k) Carriageways less than 7m wide have 'No parking' zones on one side, indicated by a road sign that complies with *Australian Standard AS1743–2001 Road Signs Specifications*.

There is sufficient area within the proposed roadway areas to provide roads to the above standards.

Where access to a building requiring bushfire measures is greater than 30m, it must be built to the following standards:

- a) All-weather construction
- b) Load capacity of at least 20 tonnes, including for bridges and culverts
- c) Minimum carriageway width of 4m

- d) Minimum vertical clearance of 4m
- e) Minimum horizontal clearance of 0.5m
- f) Cross falls of <math><3^\circ</math>
- g) Dips <math><7^\circ</math>
- h) Curves with a minimum inner radius of 10m
- i) Maximum gradient of 15° for sealed roads and 10° for unsealed road; and
- j) Terminate with a turning area for fire appliances provided by one of the following
 - i. A turning circle with a minimum outer radius of 10m
 - ii. A property access encircling the building; or
 - iii. A hammerhead "T" or "Y" turning 4m wide and 8m long.

The final location of buildings requiring bushfire measures on the lots will determine if the above access requirements are needed.



Figure 4-3: Access requirements

4.4 WATER SUPPLY

The lots are required to be connected to a reticulated water supply as part of the Planning Scheme requirements for the General Industrial zone. As part of this installation, fire hydrants must be installed that are within 120m as the hose lays of all areas of each lot. See (Figure 4-4) for proposed locations of hydrants. These may be moved at the discretion of the developer, as long as they are still within 120m of the entire building area of each lot.



Figure 4-4: Existing hydrants and potential location of new hydrants

5 Statutory compliance

The applicable bushfire requirements are specified in the *Bushfire-Prone Area Code* of the Planning Scheme.

Table 5-1: Compliance schedule

E1.6 DEVELOPMENT STANDARDS	ACCEPTABLE SOLUTION	COMPLIANCE
1.6.1 Provision of Hazard Management Area	A1.b	<ul style="list-style-type: none"> ▪ BAL 19, BAL 12.5, and BAL Low Setback Standards (AS 3959-2018) from adjacent boundaries to the north west, south west, south. ▪ The entirety of the subdivision must be managed as the hazard management area, including lots that do not have BAL rating. ▪ All lots rely on each other for their Hazard Management Area
E1.6.2 Public and firefighting access	A1.b	<ul style="list-style-type: none"> ▪ Compliant with Element B of Table E2 where lot access is greater than 30m on bushfire-prone lots ▪ The roads must be compliant with Table E1
E1.6.3. Provisions for water supply for firefighting	A1.b	<ul style="list-style-type: none"> ▪ A reticulated water supply must be installed that is compliant with Table E4 that services each lot.

6 Conclusions

The area is mapped as bushfire-prone under the *Northern Midlands Interim Planning Scheme 2013*. The entirety of the subdivision must be managed as the Hazard Management Area. This will ensure there is sufficient area on the subject land and adjacent titles to provide the proposed bushfire-prone lots with sufficient area to allow for future construction of buildings that require bushfire protection measures (Class 1, Class 2, Class 3, Class 8, Class 9, and Class 10a when closer than 6m to a habitable building) to BAL 19, BAL 12.5, or BAL Low standards. It will also mean that 9 lots do not require a BAL rating and therefore have no bushfire construction requirements.

Where access to a bushfire-prone lot is greater than 30m, it must be constructed to the standards set out in Element B of Table E2 of the *Bushfire-Prone Area Code* of the Planning Scheme. All roads within the subdivision must be constructed to the standards set out in Table E1.

A reticulated water supply that is compliant with all elements of Table E4 of the *Bushfire-Prone Area Code* of the Planning Scheme must be installed to service each lot before buildings that require bushfire protection measures are constructed.

7 References

Northern Midlands Council (2013). *Northern Midlands Interim Planning Scheme*.

Standards Australia (2009). *AS 3959-2018 Construction of Buildings in Bushfire-Prone Areas*.

Appendix 1: Photos

All photos taken by Michael Tempest 26/11/2021.



Figure A1-1: Translink Ave to the north of the subject site. This is an example of the existing road network that the subject site will be joined to.



Figure A1-2: View from the south east corner of the subject site looking across the site to the north west.



Figure A1-3: View of grassland on CT 170031/2 to the south



Figure A1-4: View of grassland on CT 117653/3 to the south west of the subject site in the most southern area of the adjacent title.



Figure A1-5: View of woodland on CT 117653/3 to the west. The woodland vegetation is at least 10m from the site boundary with grassland in between.



Figure A1-6: View of the southern end of the shelter belt and grassland on CT 117653/3. Note the mature wattle is located on the subject site and will be managed as part of managing the whole site as the HMA.



Figure A1-7: View of grassland vegetation on CT 15917/1 to the north west.



Figure A1-8: Example of adjacent managed land within the surrounding industrial estate.

Appendix 2: Maps

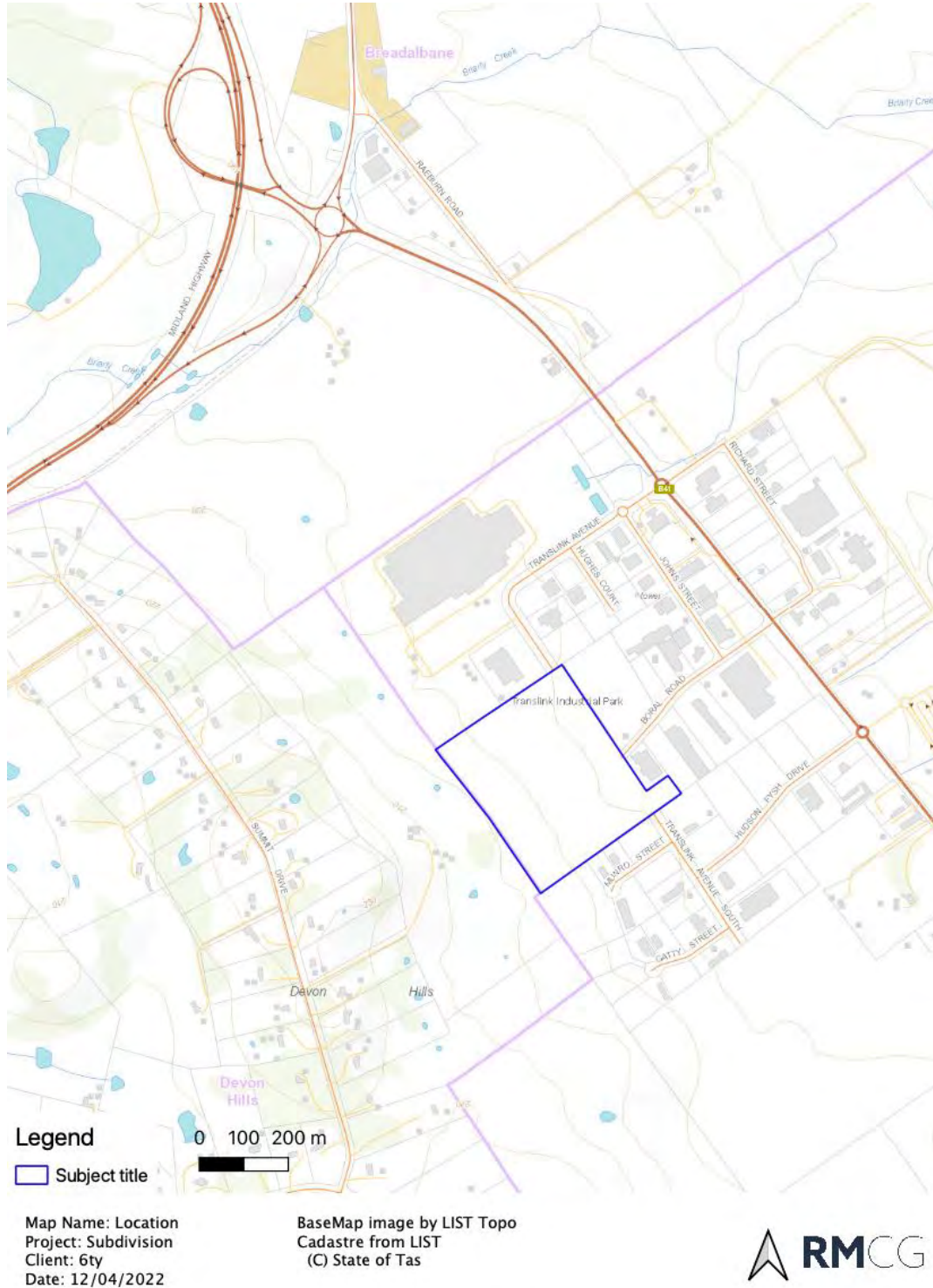


Figure A2-1: Location



Figure A2-2: Aerial image

Appendix 3: Site plan

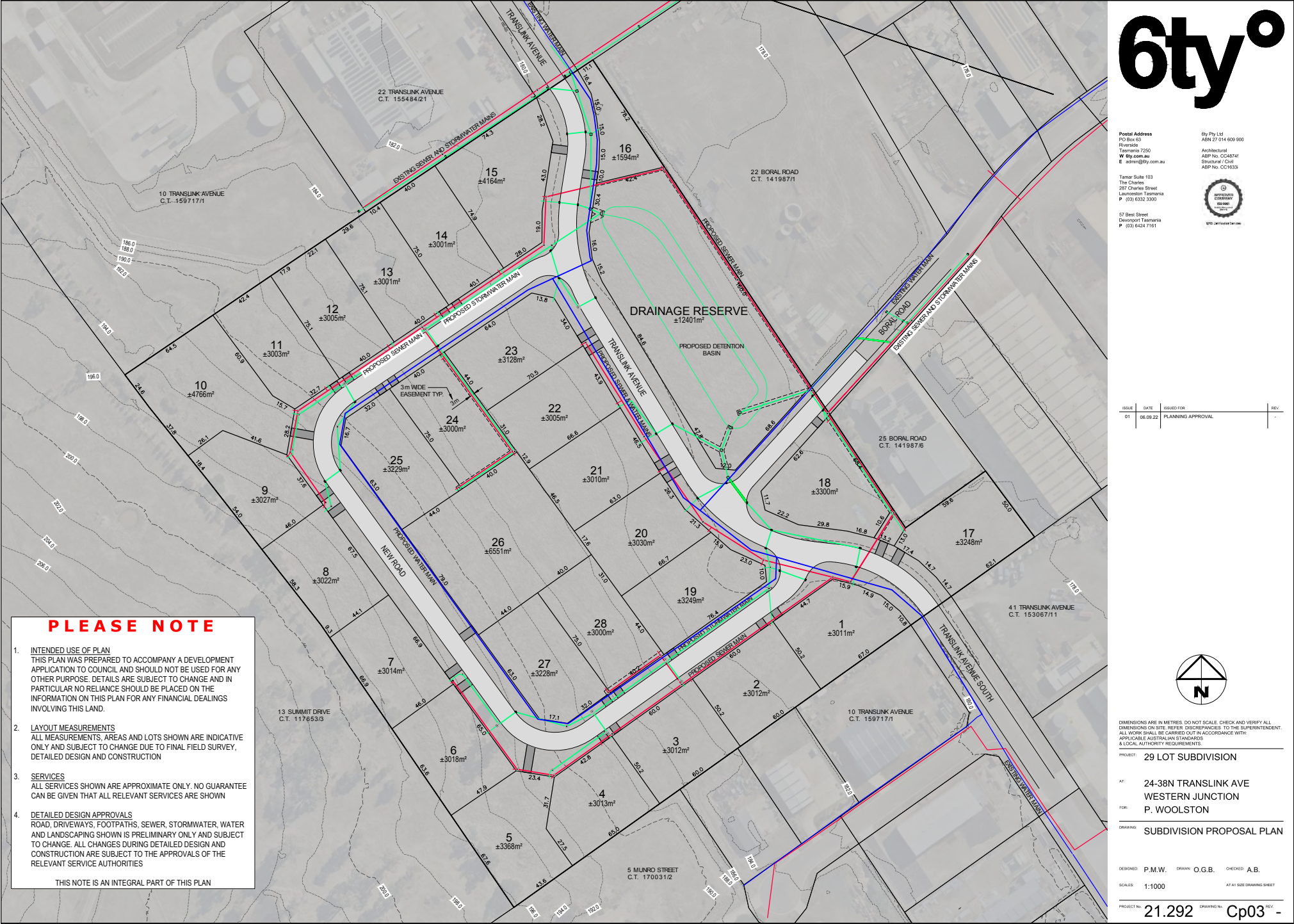


Figure A3-1: Site plan

Appendix 4: Bushfire Hazard Management Plan

Bushfire Hazard Management Plan: 24-38 Translink Av, Western Junction (CT 175445/2, PID 3610103)

1.0 HAZARD MANAGEMENT AREA

Hazard management areas (HMA) include the areas to protect the buildings as well as the access and water supplies. The entirety of the subdivision must be maintained in a minimum fuel condition. See the table below for minimum setback requirements for the HMA on each lot. Refer to the Bushfire Hazard Management Area section of the Bushfire Hazard Management Report for Hazard Management Area minimum fuel requirements.

HMA Maintenance Schedule:

- Remove fallen limbs and leaf and bark litter, including from roofs, gutters, and around buildings
- Cut grass to less than 100mm and maintain
- Prune larger trees to establish and maintain horizontal and vertical canopy separation
- Maintain road access to the building and water connection point.

2.0 ACCESS

Refer to Table 5-1 of the Bushfire Hazard Management Report for access construction specifications.

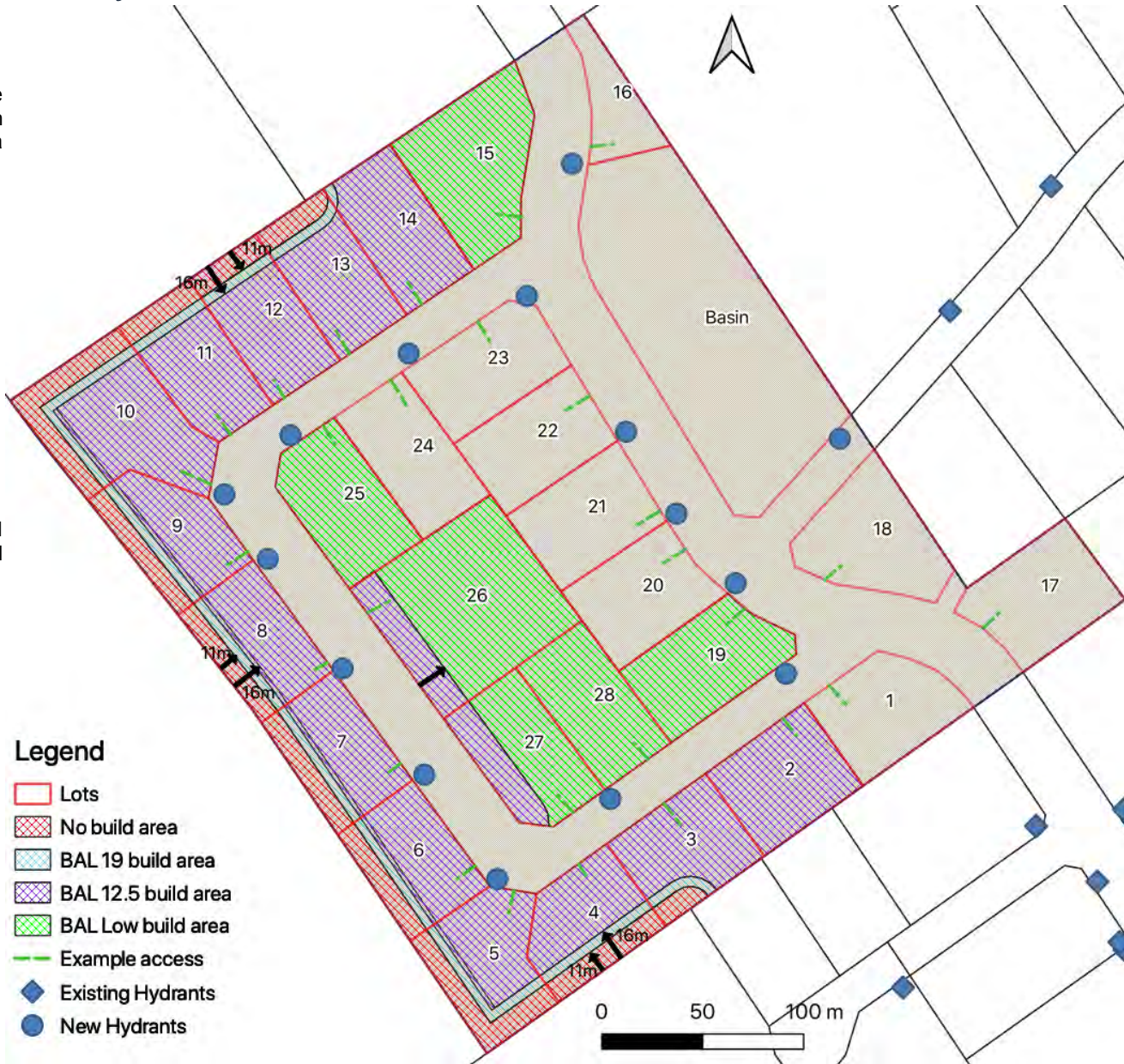
3.0 WATER SUPPLY

Refer to Table 5-1 of the Bushfire Hazard Management Report for water supply requirements. The map to the right shows potential locations for water supply for each lot. These locations can be altered at the proponent's discretion, as long as the final location is still compliant with Table 5-1.

4.0 CONSTRUCTION: BAL 19 BAL 12.5 & BAL LOW

Buildings in Bushfire-Prone Areas are to be built in accordance with the Building Code of Australia and Australian Standard AS5939.

LOT	BAL	SETBACK	LOT	BAL	SETBACK
1		No construction requirements, but must be maintained in a low fuel state	14	12.5	5-12m from the north western corner
2	12.5	No Setbacks Required		19	No Setback Requirements
3	12.5	16m from the adjacent title to the south west	15	Low	No Setback Requirements
	19	11m from the adjacent title to the south west		16 – 18	No construction requirements, but must be maintained in a low fuel state
4	12.5	16m from the south eastern boundary	19	Low	No Setback Requirements
	19	11m from the south eastern boundary	20 – 24	No construction requirements, but must be maintained in a low fuel state	
5	12.5	16m from the south eastern boundary 14m from the south western boundary	25	Low	No Setback Requirements
	19	11m from the south eastern boundary 10m from the south western boundary			
6 - 9	12.5	14m from the south western boundary	26 – 27	Low	15m from south western boundary
	19	10m from the south western boundary			
10	12.5	14m from the south western boundary 16m from the north western boundary		12.5	No Setback Requirements
	19	10m from the south western boundary 11m from the north western boundary	28	Low	No Setback Requirements
11 - 13	12.5	16m from the north western boundary	Basin	NA	No construction requirements, but must be maintained in a low fuel state
	19	11m from the north western boundary			



- The Subdivision is a 29-Lot Subdivision from 1 existing title as described on: Proposed Layout Plan. See Appendix 3 of Bushfire Report for Site Plans.
- This BHMP must be read in conjunction with the Bushfire Hazard Management Report: 24-38 Translink Av, Western Junction, Michael Tempest, 7 September 2022.
- This BHMP has been prepared to satisfy the requirements of the Bushfire-Prone Area Code of the Planning Scheme.

Michael Tempest
Accreditation: BFP – 153 : 1, 2, 3A, 3B, 3C
Plan No: MT21/83SV3 Date 7/09/2022

NOTE: It should be borne in mind that the measures contained in this Bushfire Management Plan cannot guarantee that a building will survive a bushfire event on every occasion. This is substantially due to the degree of vegetation management, the unpredictable nature and behaviour of fire and extreme weather conditions

It is important to prepare your Bushfire Survival Plan, read your Community Protection Plan and know your Nearby Safer Place. These can be obtained from your Council or the Tasmanian Fire Service. For more information, visit www.fire.tas.gov.au

BUSHFIRE-PRONE AREAS CODE

CERTIFICATE¹ UNDER S51(2)(d) *LAND USE PLANNING AND APPROVALS ACT 1993*

1. Land to which certificate applies

The subject site includes property that is proposed for use and development and includes all properties upon which works are proposed for bushfire protection purposes.

Street address:

24-38 Translink Av, Western Junction

Certificate of Title / PID:

CT 175445/2, PID 3610103

2. Proposed Use or Development

Description of proposed Use and Development:

A 29-lot subdivision of one existing title

Applicable Planning Scheme:

Northern Midlands Interim Planning Scheme 2013

3. Documents relied upon

This certificate relates to the following documents:

Title	Author	Date	Version
Bushfire Hazard Management Report: 24-38 Translink Av, Western Junction	M. Tempest	7/09/2022	3

¹ This document is the approved form of certification for this purpose and must not be altered from its original form.

4. Nature of Certificate

The following requirements are applicable to the proposed use and development:

<input type="checkbox"/> E1.4 / C13.4 – Use or development exempt from this Code	
Compliance test	Compliance Requirement
<input type="checkbox"/> E1.4(a) / C13.4.1(a)	Insufficient increase in risk

<input type="checkbox"/> E1.5.1 / C13.5.1 – Vulnerable Uses	
Acceptable Solution	Compliance Requirement
<input type="checkbox"/> E1.5.1 P1 / C13.5.1 P1	<i>Planning authority discretion required. A proposal cannot be certified as compliant with P1.</i>
<input type="checkbox"/> E1.5.1 A2 / C13.5.1 A2	Emergency management strategy
<input type="checkbox"/> E1.5.1 A3 / C13.5.1 A2	Bushfire hazard management plan

<input type="checkbox"/> E1.5.2 / C13.5.2 – Hazardous Uses	
Acceptable Solution	Compliance Requirement
<input type="checkbox"/> E1.5.2 P1 / C13.5.2 P1	<i>Planning authority discretion required. A proposal cannot be certified as compliant with P1.</i>
<input type="checkbox"/> E1.5.2 A2 / C13.5.2 A2	Emergency management strategy
<input type="checkbox"/> E1.5.2 A3 / C13.5.2 A3	Bushfire hazard management plan

<input checked="" type="checkbox"/> E1.6.1 / C13.6.1 Subdivision: Provision of hazard management areas	
Acceptable Solution	Compliance Requirement
<input type="checkbox"/> E1.6.1 P1 / C13.6.1 P1	<i>Planning authority discretion required. A proposal cannot be certified as compliant with P1.</i>
<input type="checkbox"/> E1.6.1 A1 (a) / C13.6.1 A1(a)	Insufficient increase in risk
<input checked="" type="checkbox"/> E1.6.1 A1 (b) / C13.6.1 A1(b)	Provides BAL-19 for all lots (including any lot designated as 'balance')
<input type="checkbox"/> E1.6.1 A1(c) / C13.6.1 A1(c)	Consent for Part 5 Agreement

<input checked="" type="checkbox"/>	E1.6.2 / C13.6.2 Subdivision: Public and fire fighting access	
	Acceptable Solution	Compliance Requirement
<input type="checkbox"/>	E1.6.2 P1 / C13.6.2 P1	<i>Planning authority discretion required. A proposal cannot be certified as compliant with P1.</i>
<input type="checkbox"/>	E1.6.2 A1 (a) / C13.6.2 A1 (a)	Insufficient increase in risk
<input checked="" type="checkbox"/>	E1.6.2 A1 (b) / C13.6.2 A1 (b)	Access complies with relevant Tables

<input checked="" type="checkbox"/>	E1.6.3 / C13.1.6.3 Subdivision: Provision of water supply for fire fighting purposes	
	Acceptable Solution	Compliance Requirement
<input type="checkbox"/>	E1.6.3 A1 (a) / C13.6.3 A1 (a)	Insufficient increase in risk
<input checked="" type="checkbox"/>	E1.6.3 A1 (b) / C13.6.3 A1 (b)	Reticulated water supply complies with relevant Table
<input type="checkbox"/>	E1.6.3 A1 (c) / C13.6.3 A1 (c)	Water supply consistent with the objective
<input type="checkbox"/>	E1.6.3 A2 (a) / C13.6.3 A2 (a)	Insufficient increase in risk
<input type="checkbox"/>	E1.6.3 A2 (b) / C13.6.3 A2 (b)	Static water supply complies with relevant Table
<input type="checkbox"/>	E1.6.3 A2 (c) / C13.6.3 A2 (c)	Static water supply consistent with the objective

5. Bushfire Hazard Practitioner

Name:	Michael Tempest	Phone No:	0467 452 155
Postal Address:	Level 2, 102-104 Cameron Street Launceston TAS 7250	Email Address:	michaelt@rmcg.com.au
Accreditation No:	BFP – 153	Scope:	1, 2, 3A, 3B, 3C

6. Certification

I certify that in accordance with the authority given under Part 4A of the *Fire Service Act 1979* that the proposed use and development:

- Is exempt from the requirement Bushfire-Prone Areas Code because, having regard to the objective of all applicable standards in the Code, there is considered to be an insufficient increase in risk to the use or development from bushfire to warrant any specific bushfire protection measures, or
- The Bushfire Hazard Management Plan/s identified in Section 3 of this certificate is/are in accordance with the Chief Officer's requirements and compliant with the relevant **Acceptable Solutions** identified in Section 4 of this Certificate.

Signed:
certifier



Name: Michael Tempest **Date:** 7/09/2022

Certificate Number: MT22/83SV3

(for Practitioner Use only)

This report has been prepared by:

RM Consulting Group Pty Ltd trading as RMCG

Level 2, 102-104 Cameron Street, Launceston Tasmania 7250

rmcg.com.au — ABN 73 613 135 247

Offices in Victoria, Tasmania, ACT and NSW



Key RMCG contact

Michael Tempest

0467 452 155 — michaelt@rmcg.com.au



Document review and authorisation

Project Number: #1467

Doc Version	Final/Draft	Date	Author	Project Director review	BST QA review	Release approved by	Issued to
1.0	Final	21/04/2022	M. Tempest	A. Ketelaar	E. Kelly	A. Ketelaar	A. Brook
2.0	Final	13/05/2022	M. Tempest	A. Ketelaar		A. Ketelaar	A. Brook
3.0	Final	7/09/2022	M. Tempest	A. Ketelaar		A. Ketelaar	A. Brook

Measured form and function



6ty Pty Ltd
ABN 27 014 609 900

Postal Address
PO Box 63
Riverside
Tasmania 7250
W 6ty.com.au
E admin@6ty.com.au

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

**24-38 Translink Avenue
Western Junction**

**Woolston Subdivision
Stormwater Management**



Issue	01
Date	1 st September, 2022
Project Number	
Project Name	24-38 Translink Avenue - Stormwater Management Report
Author	Mark Walters
Document	

CONTENTS	PAGE NO.
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4. Stormwater Catchments.....	8
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1. Introduction

This report examines the management of stormwater for an industrial subdivision at 24-38 Translink Avenue at Western Junction. The subdivision incorporates a new detention basin, constructed by the stormwater authority, the Northern Midlands Council, that provides for the land and for other lands in the northern section of Translink Avenue.

2. The Development Site

The development site forms the missing segment of Translink Avenue and the connection of Boral Road to this planned collector street as shown on Figure 1 below.

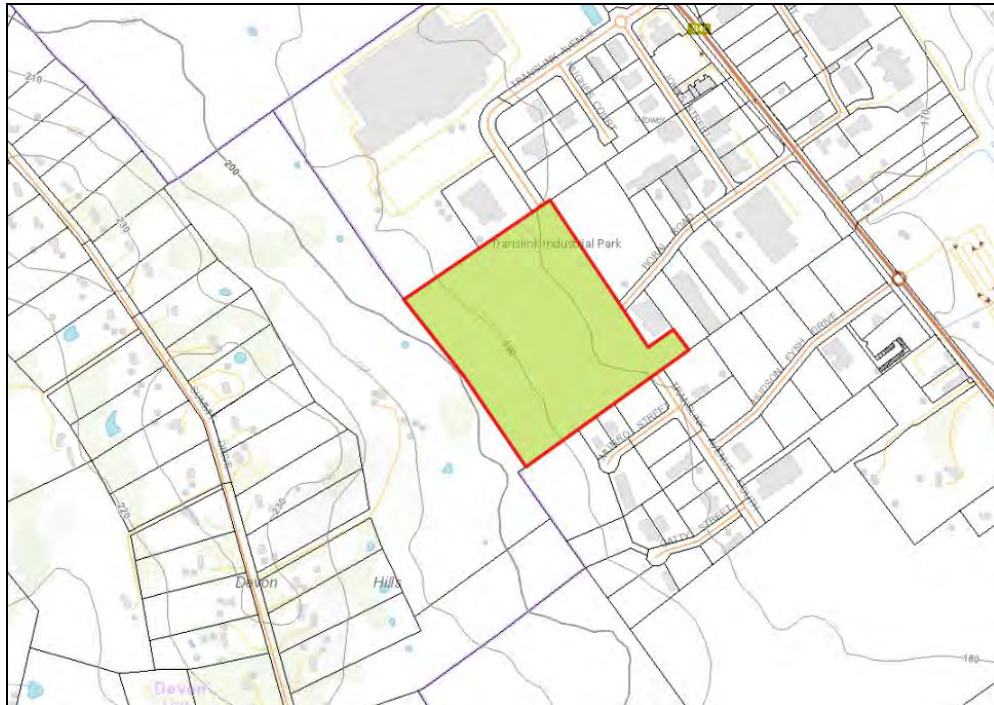


Figure 1 - LIST image of the site location at Western Junction.

The land is located on a hillside that descends from ridge line that is generally coincident with Summit Drive in the adjacent Devon Hills locality. The land falls from the west of the site to the east, discharging to a public drainage system in Boral Road. This drainage system ultimately discharges to a waterway that runs beneath the Launceston Airport and becomes Kellys Creek.

The Northern Midlands Interim Planning Scheme requires that all stormwater flows from the developed site must be restricted to that flowing from the land when left in a rural state.

The land is a 13.39 Ha parcel of currently vacant land (see aerial image in Figure 2) which is maintained as pasture. The title reference for the land is **Certificate of Title 175445/2**.