

## **2021-11-15 ORDINARY MEETING OF COUNCIL ATTACHMENTS**

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## MINUTES

### PERTH LOCAL DISTRICT COMMITTEE

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

#### **1 ATTENDANCE**

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

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

#### **In Attendance:**

Councillor Janet Lambert, Councillor Jan Davis

#### **Apologies:**

Tony Purse, Don Smith, Jonathan Targett, John Stagg

#### **2 CONFIRMATION OF MINUTES**

***J Sanderson/ M Elgersma***

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

Carried

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

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

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

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

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

Noted that

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

Mr Purse's declaration noted, with no further additions

#### **4 BUSINESS ARISING FROM THE MINUTES**

##### **4.1 Main Street Redevelopment / Perth Streetscape Masterplan**

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

Attached.

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

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



Update on the listed items

Priority List Item	Committee Comment	Officer Comments
Perth River Reserve: clean-up riverbank and installation of foot bridge	2021-06-01: request for progress report to July meeting Works planned, included in 2021/22 budget.	<i>Tenders have been Called</i>
West Perth connectivity footpaths		<i>WIP</i>
Train Park additional play equipment	<p><b>Awaiting Council response (Nov 2020 meeting)</b></p> <p><b>MOTION:</b> (i) request Council to consider urgent maintenance to the timber sculptures; play equipment and facilities as part of the 'Special COVID-19 Funding' to ensure appropriate and safe condition for the 2021 sesquicentenary of trains.</p> <p>(ii) Request council to include upgrades to the Train Park in the Perth Main Street Masterplan. <b>CONFIRMED.</b></p> <p>2021-06-01 progress report requested.</p> <p>Requested that,</p> <ul style="list-style-type: none"> <li>Sculptures: the committee discussed the tree sculptures and request council to seek advice from Mr Freeman as to whether they can be repaired. If this is not possible, PLDC request council to seek professional advice as to a possible remediation plan for the top carvings section.</li> <li>PLDC request council to consider seeking advice for an overall master plan for the train park to include all aspects requiring upgrading not only the facilities but possible uses e.g. tree carvings, play equipment, toilets, bbqs, picnic tables, fencing, food vans. With a train park masterplan in place, the committee could then consider / recommend a priority list and a timeline for completion so council could incorporate in budget planning.</li> </ul>	<p>Mr Freeman is scheduled to commence work on the sculptures in October 2021 subject to weather conditions.</p> <p><i>See note above</i></p>
Seccombe Street & Talisker Street Amenities	2021-06-01 progress report requested	<p><i>Seeking quotes. Construction to be completed by 31 December 2021.</i></p> <p><i>Due to increase in construction prices, Council will undertake some of the works and engage sub contractors direct. Project management will be undertaken in-house.</i></p> <p><i>Works at Seccombe St are scheduled to commence by end October (completion expected to be before end December 2021)</i></p> <p><i>Talisker St works are programmed to commence early February 2022.</i></p>

#### 4.3 Budget Priorities 2021/2022

Budget priorities submitted for consideration - in order of priority:

- 1) Train Park: maintenance for play equipment to ensure appropriate and safe conditions; maintenance to timber sculptures – *funding included in the 2021/2022 budget*
- 2) Perth River Reserve: extension to George Street including installation of footbridge – *funding included in the 2021/2022 budget*
- 3) Main Street Redevelopment: commencement of Stage 1, incl Drummond Street/ Main road Corner: clean up and landscaping to link with Main road Streetscape masterplan – *funding included in the 2021/2022 budget*
- 4) West Perth Connectivity footpaths: continue development to connect with other areas of Perth
- 5) Tree plantings in subdivisions: continue plantings in existing and planned developments – *ongoing*
- 6) Punt Road Toilet Block: redevelopment / upgrade - funding not included in the budget, upgrade of Seccombe & Taslisker St toilet blocks. Request to be submitted for future budget consideration.

2021/22 budget – Capital Works Program listing for Perth circulated for information.



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

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

Matter to be referred to 20 September 2021 Council Meeting.

**Officer Comment:**

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

**MINUTE NO. 21/349**

**DECISION**

*Deputy Mayor Goss/Cr Brooks*

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

*Carried*

#### **4.4 Line Marking in Perth**

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

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

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

Matter to be referred to 20 September 2021 Council Meeting.

**Officer Comment:**

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

**MINUTE NO. 21/350**

**DECISION**

*Deputy Mayor Goss/Cr Lambert*

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

*Carried Unanimously*

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

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

#### **4.5 Seacombe Street Speed Limit Signage**

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

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

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

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

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



## 2021-11-15 ORDINARY MEETING OF COUNCIL ATTACHMENTS - Agenda

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

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

Matter to be referred to 20 September 2021 Council Meeting.

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

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

### **Officer Comment:**

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

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

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

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

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

A 50km/h speed sign has been erected.

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

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

**MINUTE NO. 21/351**

### **DECISION**

*Deputy Mayor Goss/Cr Adams*

*That Council note the recommendation and the action taken.*

*Carried Unanimously*

### **4.6 Electric Charging Station**

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

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

Matter to be referred to 20 September 2021 Council Meeting.

### **Officer's Comments:**

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

**MINUTE NO. 21/353**

### **DECISION**

*Cr Davis/Cr Lambert*

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

*Carried Unanimously*

### **4.7 Environmental Project for Perth**

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

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

Matter to be referred to 20 September 2021 Council Meeting.



## Officer's Comments:

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

### **MINUTE NO. 21/354**

#### **DECISION**

*Cr Lambert/Cr Polley*

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

*Carried Unanimously*

## **4.8 Development Applications**

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

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

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

Matter to be referred to 20 September 2021 Council Meeting.

## Officer's Comments:

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

### **MINUTE NO. 21/355**

#### **DECISION**

*Cr Davis/Cr Adams*

*That Council note the recommendation and officer's comments.*

*Carried Unanimously*

## **4.9 North Perth Density Review**

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

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

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

## **5 OTHER PROJECTS / COMMITTEE REPORTS**

### **5.1 Murals, Artworks, History interpretation panels**

Noted at the 3 August 2021 Committee meeting:

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

### **5.2 Perth Bicentenary Sub-Committee**

Noted at the 3 August 2021 Committee meeting:

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

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



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

Matter to be referred to 20 September 2021 Council Meeting.

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

***J Sanderson/S White***

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

Carried

**Officer's Recommendation:**

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

***MINUTE NO. 21/352***

***DECISION***

*Cr Adams/Cr Polley*

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

Carried

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

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

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

## **5.3 Perth Early Learning Centre**

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

Attached.

## **6 MATTERS PENDING**

### **6.1 Highway Maintenance**

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

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

***T Purse/J Targett***

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

Carried

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

### **6.2 Old United Service Station Site cnr Drummond and Main Street**

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

***D Smith/J Targett***

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

Carried

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



### **6.3 Perth Dog Park**

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

### **7.1 Mulgrave Street Dog Park**

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

### **7.2 Perth Tourism Website**

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

## **7 NEW BUSINESS**

Nil

## **8 NEXT MEETING/CLOSURE**

The meeting closed at 6.30pm.

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



EVANDALE COMMUNITY CENTRE AND MEMORIAL HALL  
MANAGEMENT COMMITTEE

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Minutes of General Meeting Tuesday 14<sup>th</sup> October 2021

Chairperson John Lewis

Meeting opened: 1.00pm

1. Present: Arthur Walter, Peter Riley, Geoff Divall, Kath and Barry Wenn, Barry and Maria Lawson, Brett Goldsworthy, Frank Halliwell, Judy Heazlewood, Sue Bedford, Gillian Atherton.
2. Apologies: Heather and Chris Leggett, Jackie Divall, Ian Goninon.
3. Minutes of Previous Meeting: were taken as read and confirmed. Geoff Divall/Arthur Walter. Carried.
4. Centre Report/Correspondence:
  - A few more visitors than last year, 492/378.
  - Wednesday Social Afternoons working well.
  - Monthly report from new EFTPOS machine proving much cheaper than FRED, was \$314, now \$4.39.
5. Community Hall Report:
  - Horticultural Spring Show in November
  - Re-negotiating with the Cat Show.
  - Solar panels being installed, some maintenance done.
  - Op Shop Ball, waiting to see how ticket sales progress.
  - Makers' Market last Sunday in each month.



# 6. Financial Report:

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

# 7. Gift Shop:

No report from the Gift Shop.

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



### 8. General Business:

#### On-going:

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

#### New:

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

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

Next meeting Tuesday, 9<sup>th</sup> November at 1.00pm.`



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

## **MINUTES**

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

**2 IN ATTENDANCE** – Mayor Mary Knowles

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

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

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.

**5 CONFIRMATION OF MINUTES**

**Recommendation**

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

**6 BUSINESS ARISING FROM THE MINUTES**

**6.1 Composting of organics**

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

**6.2 Subsidising the purchase of cloth nappies**

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



### **6.3 Kerbside greenwaste collection**

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

## **7 AGENDA**

### **7.1 Volunteers to assist with recycling at events**

Volunteers requested for:

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

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

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

### **7.2 Develop program for use of recycling trailer**

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

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

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

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

### **7.3 Support for business recycling**

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

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

### **7.4 Single use plastics policy**

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

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



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

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

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

**7.9 Column for country courier**

LS is working on an article on coffee cups.

Future columns??

**7.10 Dog ID labels**

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

**7.11 Plasroc**

Any updates from Plasroc?

**8 NEW ITEMS**

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

**9 PRIORITY IDEAS LIST**

**9.1** FOGO collection for businesses – on hold

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

**10 FACEBOOK / WEBSITE IDEAS**

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

**12 FUTURE IDEAS LIST**

**12.1** Updates to recycling information sent out with rates

**12.2** Recycling at sports clubs

**12.3** Labelling of clothing businesses

**13 CLOSURE**

Chairperson closed meeting at 3.06pm.

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



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

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

1 **IN ATTENDANCE:** Councillor Adams

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

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

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

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. Nil declared.

5 **CONFIRMATION OF MINUTES**

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

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

6 **BUSINESS ARISING FROM THE MINUTES**

7.1 Wellington Street Pedestrian Crossing.

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

**Motion:**

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

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



### 7 **NEW BUSINESS**

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

### 9 **REPORTS FROM SUB COMMITTEES**

- 9.1 Railway Committee  
New quote pending on pillars. Calendar photos are ready.
- 9.2 Longford Legends  
Lyche Gate is being constructed.  
Legend Nominees still to be confirmed.

- 9.3 Town Hall lease to Longford Town Hall Arts Committee  
Council Officers and Committee plan to meet soon.

### 10 **PENDING BUSINESS ITEMS**

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



### **11 OTHER BUSINESS**

- Christmas Community Concert to be held in the Town Hall Dec 4, 2-4:30pm with singers, Dance Zone, ukulele, East Timor group. Toosey folk invited to share in the occasion.
- Childcare facility needed in Longford, especially for before and after school care. Maybe an interim measure would be providing a bus to transport children from Longford primary to the new Perth facility.
- Longford Main Street upgrade. Trent from NMC has listed times to meet with LLDC. Neil will suggest the time and confirm to us.
- Longford township strategy meeting Dec 1.
- Tas Planning Scheme Revisions LGAT & NMC. Ratepayers received a letter from Council inviting written representations on the draft of NM Local provisions schedule TPS from 22/10 – 21/12.
- Bendigo Bank. Neil has been in contact and awaits the Regional Manager's response on the opportunity to have dialogue about opportunities for Bendigo Bank in Longford, considering the limitations with Comm Bank. Our area needs a functional banking facility.
- Citizen of the Year nomination forms to be in by Dec 1.
  
- Multiple dwelling development in Heritage Precinct. Proposed development of 21 houses in Marlborough St brought up concerns over issues of
  1. Heritage style buildings being imposed upon with modern structures
  2. Safety with only one way in and out. Placement of fire hydrant, accessibility for emergency vehicles and positioning of 42 rubbish bins for collection.
  3. Mental health issues with no area for children to play/green space.
  4. Impact on the road network with volume but especially turning right onto Marlborough St.

### **CLOSURE**

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



**MINUTES**

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

**1 PRESENT**

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

**2 IN ATTENDANCE**

Cr Andrew Calvert, Mrs Lucie Copas Fowler (NMC)

**3 APOLOGIES**

Ms Sarah Annesley

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

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.

Nil declared

**5 CONFIRMATION OF MINUTES**

***Mr Danny Saunders/ Mrs Sally Hills***

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

***6.11 Main Street Upgrades Consultation***

*The committee has requested to view the traffic management plan.*



**7.4 Pedestrian lights**

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

**6 BUSINESS ARISING FROM THE MINUTES**

**6.1 Underpass**

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

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

**6.2 Bicentennial Celebrations**

Ongoing events, committee to provide update.

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

**6.3 Town Hall Review**

No further update has been received since the last meeting.

*Committee noted information.*

**6.4 Tourist Signage/ Dual Naming**

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

No further update received.

*Committee noted information.*

**6.5 Information and Tourist Signs**

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

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

**6.6 Invitations**

The following groups and organizations were suggested:



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

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

Awaiting reply (updated 26 October 2021).

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

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

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

#### **6.7 Upgrades to the Campbell Town Skate Park**

Committee to provide update.

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

#### **6.8 Banners**

Awaiting printing and installation.

*Committee noted information.*

#### **6.9 Noticeboard**

Mrs Oates investigating suitable location.

*No further action required.*

#### **6.10 Community Newsletter**

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

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

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



**6.11 Membership of the Elizabeth Macquarie Irrigation Trust**

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

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

*Mrs Copas Fowler to follow up.*

**6.12 Australia Day Awards**

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

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

*Committee noted information.*

**6.13 Climate Change**

Committee to provide update.

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

**6.14 Parking Lines along Main Street**

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

*Works Department to complete.*

**7 NEW BUSINESS**

**7.1 Resignation**

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

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

**7.2 Southern Committees Christmas Function**

Save the date - Thursday 2 December 2021.

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



*December 2021, to be held at Zeps.*

**7.3 Letter of thanks**

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

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

**7.4 Mindfulness Group**

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

**7.5 Recycle Trailer Visit**

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

**7.6 New Toilet Design**

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

**7.7 Invitation to Brian Mitchell**

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

*Committee to progress.*

**7.8 Museum**

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



**8 CLOSURE**

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

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



**MINUTES**

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

**1 PRESENT**

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

**2 IN ATTENDANCE**

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

**3 APOLOGIES**

Marcus Rodrigues, Jill Bennett, Paul Eyre.

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

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

- 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 5th October, 2021** be confirmed as a true and correct record of proceedings.*

*Christine Robinson / Candy Hurren*



## **6 BUSINESS ARISING FROM THE MINUTES**

### **6.1 Ross Pool**

Council at its 18<sup>th</sup> October 2021 meeting passed the following resolution:-

MINUTE NO. 21/402

#### DECISION

Cr Davis /Deputy Mayor Goss

That Council:

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

Carried

Voting for the Motion:

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

Voting Against the Motion:

Cr Goninon

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

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

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

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

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

### **6.2 Campbell Town Hospital Board**

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

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



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

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

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

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

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

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

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

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

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

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

### **6.3 Village Green**

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

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



**6.4 Ross Bicentennial Celebrations**

*Dec, Bicentennial Cricket match (5<sup>th</sup> Dec), New Year's Eve on The Village Green.*

**6.5 Clearing The Macquarie River**

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

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

Chair to contact NMC regarding this matter.

**6.6 Condition Of Trees in Ross**

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

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

**6.7 Badajos Street Rail Crossing**

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

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

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

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



### 6.8 Shipping Container In Ross Caravan Park

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

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

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

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

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

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

### 6.10 Cricket Nets In School Oval

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

### 6.11 Weather Damage to Ross Reading Room

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

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



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

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

### **6.12 Taswater Sampling Box High Street**

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

Christine Robinson to contact and advise resident.

No further action.

### **6.13 Remarking Of White Lines at Church Street Intersections**

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

Committee noted information.

### **6.14 Mice Infestation In Town Hall Supper Room**

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

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

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

### **6.15 Condition Of Church Street Tables And Benches**

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

No further action.



#### **6.16 Provision Of Truck Bays/Facilities On Tasmanian Highways**

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

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

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

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

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

No further action.

### **7. NEW BUSINESS**

#### **7.1 Council's Capital Works Budget 2021/2022**

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

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

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

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

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

#### **7.2 Round Table Discussion**

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



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

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

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

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

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

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

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

### **8     NEXT MEETING/CLOSURE**

The Chair closed the meeting at 12:20 pm.

**Next meeting – Tuesday 7<sup>th</sup> December 2021 commencing 11.15am in the Ross Reading Room.**



## COMMITTEE/BOARD REPORT

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

**REPRESENTATIVE: Mayor Mary Knowles OAM .....**

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

### OBJECTIVES OF THE COMMITTEE/BOARD:

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

### MAJOR ISSUES DEALT WITH AND DECISIONS MADE:

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

### Other meetings included

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

### Other actions:-

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



## INQUIRY INTO FAMILY, DOMESTIC AND SEXUAL VIOLENCE

SUBMISSION BY:

MAYOR MARY KNOWLES, NORTHERN MIDLANDS COUNCIL, TASMANIA

### Addressing Terms of Reference:

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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





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

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

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

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



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

***Sites of Neighbourhood Houses in Tasmania***

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



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

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

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

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

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



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

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

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

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

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

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

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

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

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

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



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

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

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



***Sites of Neighbourhood  
Houses in Tasmania***

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

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



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

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

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

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

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

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

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



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

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

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

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

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

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

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

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



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



## Key Priorities for a Regional Women's Refuge in Tasmania

### Discussion paper

#### CONTEXT

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

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

#### SUMMARY

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

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

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

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

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

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

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

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

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

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



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

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

#### BACKGROUND

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

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

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

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

#### COMMENT

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

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

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



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

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

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

#### SERVICE SUPPORT

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

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

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

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

#### STAFFING AND DUTIES

##### Crisis intervention/Primary Support

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

##### Secondary Support

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

##### Amenities support

- Cleaning and maintenance as required
- Building and service administration

Safety will be the priority for the service.

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



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

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

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

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

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

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



# Mentors in Violence Prevention (MVP)

2020-2023 FREE Workshops

A bystander\* intervention program



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

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

## \*Who is a 'Bystander'?

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

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

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

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

**Help make your community a safer and fairer place.**

Workshop coming up in your area:

LONGFORD

Date and Time:

Tuesday 30 November 2021 9.15am - 2pm

Location:

Memorial Hall, Wellington Street

Contact for more information & to enrol:

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

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# QUARTERLY PROGRESS REPORT

NORTHERN TASMANIA  
DEVELOPMENT CORPORATION

JUL  
SEPT  
2021



JOSEF CHROMY | OSBORNE IMAGES



## FROM THE CEO

MARK BAKER



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

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

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

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

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

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

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

A handwritten signature in black ink, appearing to be 'MB', with a horizontal line underneath.



## QUARTERLY PROGRESS REPORT JUL TO SEPT 2021

### REGIONAL VISIONING WORKSHOP



SEE APPENDIX A FOR  
REPORT DOCUMENTS

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

At the event, Member Councils received the following presentations:

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

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

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

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

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



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



**QUARTERLY  
PROGRESS  
REPORT**  
JUL TO SEPT 2021

**LAUNCESTON  
GASTRONOMY'S  
CREATIVE  
CITIES BID**

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

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

**WHERE:** Silo Hotel, Launceston

**WHEN:** Tuesday, September 7, at 1.30pm

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

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

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

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





**QUARTERLY  
PROGRESS  
REPORT**  
JUL TO SEPT 2021

**COMMUNITY  
BUSINESS AND  
ADVISORY FORUM**

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

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

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

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

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



**LUNCH AND  
LEARN VIRTUAL  
WORKSHOP**

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

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

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

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





**QUARTERLY  
PROGRESS  
REPORT**  
JUL TO SEPT 2021

**POPULATION UPDATE**

**COMMUNITY  
WALK**

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

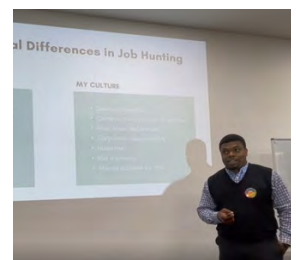


**CULTURAL  
AWARENESS  
WORKSHOP**



**UTAS  
PRESENTATION**

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





## QUARTERLY PROGRESS REPORT JUL TO SEPT 2021

### POPULATION UPDATE

#### RECENT CASE STUDIES



#### **Olufemi Kolawole**

*Selected questions from his case study*

##### **Where do you work and what do you do?**

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

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

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

##### **How are you dealing with the life you left behind?**

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

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

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

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



**QUARTERLY  
PROGRESS  
REPORT**  
JUL TO SEPT 2021

**POPULATION UPDATE**

**RECENT  
CASE STUDIES**



**Dravid Rao**

*Selected questions from his case study*

**Where do you work and what do you do?**

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

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

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

**How are you dealing with the life you left behind?**

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

**How would you describe living here?**

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

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

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

**Any other comments, information or suggestions?**

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

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



## QUARTERLY PROGRESS REPORT JUL TO SEPT 2021

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

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

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

### DEMAND AND SUPPLY STUDY

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

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

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

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

JACOBS LADDER  
TOURISM TASMANIA



**QUARTERLY  
PROGRESS  
REPORT**  
JUL TO SEPT 2021

**SPORTS  
FACILITY  
PLAN**

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

**GREATER  
LAUNCESTON  
PLAN (GLP)**

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

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

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

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

NTDC will focus on providing regional facilitation.

A draft project brief and consultants brief is being finalised.



**QUARTERLY  
PROGRESS  
REPORT**  
JUL TO SEPT 2021

**NORTHERN  
REGIONAL  
PRIORITY  
PROJECTS**

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

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

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

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

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

**QUARTERLY  
MAYORS'  
MEETING**

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

HOLM OAK VINEYARDS  
ADAM GIBSON



**QUARTERLY  
PROGRESS  
REPORT**  
JUL TO SEPT 2021

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# APPENDIX A

PROJECTS & MEDIA  
HIGHLIGHTS

JUL  
SEPT  
2021



FLINDERS ISLAND | GEMMA BROWN



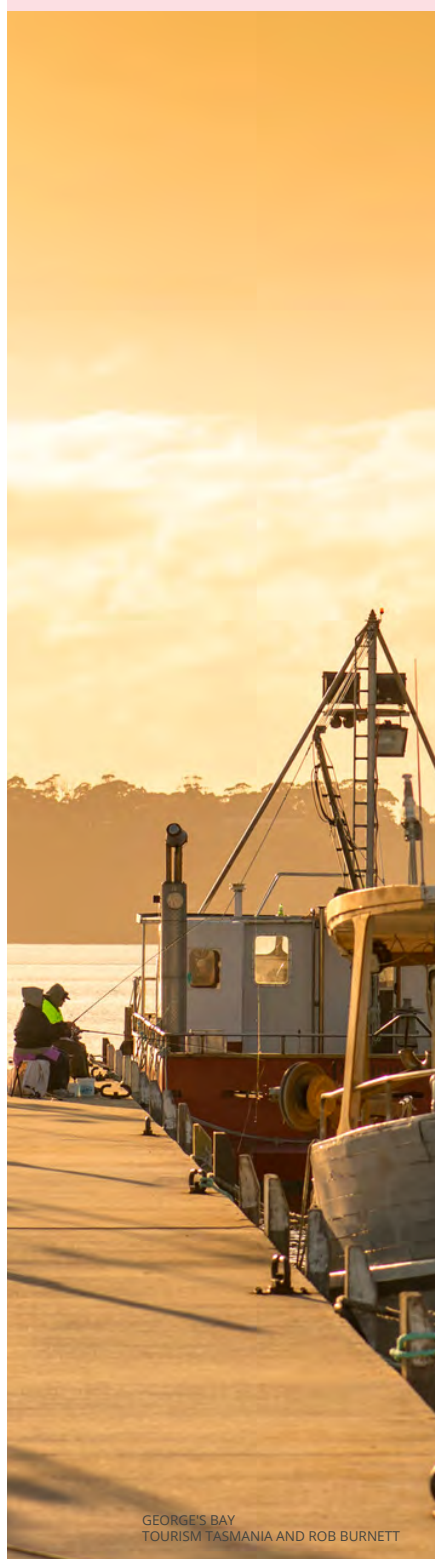
# APPENDIX A

## PROJECTS

- 3.** NORTHERN REGIONAL PRIORITY PROJECTS
- 29.** REGIONAL VISIONING WORKSHOP REPORT AND APPENDIX
- 61.** SEPTEMBER QUARTERLY MAYORS' MEETING MINUTES

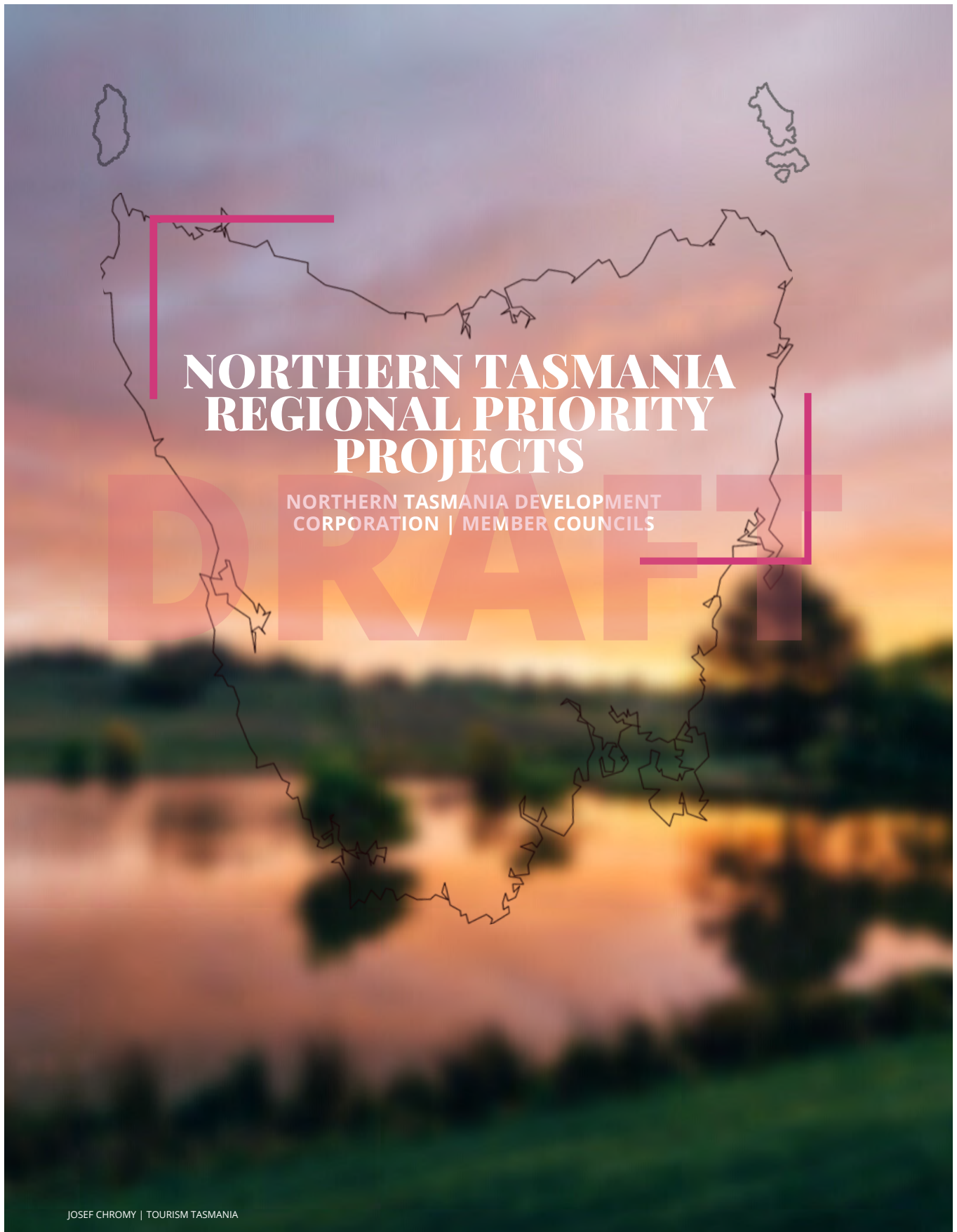
## MEDIA HIGHLIGHTS

- 65.** CREATIVE CITIES EXAMINER ARTICLE
- 66.** CEO EXAMINER COMMENT PIECE

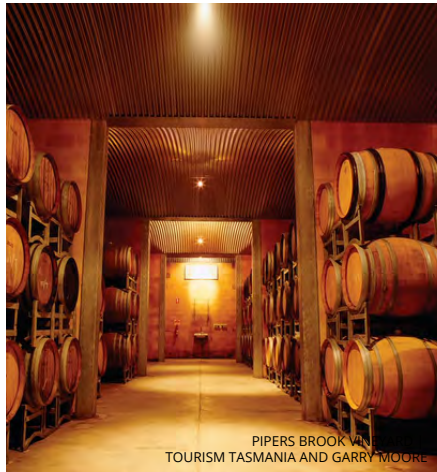


GEORGE'S BAY  
TOURISM TASMANIA AND ROB BURNETT









## REGIONAL PRIORITIES

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# INTRODUCTION

## REGIONAL PRIORITY PROJECTS

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

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

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

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

Themes that emerged from the day:

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

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

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

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

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

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

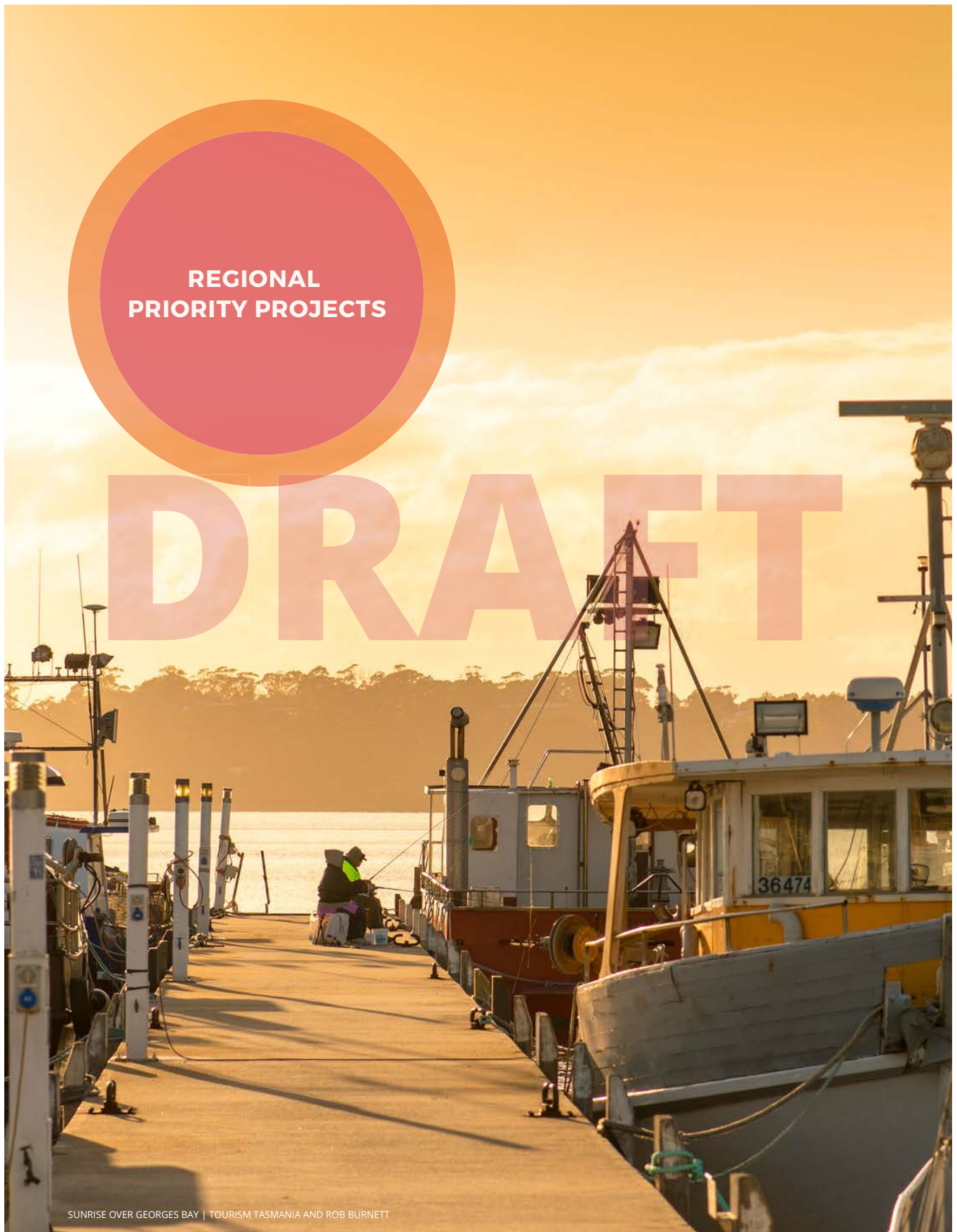
The challenge from here will be for the region's leaders to support the Regional Priority Projects even if they do not have a specific interest in all or any nominated projects at this stage.

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



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







# NORTHERN TASMANIA

## QVMAG REDEVELOPMENT

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

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

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

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

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

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

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

## TIMELINE

**2022:**  
COMPLETE PLANNING FOR  
QVMAG REDEVELOPMENT

**2023:**  
COMMENCE  
REDEVELOPMENT

**2025:**  
COMPLETE DEVELOPMENT



**QVMAG REDEVELOPMENT FUNDING REQUEST IS \$70M**

**NORTHERN TASMANIA DEVELOPMENT CORPORATION**

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# NORTHERN TASMANIA

## UTAS STADIUM UPGRADE

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

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

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

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

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

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

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

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

## TIMELINE

**2021:**  
COMPLETE PLANNING FOR  
QVMAG REDEVELOPMENT

**2021:**  
LEGISLATION TO  
PARLIAMENT FOR SET-UP  
OF STADIUMS TASMANIA

**2022:**  
COMMENCE  
CONSTRUCTION OF  
REDEVELOPMENT

**2025:**  
COMPLETION OF  
REDEVELOPMENT



**UTAS STADIUM UPGRADE FUNDING REQUEST IS \$135M**

**NORTHERN TASMANIA DEVELOPMENT CORPORATION**

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# NORTHERN TASMANIA

## NORTHERN MIDLANDS COUNCIL TRANSLINK

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

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

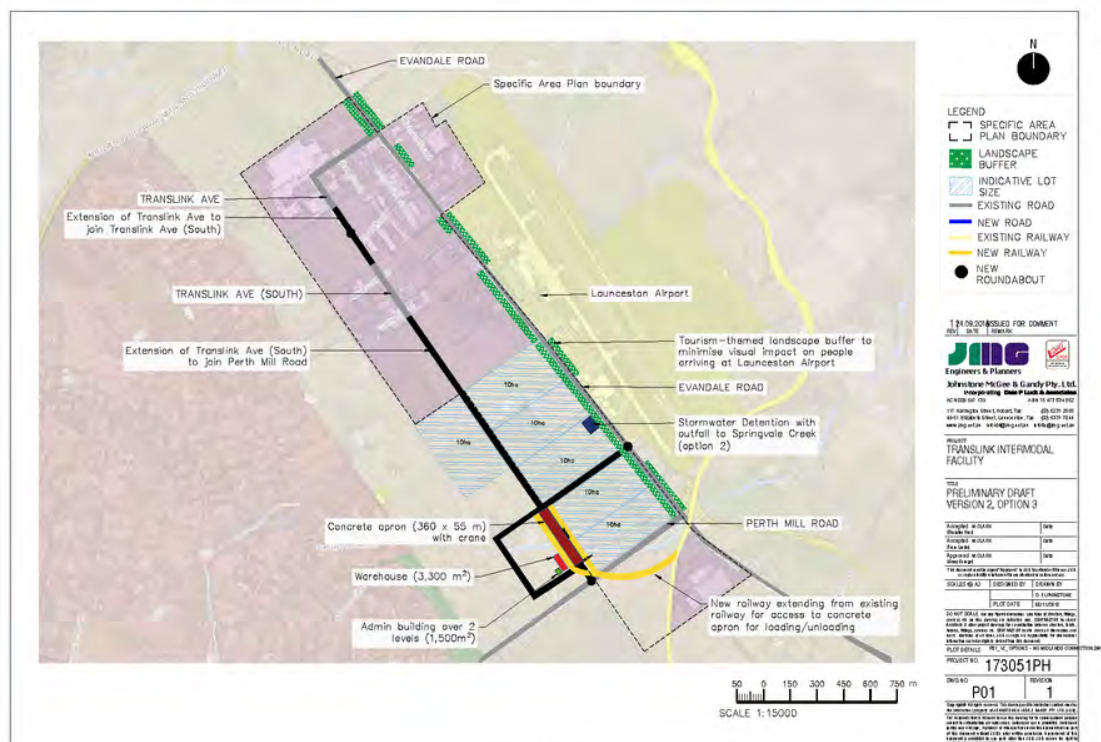
The region is set to benefit from recent investment in a number of irrigation schemes with a growing need to transport niche, high-value agricultural products.

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

The TRANSLink precinct is adjacent to Launceston Airport and has sustainable competitive advantages including:

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

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



NORTHERN MIDLANDS COUNCIL TRANSLINK FUNDING REQUEST IS \$70M

NORTHERN TASMANIA DEVELOPMENT CORPORATION

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# NORTHERN TASMANIA

## GEORGE TOWN COUNCIL HEALTH AND WELL-BEING CENTRE

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

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

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

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

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

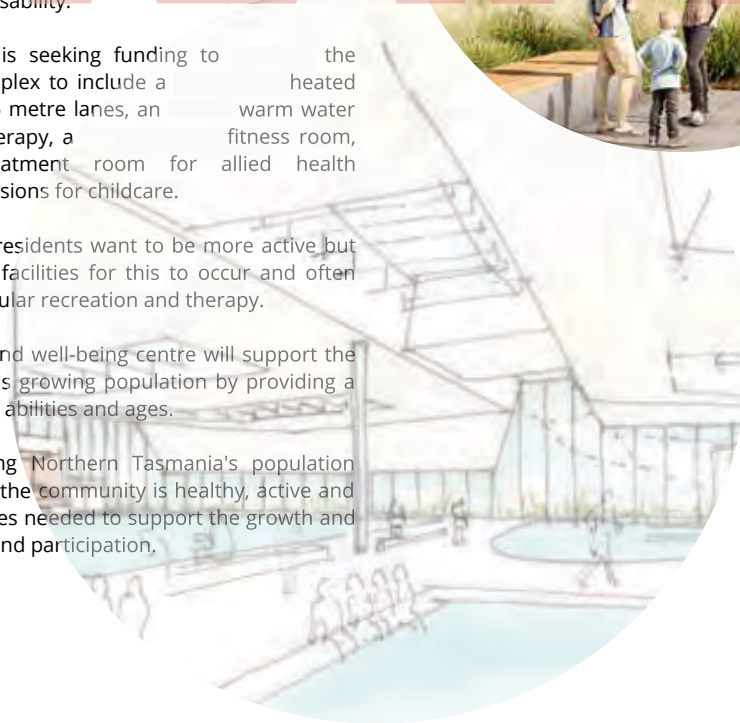
A quarter of residents have a person living with them who is aged over 65 or has a disability.

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

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

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

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



**GEORGE TOWN COUNCIL FUNDING REQUEST IS \$18M**

**NORTHERN TASMANIA DEVELOPMENT CORPORATION**

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# NORTHERN TASMANIA

## ROYAL FLYING DOCTOR SERVICE

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

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

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

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

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

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

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

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

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



**RFDS TASMANIA FUNDING REQUEST IS \$10M**

NORTHERN TASMANIA DEVELOPMENT CORPORATION

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# NORTHERN TASMANIA

## LAUNCESTON CITY MISSION PRECINCT

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

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

Benefits of the Launceston Community Precinct:

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

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

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

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



LAUNCESTON CITY MISSION FUNDING REQUEST IS \$4M

NORTHERN TASMANIA DEVELOPMENT CORPORATION

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# NORTHERN TASMANIA

## FERMENTASMANIA

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

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

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

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

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

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



**FERMENTASMANIA FUNDING REQUEST IS \$3.4M**

NORTHERN TASMANIA DEVELOPMENT CORPORATION

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# NORTHERN TASMANIA

## COMMUNITY CARE TASMANIA

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

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

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

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

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

The Centre will deliver:

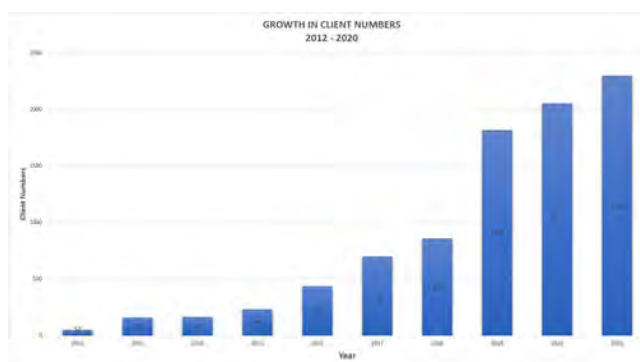
- 1000 respite nights available per year to frail, aged clients and/or those people with dementia or a disability.
- 55 new support workers will be trained to Cert 111 levels per year.
- Pathway to skills, and jobs at the end of their training.
- Importantly our business case shows that we can pay our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

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

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



The growth in client numbers will continue to grow



**COMMUNITY CARE TASMANIA FUNDING REQUEST IS \$2M**

NORTHERN TASMANIA DEVELOPMENT CORPORATION

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# NORTHERN TASMANIA

## GASTRONOMY CREATIVE CITIES

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

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

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

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

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

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

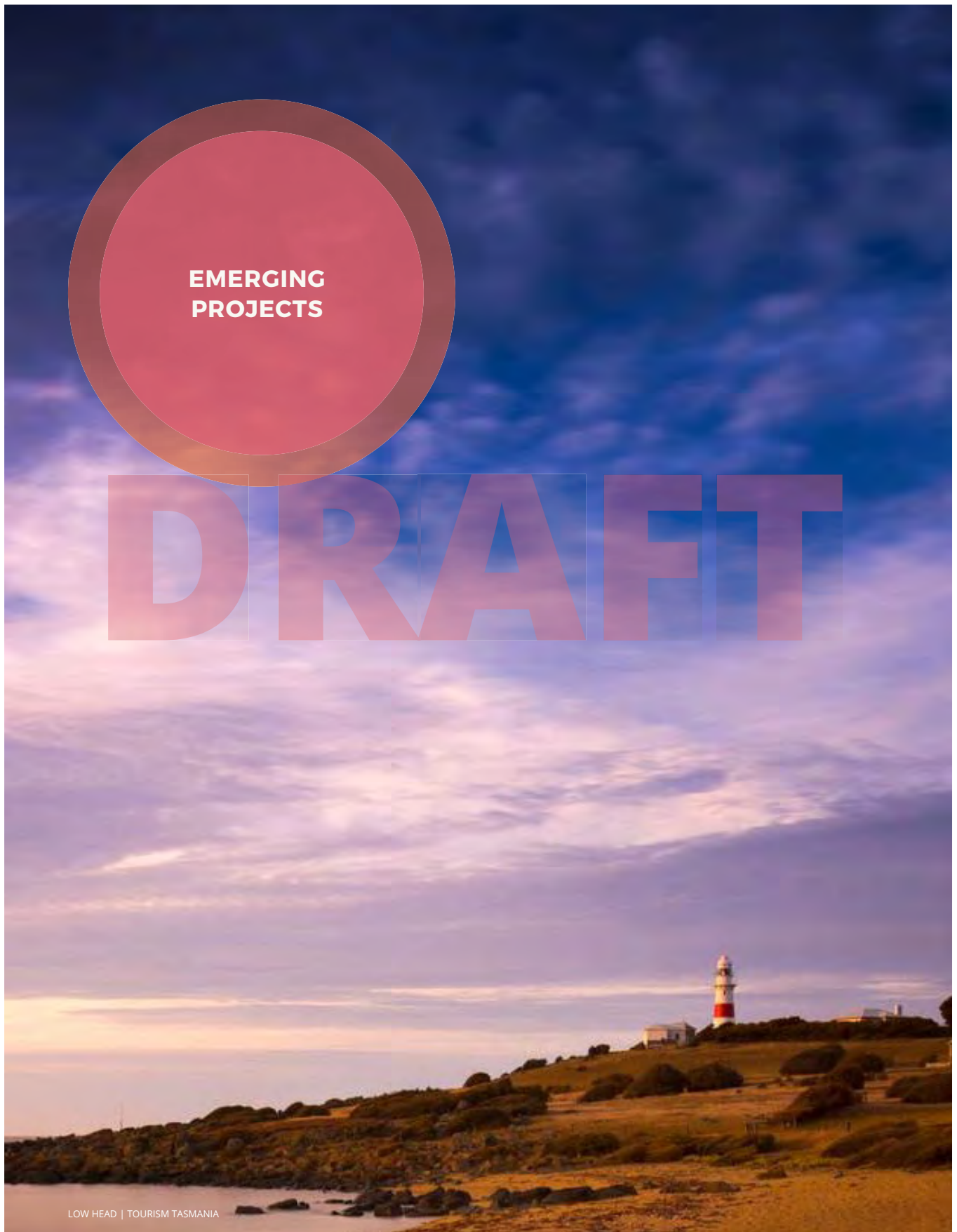


**GASTRONOMY CREATIVE CITIES CO-CONTRIBUTION FUNDING REQUEST IS \$350K**

NORTHERN TASMANIA DEVELOPMENT CORPORATION

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# NORTHERN TASMANIA

## EMERGING PROJECT LIST

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

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

### GREEN HYDROGEN AT BELL BAY

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

### BIODIGESTER AT MEANDER VALLEY

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

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

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

### TAMAR RIVER IMPROVEMENTS VIA TEMT PROCESS

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

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

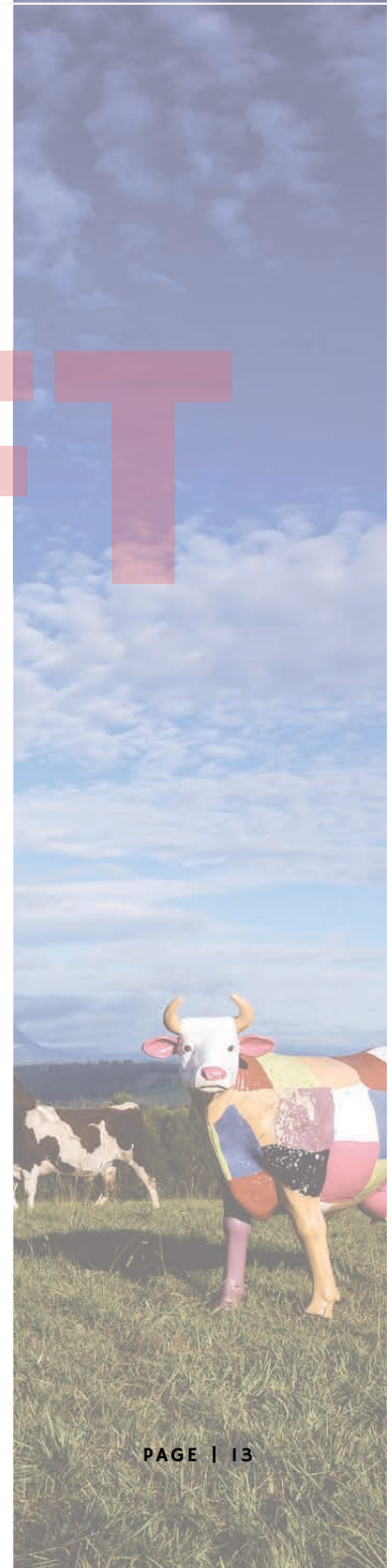
The Tamar Estuary Management Taskforce is in the midst of public consultation around what the future use and amenity of the river looks like.

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

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

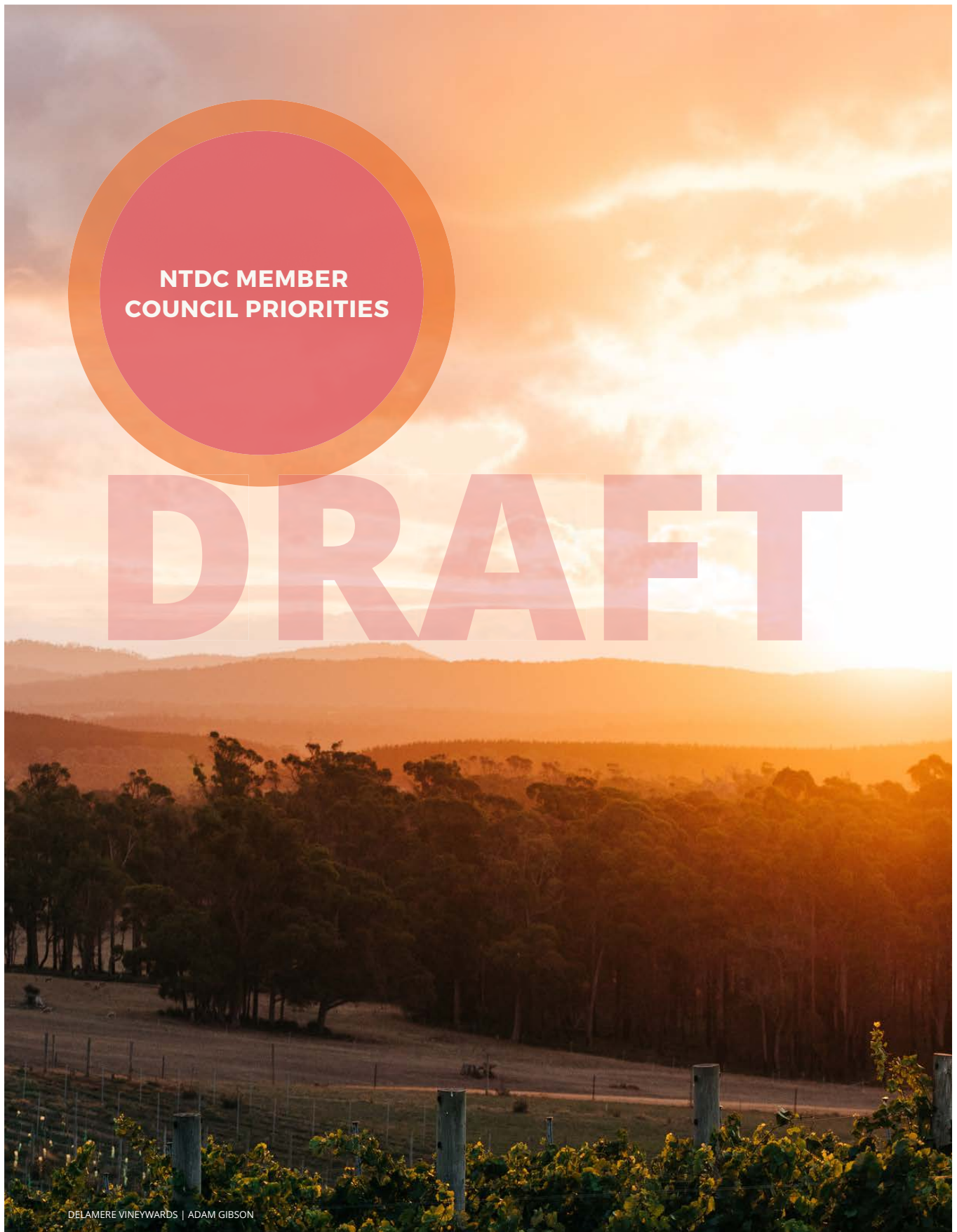
NORTHERN TASMANIA DEVELOPMENT CORPORATION

ASHGROVE CHEESE | TOURISM  
TASMANIA & ROB BURNETT



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# CITY OF LAUNCESTON

## PROJECTS

## DESCRIPTION

## INDICATIVE COST

### UTAS STADIUM REDEVELOPMENT

UTAS Stadium is currently used for high-level sport, including AFL and cricket, on a limited basis throughout the year. This project seeks to increase UTAS Stadium's seating capacity to 27,500. This would allow the facility to host a Tasmanian AFL team, and to install retractable seating to accommodate a rectangle pitch for soccer tournaments like the FIFA Women's World Cup.

**\$209M**

### PRINCESS THEATRE AND EARL ARTS CENTRE UPGRADE IMPLEMENTATION

The Princess Theatre is an iconic Heritage Theatre in the centre of the CoL. Coupled with the Earl Arts Centre the two theatres are the heart of cultural and performing arts events in Launceston. A significant renewal and upgrade to the Theatres are required to address safety and operational issue and also to improve accessibility to the theatres.

**\$2.5M**

### CITY TRAFFIC FLOW IMPROVEMENT IMPLEMENTATION (CITY HEART)

The City Heart Project (Traffic Improvement) represents a key part of northern Tasmanians' vision for the future of Launceston's city centre. This component focuses on improving streetscapes through traffic directional changes and related infrastructure upgrades and calming enhancements. The intent of these works is to deliver a more accessible and equitable city streetscape in our city's core. The improved streetscapes will also provide a higher level of amenity for active and public transport users.

**\$3M**

### NTCA GROUND MASTERPLAN IMPLEMENTATION

The NTCA ground is a critically important part of the sporting infrastructure serving the Northern Tasmanian region and the state and it provides an important sporting and social environment for its home clubs and the many thousands of users it hosts each year. This project includes the replacement of NTCA ground No 1 playing surface and wicket block, and the upgrading of existing change and toilet facilities including bringing them up to modern female-friendly standards.

#### (PHASE 1)

Replacement of NTCA ground No 1 playing surface and wicket block including new drainage and irrigation.

**\$1.5M**

#### (PHASE 2)

NTCA Facilities refurbishment and addition. Change rooms, toilets and other facilities upgrade.

**\$1.6M**

### QVMAG REDEVELOPMENT

The Queen Victoria Museum and Art Gallery is Launceston's most valuable cultural institution, but must modernise in order to increase visitation and maintain its cultural relevance. This project would see the construction of a contemporary addition to the Royal Park Art Gallery featuring a large multi-functional exhibition space, a cafe and retail space, and parking.

**\$70M**

### LILYDALE RECREATION GROUND

Extension of Club rooms to provide internally located toilets, accessible toilet and new veranda cover for existing deck.

**\$300K**

CITY OF LAUNCESTON COUNCIL

LAUNCESTON | TOURISM TASMANIA

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# WEST TAMAR

## PROJECTS

### DESCRIPTION

### INDICATIVE COST

#### WEST TAMAR HIGHWAY IMPROVEMENT PROJECTS

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

**\$8M**

#### NORTHERN WEST TAMAR WATER SUPPLY

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

**\$9M**

#### RIVERSIDE AQUATIC CENTRE REPLACEMENT

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

**\$8M**

#### LEGANA RECREATION PRECINCT

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

**\$12M**

#### TRAIL NETWORK STRATEGY (OFF HIGHWAY CYCLE/PATHWAY)

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

**TBC**



# MEANDER VALLEY

## PROJECTS

## DESCRIPTION

## INDICATIVE COST

### BARTLEY STREET ROUNDBOUT

Council is seeking funding to upgrade the intersection of Bartley Street and Meander Valley Road. The upgrade will improve safety and access for residents and cater for 2,000 additional residents expected in this high growth area.

\$750K

### RIVER WALK AND STREET LIGHTING

Council is seeking funding to extend lighting along the Meander River Walk. This will improve safety and access for pedestrians and enhance the visitor experience of the Kooparoona Niara Cultural Trail.

\$250K

### WESTBURY ROAD INTERSECTION UPGRADE

Council is seeking funding to upgrade the key intersection of Westbury Road and Country Club Avenue to enable residential growth in Prospect Vale and Blackstone Heights.

\$1M

### LAS VEGAS DRIVE PLAYGROUND

Council is seeking funding to upgrade the existing playspace to cater for broader age ranges, incorporate more open space and seating in this growing area.

\$160K

### RECREATION GROUND LIGHTING (WESTBURY)

Council is seeking funding to upgrade lighting at the Westbury Recreation ground.

\$400K

### PUMP TRACK

Council is seeking funding to design and construct a pump track and supporting amenities at the Alveston Drive sport and recreation precinct.

\$400K

### RECREATION GROUND LIGHTING (BRACKNELL)

Council is seeking funding to upgrade lighting at the Bracknell Recreation ground.

\$400K

### CARPARK & ACCESS UPGRADE

Council is seeking funding to upgrade the carpark and redesign the internal road network within the Prospect Vale Park sports precinct.

\$1M

### TENNIS COURT REFURBISHMENT

Council is seeking funding to resurface the existing tennis courts at the Whitemore recreation grounds.

\$250K

### MEANDER RIVER BOATING & FISHING PLATFORM

Council is seeking funding to design and construct a river platform to enable river access for recreational use.

\$250K

### VALLEY CENTRAL BIOENERGY PLANT

Council is seeking funding to support the establishment of a consortia of investors to advance the pre-development work for the bioenergy project. This work will underpin our data projections prior to progressing to development.

\$4M



# MEANDER VALLEY

## PROJECTS

### DESCRIPTION

### INDICATIVE COST

#### TOWN CENTRE RENEWAL

Council is seeking funding for a variety of projects designed to revitalise Westbury's business, retail and recreational precincts.

\$600K

#### RIVER PARK EXTENSION

Council is seeking funding to extend the Meander River walk to provide accessible links between the Deloraine Showgrounds and Deloraine Racecourse.

\$450K

#### MEANDER FALLS TOURISM ROAD

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

\$250K

#### OLD MEANDER PRIMARY SCHOOL SITE IMPROVEMENTS

Council is seeking funding to undertake necessary improvements to the Old Meander School Site.

\$100K

#### COMMUNITY HALL

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

\$400K

#### REMEMBRANCE MEMORIAL

Council is seeking funding to design and construct a remembrance memorial for the Bracknell community.

\$200K

## COUNCIL SUPPORTED PROJECTS

#### RETICULATED SEWERAGE

Council is seeking delivery of reticulated sewerage to service 460 residents, the Bracknell Primary School and a number of local sporting clubs.

\$5M

#### LAUNCESTON CITY FOOTBALL CLUB CHANGE ROOMS

On behalf of the Launceston City Football Club, Council is advocating for funding to construct a new change room facility on available land at the Australian Italian Club.

\$1M

#### POWER UPGRADE

Council is seeking delivery of upgrades to the power network at Westbury's premier industrial precinct.

\$2M



# NORTHERN MIDLANDS

## PROJECTS

### DESCRIPTION

### INDICATIVE COST

#### LONGFORD MOTORSPORT MUSEUM

Museum to display motorsport memorabilia, including vehicles, based around the infamous Longford country road circuit's history.

\$4M

#### PERTH SPORTS PRECINCT AND COMMUNITY CENTRE

Co-location of new sports oval and community centre stage one: oval, clubrooms, and associated infrastructure.

\$11.4M

#### TRANSLINK PRECINCT INTERMODAL FACILITY

Creation of an intermodal facility including a 24/7 freight hub, new rail spur from the existing line, warehouse and administration building.

\$70.4M

#### TRANSLINK PRECINCT STORMWATER RENEWAL PROGRAM

Implementation of the TRANSLink Stormwater Renewal Plan.

\$5.5M

#### TRANSLINK PRECINCT GAS RETICULATION PROJECT

Extension of the natural gas pipeline from Youngtown to Launceston Airport and the TRANSLink Precinct.

\$2.2M

#### SHEEPWASH CREEK CORRIDOR AND ASSOCIATED OPEN SPACES

The project involves the implementation of stages 2 and 3 of the master plan comprising the development of the WSUD open space corridor and a pathway network throughout the corridor, wetlands and swales; and two new playgrounds.

\$6.3M

#### MORVEN PARK MASTER PLAN STAGE TWO

Implementation of stage 2 of the Master Plan: new clubrooms and function centre.

\$3M

#### CAMPBELL TOWN MAIN STREET UPGRADE

Implementation of Stage One of the Campbell Town Main Street Urban Design and Traffic Management Strategy. Undergrounding of power lines \$TBC.

\$8M

#### CRESSY RECREATION GROUND UPGRADE

Implementation of stage 2 of Master Plan: oval upgrade.

\$1.3M

#### LONGFORD MAIN STREET UPGRADE

Implementation of the Longford Urban Design Strategy Stage 2. Undergrounding of power lines \$TBC

\$2.5M

#### PERTH MAIN STREET UPGRADE

Implementation of the Streetscape Redevelopment Plan. Undergrounding of power lines \$TBC.

\$6M

NORTHERN MIDLANDS COUNCIL

JACOBS LADDER, BEN LOMOND NATIONAL PARK | SIMON STURZAKER

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# NORTHERN MIDLANDS

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



# GEORGE TOWN

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



# BREAK O'DAY

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



# FLINDERS ISLAND

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



# DRAFT



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JULY 28, 2021

## REGIONAL VISIONING WORKSHOP





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NTDC REGIONAL VISIONING WORKSHOP



# INTRODUCTION

NTDC CHAIRPERSON ANTHONY MITCHELL

Dear Colleagues,

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

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

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

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

It was inspiring.

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

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

**The themes were:**

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

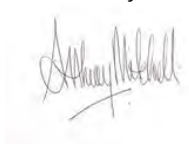
If there was a "headline" that summarised the ethos around the group's vision, it was this: "We want to become a region of firsts, again!"

It says it all.

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

Thank you for your support of this exciting initiative.

Sincerely,





# ECONOMY id

KEENAN JACKSON



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

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

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

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

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

## Northern Tasmania today is characterised by:

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

## Known trends:

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



Presentation can be found in appendix A

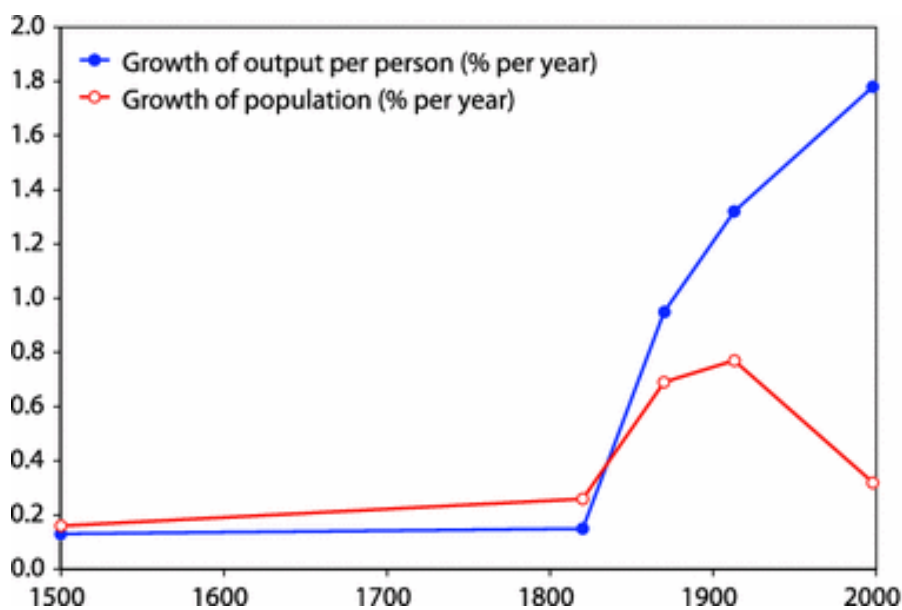
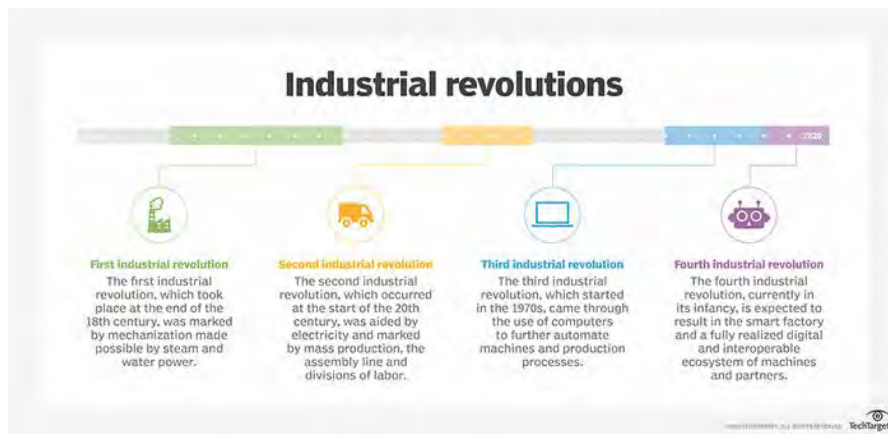


# FUTURE OF DIGITAL TRANSFORMATION

NTDC CEO MARK BAKER

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

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



Presentation can be found in appendix A



# BRAND TASMANIA

TODD BABIAK CEO

## TASMANIAN

*'the quiet pursuit of the extraordinary'*

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

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

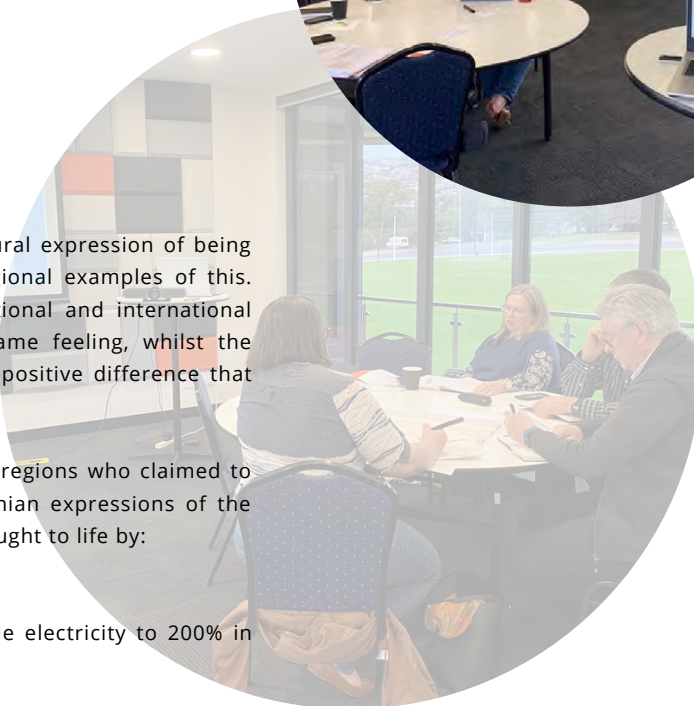
The video questioned how to best utilise your brand to make:

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

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

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

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



Video link can be found in appendix A



# CASE STUDIES

## PRESENTATION

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



### MELBOURNE

**The City of Melbourne is a city of possibility.**

**Where the world meets and the extraordinary happens.**

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

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



### NEW ZEALAND

#### 100% PURE

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

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



### VISIT NAPA VALLEY

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

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



### NORTHERN IRELAND LOCAL GOVERNMENT ASSOCIATION

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



### ISLE OF MAN

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



### REYKJAVÍK

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

Noting the population comparison:

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

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

Presentation can be found in appendix A



# REGIONAL ECONOMIC DEVELOPMENT STRATEGY

## REDS

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

### REDS VISION STATEMENT

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

### COLLABORATION

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



## REDS FOCUS

### EXPORTS

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

### POPULATION GROWTH

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

### INNOVATION

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

### INFRASTRUCTURE

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

### PARTICIPATION AND PRODUCTIVITY

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

### INVESTMENT

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

Presentation can be found in appendix A



# BRAINSTORM DEVELOPMENT

## GROUP ACTIVITY



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

### GROUP 1:

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

### GROUP 3:

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

### GROUP 2:

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

### GROUP 4:

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



Notes can be found in appendix A



# BRAINSTORM DEVELOPMENT CONTINUED



## PREVIOUSLY BRAINSTORMED WORDS, PHRASES AND COMMENTS

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

## RECURRING WORDS



Notes can be found in appendix A



# 5 KEY THEMES

## GROUP ACTIVITY

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



Notes can be found in appendix A



# *Where to next?*





# NTDC STAFF



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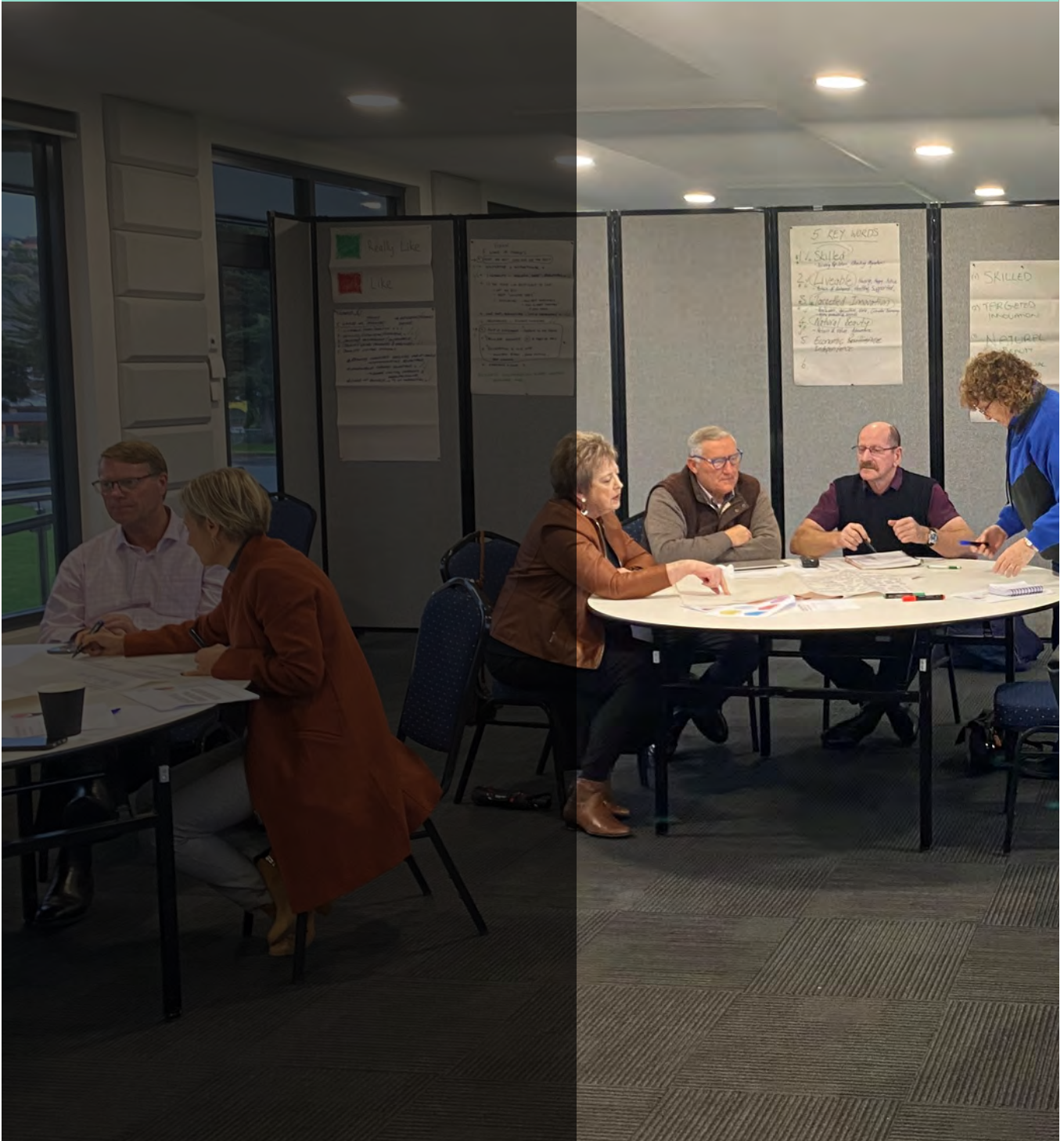
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NTDC REGIONAL VISIONING WORKSHOP



# REGIONAL VISIONING WORKSHOP APPENDIX A



NTDC REGIONAL VISIONING WORKSHOP





NTDC REGIONAL VISIONING WORKSHOP



## ECONOMY id PRESENTATION



# What will impact where we want to go?

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

Presentation for NTDC - 28 July 2021

Presented by Keenan Jackson

### Northern Tasmania today is characterised by:

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

### But, in the last five years it has experienced:

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

Quarterly percentage change in Gross Regional Product forecast (%)



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



## ECONOMY id PRESENTATION

### Known trends

*What has been evolving over recent decades*

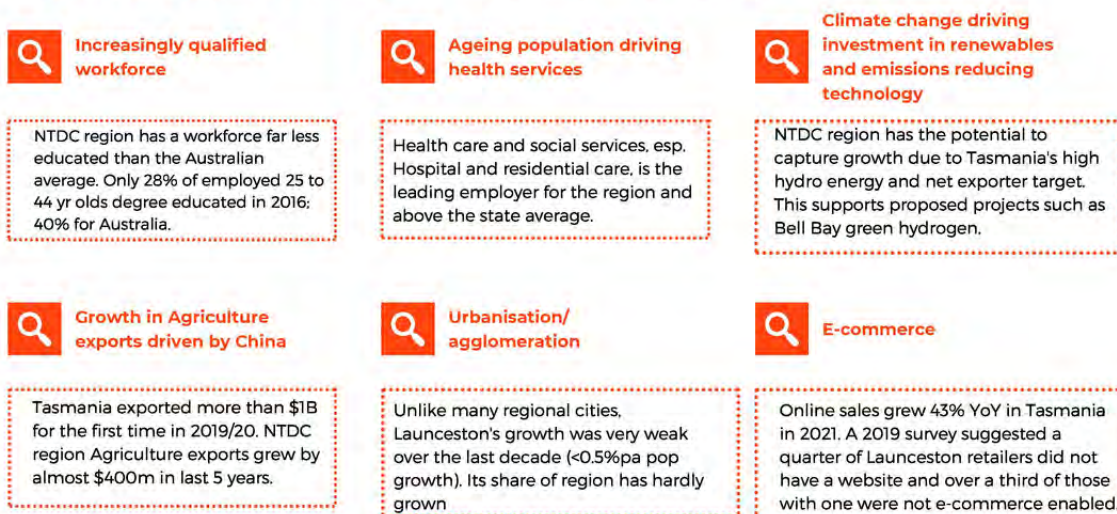


### Trends unfolding

*What will influence economics and communities in the future*



### How does Northern Tasmania fare?



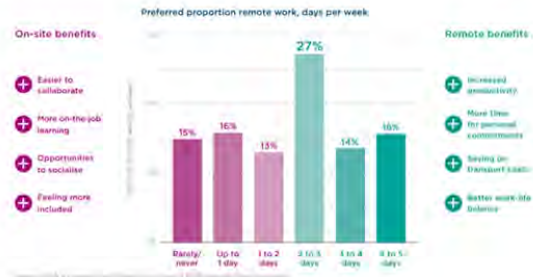


## ECONOMY id PRESENTATION



### Remote work

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



### Challenges

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

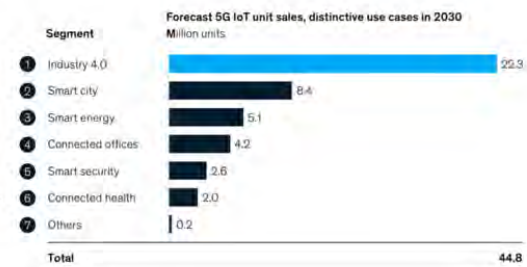
### Opportunities

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



### 5G, smart everything and IoT

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



### Challenges

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

### Opportunities

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

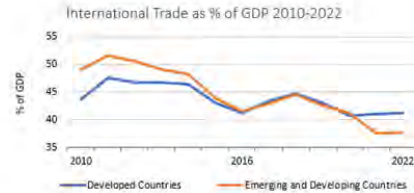


# ECONOMY id PRESENTATION



## Rebalanced supply chains

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



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

### Challenges

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

### Opportunities

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

### Challenges

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

### Opportunities

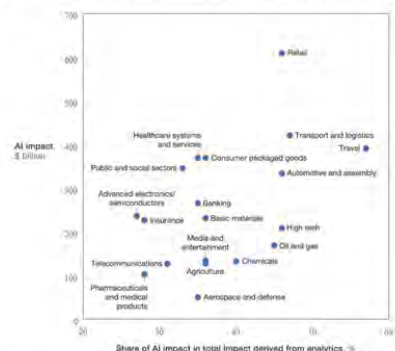
- UTAS Launceston offers key courses in AI, computer science etc already.
- Automation/AI can reduce the requirements for labour meaning smaller labour markets are not necessarily a disadvantage to growth.
- Opportunity to build a strong tele-health industry tested on local market but exported anywhere.



## Automation and AI

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

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



Source: McKinsey Global Institute analysis



# ECONOMY id PRESENTATION



## Limits to international movements

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

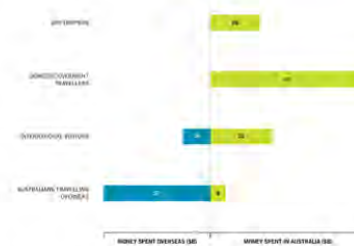
### Challenges

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

### Opportunities

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

FIGURE 3: VISITOR SPEND BY TRAVELLER, 2019



## Circular economy

A 'circular economy' has been identified as a major (up to \$4.5 trillion; WBCSD) commercial opportunity.

### Challenges

- Smaller market place means short term growth of larger scale reuse of materials may be limited
- Tasmania's resource recovery and recycling rates were lower than all mainland Australian states in 2018/19 and had declined in recent years.

### Opportunities

- Northern Tasmania has already signed on to the digital platform ASPIRE for material resource exchange
- Waste export restrictions is driving federal and local investment in waste reuse solutions.
- Region has the resource supply, capabilities and adequate industrial land to support larger scale investment such as the Timberlink's Bio Composite plant at Bell Bay.





## ECONOMY id PRESENTATION

### POINTS TO REFLECT ON FOR VISION

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



## .id's products and services

profile.id  
economy.id  
forecast.id  
housing.id  
views.id



Economic and demographic profiles



Economic and population forecasts



Economic health checks



Economic and population forecast monitoring



Industry analysis



Economic impact analysis and benefit cost assessment

.id



## FUTURE OF DIGITAL TRANSFORMATION

# THE FUTURE OF DIGITAL TRANSFORMATION

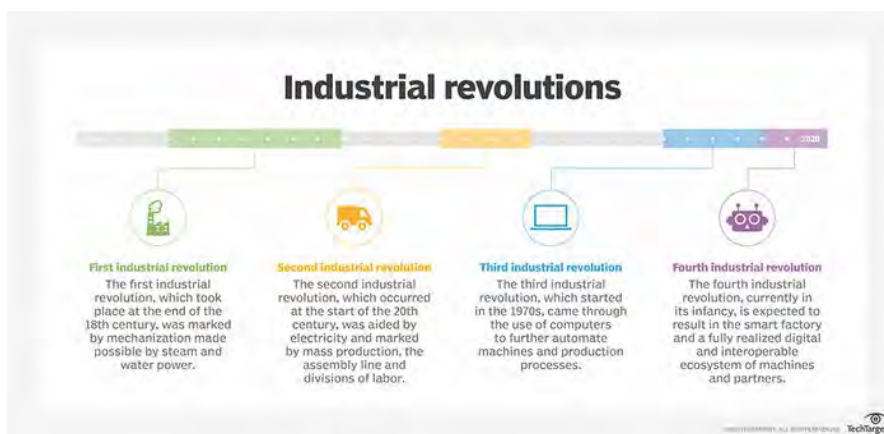
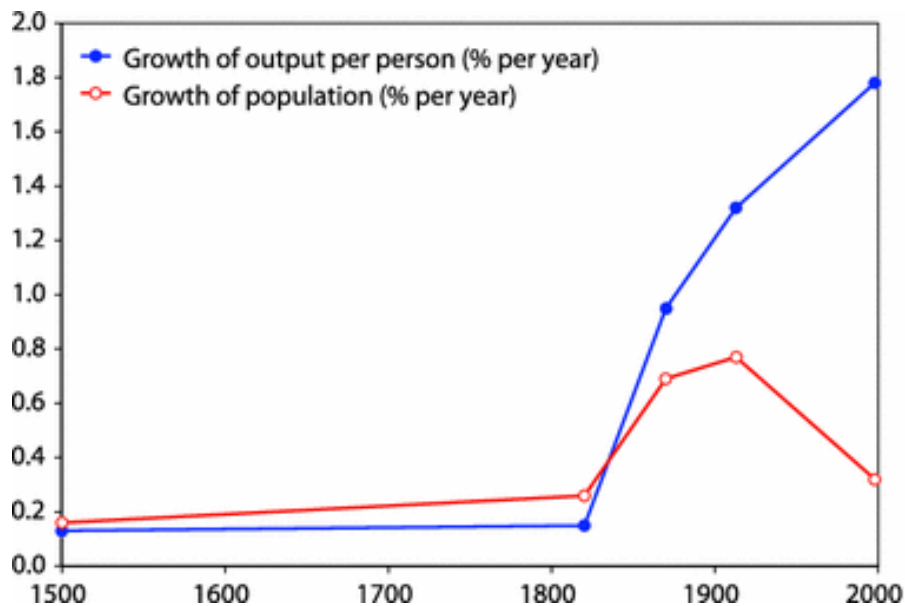


### REGIONAL VISIONING WORKSHOP





# FUTURE OF DIGITAL TRANSFORMATION



## Industry 4.0 refers to the convergence and application of nine digital industrial technologies



Many application examples already exist for all nine technologies



# TASMANIAN

**CLICK HERE TO DOWNLOAD THE VIDEO  
BRAND TASMANIA PROVIDED**

*\*please note this link will expire August 31, 2021\**



## CASE STUDIES

# REGIONAL VISIONING WORKSHOP



Be part of an inspiring journey as we create a compelling and exciting vision for our future



## Melbourne

### VISION STATEMENT

**The City of Melbourne is a city of possibility.**

**Where the world meets and the extraordinary happens.**

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

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



## CASE STUDIES



### New Zealand

#### TOURISM SLOGAN

## 100% Pure

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

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



### Visit Napa Valley

#### VISION AND MISSION STATEMENT

**Our vision is to elevate Napa Valley as the worlds premiere wine country experience.**

**Our mission is to promote, protect and enhance the Napa Valley destination.**

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



## CASE STUDIES



### NILGA

#### VISION STATEMENT

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

The Northern Ireland Local Government Association (NILGA) is the council led representative body for local authorities in Northern Ireland.

The Association is supported by political parties and independent members in councils, and works in partnership with other key regional bodies and stakeholders. NILGA members are drawn from each of the 11 councils.

### Isle of Man

#### GOVERNMENT VISION STATEMENTS

- **An international business centre of excellence** – we must be able to compete with the best in our chosen sectors
- **A transparent international business partner** – countries, companies and individuals guard their brands; we want them to see the Isle of Man as a partner they can feel proud of
- **An incubator for innovation** – speed has value and so we can use our small size to good effect
- **A skilled technology centre** – our ability to use technology and particularly ICT will be critical to our success
- **Secure and safe** – our commitment to safety and security within a free and democratic society for both for individuals and businesses remains a vital part of the Isle of Man's appeal
- **Quality of life** – a unique and beautiful place to live and work to allow individuals to reach their full potential.

#### THE ISLE OF MAN GOVERNMENT'S THREE KEY PRIORITIES





## CASE STUDIES



### Reykjavík

#### VISION STATEMENT

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

## POPULATION

Reykjavík = 131,136

Northern Tasmania = 148,023



VS



Iceland = 364,000

Tasmania = 524,170



## REGIONAL ECONOMIC DEVELOPMENT STRATEGY

### REGIONAL ECONOMIC DEVELOPMENT STRATEGY (REDS)

#### VISION STATEMENT

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



#### COLLABORATION

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

#### EXPORTS

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

#### POPULATION GROWTH

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

#### INNOVATION

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

#### INFRASTRUCTURE

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

#### PARTICIPATION AND PRODUCTIVITY

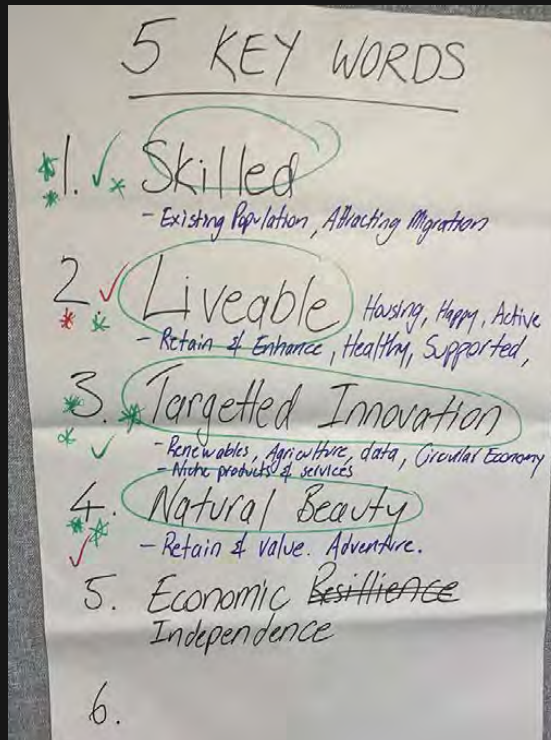
Our region is diverse, healthy and happy. There is more equality with access to higher paid jobs and quality housing options.

#### INVESTMENT

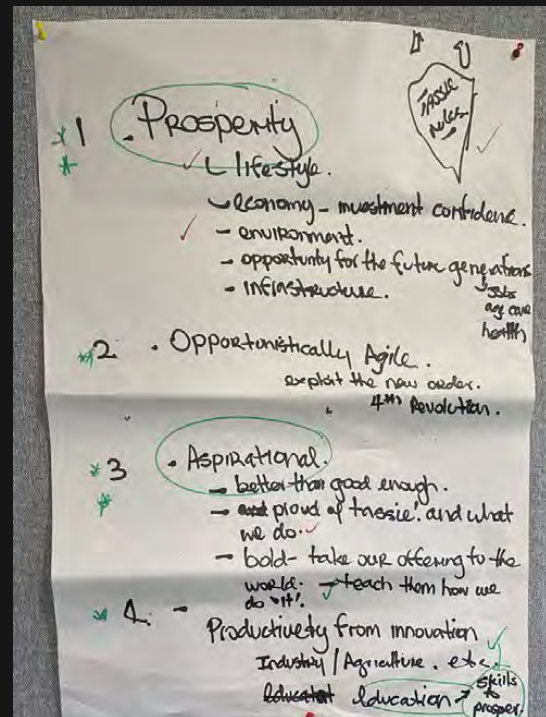
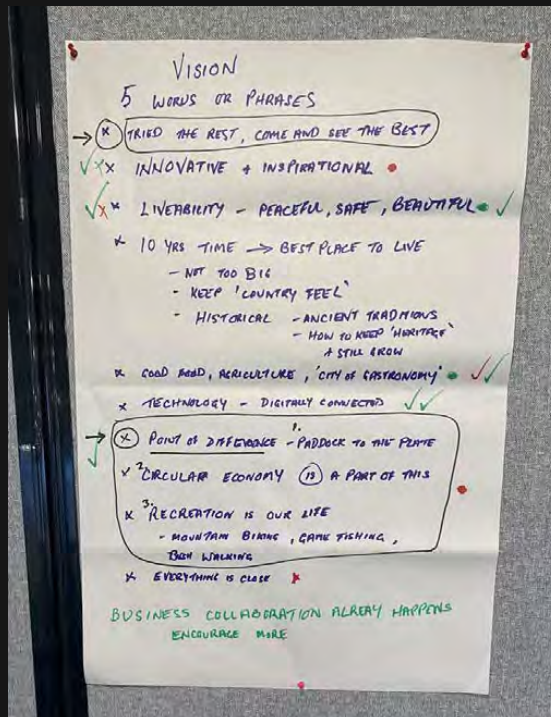
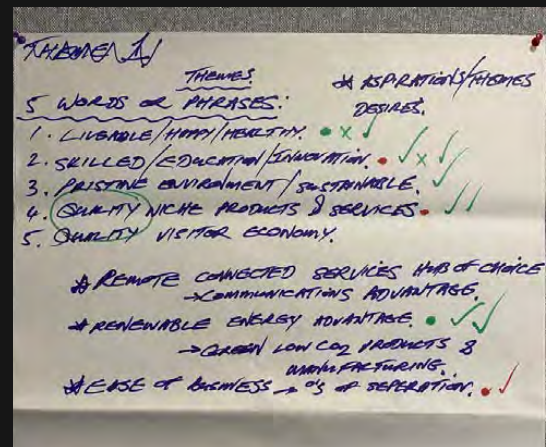
Businesses and people with great ideas and skills have access to investment funds to grow and prosper.



## BRAINSTORM DEVELOPMENT NOTES



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





## 5 KEY THEMES BRAINSTORM DEVELOPMENT NOTES

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

### Key Theme: Prosperity

Our vision is to:

have a community that is engaged, educated and enabled to make a prosperous region for today & tomorrow.

- engaged: inclusive, shared commitment, belief, drive.
- educated: ahead of the curve, skills-based, informed by industry, an educating and nurturing community, community, institutional & industry-based.
- enabled: empowering people so they can contribute, valuing choice & diversity
- boosting shared prosperity
- multiple layers to prosperity: economic, environmental, social.

### SKILLS + EDUCATION

OUR VISION IS TO HAVE A SKILLED + EDUCATED COMMUNITY

- 1/ COMMITMENT TO LIFELONG LEARNING BY ALL IN THE COMMUNITY.
- 2/ SHARED UNDERSTANDING OF THE IMPORTANCE OF EDUCATION IN QUALITY OF LIFE.
- 3/ ATTRACTING SKILLED INCOMES TO OUR REGION
- 4/ CONNECTING ALL PEOPLE (INC. MARGINALIZED) INTO WORK + TRAINING

### ASPIRATIONAL

- X TO BE BETTER THAN THE REST
- X CREATE THAT POINT OF DIFFERENCE
- X BETTER THAN GOOD ENOUGH
- X TAKE THE 'PRODUCT' TO THE WORLD

WE ARE GOING TO DO IT BECAUSE OF THE QUALITY OF OUR PRODUCT

(ENV. CLIMATE . FOOD + WINE FLAVOURS  
NATURAL ADVANTAGE TASTE)

NEED EVERYONE ON BOARD  
- INDUSTRIES / PEOPLE / GOVT STATE + LOCAL

CULTURE = PUNCH ABOVE OUR WEIGHT  
SM POP - ACHIEVED AMAZING THINGS.

COORDINATING ACROSS INDUSTRIES  
WORK TOG. PRIVATE COMPANIES  
TAFE + UNI

### Targetted Innovation

Northern Tasmania will be a leader in 'specialised innovation' that leverages ~~with~~ our unique attributes.

### Description

1. Niche Product/Service (to be determined)
2. Very specific - linked to unique characteristic of our region (not replicatable) (at least initially)
3. Regional identity
4. First-move innovators - in what?
5. Next step in region of firsts.

### SUMMARY SENTENCE

"OUR ASPIRATION IS TO CONTINUE TO PUNCH ABOVE OUR WEIGHT AND BE BETTER THAN THE REST"



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0400 338 410

NTDC REGIONAL VISIONING WORKSHOP



**MEETING MINUTES****Quarterly Mayors Meeting**

<b>Date</b>	September 7, 2021	<b>Time</b>	2:30pm-3:30pm
<b>Location</b>	Grain Of The Silos (89 Lindsay St, Invermay Tasmania); Gorge Meeting Room Zoom link		
<b>Attendees</b>	Wayne Johnston, Mary Knowles, Christina Holmdahl, Albert van Zetten, Greg Kieser		
<b>Attendees via Zoom</b>	Anthony Mitchell (Chairperson)		
<b>Invitees</b>	Mark Baker (CEO), Veronica Conti (Minute Taker)		
<b>Apologies</b>	Mick Tucker		
<b>Absent</b>	Annie Revie		

**1 PRESENT, APOLOGIES AND WELCOME**

Chairperson Anthony Mitchell welcomed the NTDC Member Council Mayors, noted a quorum and opened the quarterly mayors' meeting at 2:27pm.

Chairperson noted the apology of Break O'Day Mayor Mick Tucker.

**2 ACKNOWLEDGEMENT OF COUNTRY**

Chairperson acknowledged the traditional owners of the land on which we meet, and paid respect to their elders, past, present and emerging.

**3 FOR DISCUSSION****3.1 Regional visioning workshop report and appendix**

Chairperson noted the event was positive and exciting.

CEO provided a brief report regarding the event's proceedings. Noting the following highlights:

- Economy id presentation
- Future of digital transformation
- Brand Tasmania video
- Various case studies
- Regional Economic Development Strategy (REDS)
- Group activity and brainstorming session
- Key themes identified: skills, targeted innovation, aspiration, natural beauty and prosperity.

Chairperson noted the very good ideas that were generated from this event. In particular noting:

- within skills and education, the ability to potentially leapfrog into future technologies as a revolutionary idea
- the want to be a region of firsts again
- specialised and targeted innovation

Chairperson noted the excellent participation rate of the event. Noting this work is incomplete and requires further exploration in more detail.

The Member Council Mayors noted the success of the event and queried what is to come next regarding the vision work.

The Member Council Mayors discussed this would be an overarching document. Discussing the need to take it back to councils and councillors to gain some level of principle agreement on main themes and core direction.

Noting the importance to share this document in draft form to seek feedback, input and agreement with relevant Chamber of Commerces and business associations community.

The Member Council Mayors discussed the need for a clear cover page that states the vision statement and summary text.

The Member Council Mayors suggested to provide the document with a request for the CEO to brief councils when possible.

Quarterly Mayors' Meeting – Minutes



The above discussion resulted in the below steps/actions -

- 1) The draft document is to be brought to individual councils and councillors, in particular those who were not present during the event, for their input
- 2) NTDC is to collate the feedback/input received into a new draft document, which will be sent back to councils for an in-principle approval.

Noting the above steps are to be completed as soon as possible.

Discussing a possible deadline for this to be completed by the November 2, 2021 AGM.

It was noted that involving business and industry in the process would also be very helpful.

### 3.2 NTDC update

CEO noted the operational team has briefed all councils and provided consistent communications regarding NTDC updates and work in progress. Noting the following in particular –

- Economy id
- Northern Regional Land Use Scheme
- TasWater
- Northern Prospectus
- RCF and Regional Priorities
- Circular Economy Grants
- Circular Economy and Digital Transformation working groups

CEO noted the additional level of communications has assisting in building relationships with the councillors.

Chairperson noted the high priority and focus regarding the regional priority projects list. Acknowledging the extensive work of the CEO in collating this information.

Chairperson noted the Board has agreed to send out a survey to the RCF invitees to seek input and feedback regarding the entire project list. Noting the importance for this process to be collaborative across the region.

The Member Council Mayors noted the Member Councils' emerging priority projects that may be added to this priority list.

The group discussed the need for this document to be a list of regional priorities rather than evenly distributed projects across all Member Councils.

Chairperson noted the document is planned to have the key regional projects, with all Member Council priority projects listed to continue advocacy.

CEO noted upcoming November AGM. Noting the NTDC annual report and financials will be provided and ensured all Members will receive 21 days' notice with venue confirmation and relevant proxy information.

## 4 FOR NOTING

### 4.1 Members meeting minutes – June 9, 2021

The group noted the Members meeting minutes – June 9, 2021.

## 5 OTHER BUSINESS

Chairperson raised the following issue to receive guidance from the Member Council Mayors regarding the remuneration for Directors who have been appointed by Members, noting this specifically relates to Meander Valley Mayor Wayne Johnston and Northern Midlands General Manager Des Jennings.

Chairperson noted the NTDC Board thought it was appropriate for the Directors to receive the same amount of remuneration in alignment with the other Directors.

Chairperson noted the Members Agreement and Constitution is silent on the matter, which is why the Board deemed it reasonably acceptable.

Chairperson discussed the below tracked change drawn from the Members Agreement:

### 4. Corporate Governance Structure – Appointment of Chair and Directors

#### 4.1 The parties agree that the governance structure of NTDC Limited is as follows:

(a) The Company has a Board of Directors comprising not less than three (3) and not more than nine (9) Directors ("the



Board”) but the parties agree that the optimal size of the Board is seven (7) Directors;

And the minutes from November 2019 AGM, which talks to Member appointed roles specifying the below carried motion –

**Motion:**

That members supported the proposal for the future composition of the NTDC Board to include two-member representative Directors, comprising one Mayor and one General Manager. This is subject to approval by each of the Member Councils.

**Moved Mick Tucker (BODC)**

**Seconded Mary Knowles (NMC)**

**Carried**

Chairperson noted the above motion encompassed all the ideas mentioned but to amend it to only two Member representatives.

Chairperson additionally noted that the Board has since re-appointed three-directors without publicly advertising. Noting the Chairperson and CEO were unaware of this clause at the time:

CEO noted neither he or the Chairperson were a part of NTDC, requesting guidance and Direction from the Member Mayors.

The Member Mayors discussed the inconsistency across the Director fees. Discussing there should be some kind of remuneration for the appointed Member Mayor Director and are able to elect whether they would like to receive the funds.

The Member Mayors’ discussed remuneration for the General Manager appointed Director.

The group discussed the amount of work the NTDC Board undertakes.

The group noted the Constitution states all Directors are to be paid the same with no reference to being a Member Representative or not.

The group discussed the need to bring relevant motions to the AGM relating to –

- Ratifying all current Directors at the November AGM 2021
- Amending the constitution/members agreement to clearly state Directors are to be ratified at the next relevant AGM within the three-year term
- Member Mayor and General Manager appointed Directors are to receive fair and equal remuneration

*City of Launceston Council Mayor Albert van Zetten left the meeting at 3:18pm.*

Chairperson stated the following action items:

**Action:** Chairperson and CEO are to create motions for the above points raised. (Chairperson/CEO)

**Action:** Reconfigure start and end dates for all Directors to align with AGMs. (Chairperson/CEO)

**Action:** Seek legal advice on how to amend the Constitution/Members Agreement. (Chairperson/CEO)

**Action:** A review of the Constitution and Members Agreement is to be conducted at the next AGM. (All Members)

**Action:** A standing item is to be added to AGMs to ratify Board Directors. (Chairperson/CEO)



## 3.3 Around the grounds

Chairperson noted this item was skipped earlier in the agenda proceedings.

- **Meander Valley Council**  
Noting TasWater is working better, acknowledging NTDC's work facilitating meetings.  
Noting the Northern Region Prison tender update.
- **Northern Midlands Council**  
Noting the underpass at Campbell Town  
Noting Meander Valley Mayor Wayne Johnston and Northern Midlands Mayor Mary Knowles are co-chairs for the Regional Recovery Committee and will seek input from other councils regarding relevant projects and issues.
- **West Tamar Council**  
Noting the City of Launceston and West Tamar Councils were invited to a meeting with the Premier and the infrastructure Minister to discuss the bridge. Noting council support has not yet been offered to State Government regarding this project.
- **George Town Council**  
Noting the ambitious projects currently in progress.

## 6 MEETING EVALUTION

The group did not engage in a meeting evaluation.

## 7 NEXT MEETING

November 2, 2021 - AGM

## 8 CLOSE

Closed at 3:35pm

Certified as a true and correct record of the Quarterly Mayors Meeting,.

.....

Date Approved:



SEPTEMBER 8 2021 - 11:30AM

## Launceston launches bid to become a city of gastronomy



Andrew Chounding

Local News



**EAT:** Andrew Pitt and Northern Mayors, Wayne Johnston, Greg Howard, Christine Holmdahl, Albert van Zetten, Mary Knowles and Greg Kieser. Picture: Phillip Biggs

On Tuesday, the City of Launceston [officially announced its intention](#) to become a City of Gastronomy in the UNESCO Creative Cities Network.

Gastronomy, the study of food and culture with a focus on gourmet cuisine, encompasses the whole food system from paddock to plate or grape to glass, with every role important.

Backed by seven councils from across the North of the state and led by the chairman of the Launceston Creative Cities steering group Andrew Pitt, the application hopes to leverage the region's growing food and wine industry to bolster the economy.

**READ MORE:** [Man dies in fatal Bass Highway crash](#)

Mr Pitt said a successful application would see Launceston recognised as a global destination for culinary tourists seeking to enjoy food, wine, [whiskey](#) and [produce in the world](#).

"We will be part of a really vibrant network of 250 cities around the world who think in the same way, creatively and around culture as a driver of economic development," he said.

"It also gives us a brand reputation, really as essentially one of the greatest food regions in the world."

**READ MORE:** [More direct flights touching down in Launceston](#)

Mr Pitt said despite the name of the steering group the project was a regional project, backed by regional communities.

"It's called the creative city scheme but it's very much a regional project and it's in a way classic regional economic development," he said.

"It leans into one of our key strengths, which is food, food and beverage, and takes it to the next level."

City of Launceston mayor Albert van Zetten said he was delighted to support the proposal.

**READ MORE:** [Gutwein denies power play with Hydro Tasmania](#)



SEPTEMBER 7 2021 - 5:30PM

## Regional employment recommended for state services workers



Andrew Chounding

Local News

f t e A A A

Industry leaders have responded to recent findings outlined in a review of Tasmania's state services, arguing regional working agreements would benefit the North.

The review found the TSS was being held back by its existing design, with limited capacity in many areas making it difficult to share capability across the service.

The report said the TSS was too siloed and too rigid in structure and set out 77 recommendations including three directly relating to promoting and managing flexible working arrangements, increasing consistency and facilitating regional employment. Recommendation 62 called for the Department of Premier and Cabinet to prepare a business case for developing regional offices as a priority.



**READ MORE:** [Man dies in fatal Bass Highway crash](#)

Northern Tasmania Development Corporation chief executive Mark Baker (pictured) said he supported the recommendation.

"We definitely support decentralisation of public service, for a long time they had been headquartered in Hobart due to the need to be in and around department portfolios and ministers," he said.

"With greater advances in technology for working from home, we certainly see the opportunities to allow those state service workers to spread out around the region."

Mr Baker said the economic development and population growth was a significant factor for the North and that an uptake in skilled workers entering the region was also a benefit that should be considered.

**READ MORE:** [More direct flights touching down in Launceston](#)

Business North West president Ian Jones said the North needed more representation in Hobart.

"We need more representation of this region back in the South of the state, and if we can get more jobs that's great, but just to have more input into what goes on in the state public service is important," he said.

"What we find is that there's a lot of government in the South of the state and there's not a lot of empathy for the North-West Coast. It would be really good to have people living in the North-West Coast representing the North-West Coast back in those government departments," he said.

**READ MORE:** [Gutwein denies power play with Hydro Tasmania](#)

He said with COVID-19 forcing businesses to change how they operate, there was no reason why government positions shouldn't be made statewide.

"The pandemic has proven that remote working is more than possible and a lot of people actually prefer it, and I think the fact is that when jobs are advertised they should be advertised statewide," he said.





## Public holidays

Even though some shows have been cancelled in 2020, there have been no changes to the public holidays.

Check your award – does this holiday apply to your workplace?

- Listing a day as a public holiday does not automatically mean employees can have the day off work or get paid more for working on that day.
- Check your award, agreement and/or National Employment Standard, to find out whether a holiday applies to your workplace, or ring the Fair Work Ombudsman on 13 13 94.
- *The Statutory Holidays Act 2000 (external link)* ([http://www.thelaw.tas.gov.au/linkto.w3p;doc\\_id=96++2000+AT@EN+CURRENT](http://www.thelaw.tas.gov.au/linkto.w3p;doc_id=96++2000+AT@EN+CURRENT)) identifies certain days as public holidays in Tasmania and the areas they relate to.

### Statewide public holidays (all of Tasmania)

Holiday	2021	2022	2023
New Year's Day	1 January	3 January	2 January
Australia Day*	26 January	26 January	26 January
Eight Hours Day	8 March	14 March	13 March
Good Friday	2 April	15 April	7 April
Easter Monday	5 April	18 April	10 April
Easter Tuesday - generally Public Service only	6 April	19 April	11 April
ANZAC Day	25 April	25 April	25 April
Queen's Birthday	14 June	13 June	12 June
Christmas Day*	25 + 27 December	25 + 27 December	25 December
Boxing Day*	28 December	26 December	26 December

\*Substitute holiday applies

### Substitute holidays

When New Year's Day, Australia Day, Christmas Day or Boxing Day fall on a weekend the public holiday is held on the following Monday (or Tuesday in some cases):

if 25 December is a on a Saturday, then both the Saturday and the Monday following are holidays.

if 25 December falls on a Sunday, then both the Sunday and the Tuesday following are holidays.

If Boxing Day falls on a Saturday, then Monday is the public holiday.

if Boxing Day falls on a Sunday, then Tuesday is the public holiday.

When Anzac Day falls on Saturday or Sunday, no substitute or additional holiday is observed.



# 2021-11-15 ORDINARY MEETING OF COUNCIL ATTACHMENTS - Agenda

## Regional holidays (parts of Tasmania)

Holiday	2021	2022	2023	Notes
Devonport Cup	6 January	5 January	11 January	<b>Generally Public Service only.</b> From 11 am Municipal area of Devonport.
Royal Hobart Regatta	8 February	14 February	13 February	South of & including Oatlands and Swansea excluding Bronte Park, Catagunya, Strathgordon, Tarraleah, Wayatinah & West Coast.
Launceston Cup	24 February	23 February	22 February	<b>Generally Public Service only.</b> All Day - Municipal areas of Break O'Day, Dorset, George Town, Glamorgan-Spring Bay (north of and including Cranbrook), Launceston excluding Launceston City centre and suburbs specified below, Meander Valley excluding suburbs and townships specified below, Northern Midlands, Southern Midlands north of but not including Oatlands, West Tamar excluding townships specified below. From 11am - Launceston City centre and the following suburbs and townships Alanvale, Blackstone Heights, East Launceston, Elphin, Franklin Village, Glen Dhu, Inveresk, Invermay, Killafaddy, Kings Meadows, Mayfield, Mowbray, Mowbray Heights, Newnham, Newstead, North Riverside, Nonwood, Prospect, Prospect Vale, Punchbowl, Ravenswood, Riverside, Rocherlea, St Leonards, Sandhill, South Launceston, Summerhill, Trevallyn, Vermont, Waverley, West Launceston, West Riverside, Youngtown.
King Island Show	2 March	1 March	7 March	King Island only
AGFEST	7 May	6 May	5 May	Municipal area of Circular Head only.
Burnie Show	1 October	30 September	6 October	Municipal areas of Burnie, Waratah-Wynyard and West Coast.
Royal Launceston Show	7 October	6 October	12 October	Municipal areas of Break O'Day, Dorset, George Town, Launceston, Meander Valley, Northern Midlands, West Tamar.
Flinders Island Show**	15 October	14 October	20 October	Municipal area of Flinders Island.
Royal Hobart Show	21 October	20 October	26 October	All of Tasmania south of and including Oatlands and Swansea also Bronte Park, Strathgordon, Tarraleah and Wayatinah - excludes West Coast.
Recreation Day	1 November	7 November	6 November	All parts of the state which do not observe Royal Hobart Regatta.
Devonport Show	26 November	25 November	1 December	Municipal areas of Devonport, Kentish and Latrobe.



10/6/21, 4:15 PM

Term Dates 2022 - The Department of Education Tasmania



# Term Dates 2022

Department of Education

<https://www.education.tas.gov.au/about-us/term-dates-2022/>



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10/6/21, 4:15 PM

Term Dates 2022 - The Department of Education Tasmania

## Students

### Term 1

**Schools** 9 February – 14 April

**Colleges** 9 February – 14 April

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**Break** 15 April – 1 May

### Term 2

**Schools** 2 May – 8 July

**Colleges** 2 May – 8 July

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**Break** 9 July – 24 July

### Term 3

**Schools** 25 July – 30 September

**Colleges** 25 July – 30 September

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**Break** 1 October – 16 October

### Term 4

**Schools** 17 October – 21 December

**Colleges** 17 October – Exams commence 11 November

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Teachers in schools will commence on Monday 7 February 2022 and finish on Thursday 22 December 2022.

College teachers will commence on Monday 31 January 2022 and finish on Thursday 15 December 2022.

Please note: Professional Learning Days and Moderation Day are yet to be finalised.

<https://www.education.tas.gov.au/about-us/term-dates-2022/>

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## 2021-11-15 ORDINARY MEETING OF COUNCIL ATTACHMENTS - Agenda

10/6/21, 4:15 PM

Term Dates 2022 - The Department of Education Tasmania

<https://www.education.tas.gov.au/about-us/term-dates-2022/>

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## **IMPROVING THE PLAYING FIELD 2021-22 GRANT PROGRAM APPLICATION**

### **PROJECT:**

**Development of Inclusive Changerooms at  
Ross Recreation Ground**

### **BUSINESS CASE**



**October 2021**



<b>CONTENTS</b>
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1. Ross Recreation Ground
2. Development Outline
  - 2.1. Project Concept
  - 2.2. Project Outcomes
  - 2.3. Project Economic Impact
3. Strategic Fit
4. Market Analysis
  - 4.1. Key user groups
  - 4.2. Community Consultation
  - 4.3. Socio-economic characteristics of Ross
5. Rationale for the project
  - 5.1. Demonstrated Need
  - 5.2. Benefits of the Provision of Inclusive Facilities for Female Sport Participants
6. Capacity to Fund the Project
7. Capacity to Deliver the Project
8. Capacity to Operate
  - 8.1. Asset Management
  - 8.2. Ongoing Operation and Maintenance of the Facility
9. Analysis of Key Risks



## **1. Ross Recreation Ground**

The Ross Recreation Ground, owned by Northern Midlands Council, is situated on the eastern side of the town, adjacent to the rodeo ground.

The recreation ground and associated clubhouse is managed by the Ross Community Sports Club Committee, a Special Committee of Council, pursuant to Section 24 of the *Local Government Act 1993*.

The ground was formerly the home base for Ross Football and Cricket Clubs, both of which disbanded a number of years ago. The clubhouse has continued to be well utilised as a venue for local, regional and statewide meetings and functions (public and private).

In the late 2010s, Veterans Cricket Tasmania expressed interest in developing a turf wicket in the Midlands, (Turf wickets are in high demand in Tasmania, and the current turf wickets in Launceston, Hobart and the North West Coast are consistently booked out for Cricket Tasmania competitions), with that ground to then become the headquarters for veterans cricket in Tasmania. This project came to fruition in January 2021, when the first Veterans Cricket Tasmania match was played on the recently completed turf wicket at the Ross Recreation Ground.

Both male and female Veterans Cricket Tasmania teams played at the grounds across the 2020-2021 cricket season. It rapidly became apparent that the clubhouse's aged changerooms that reflected the traditional male-centric, 'blokey' sports club infrastructure (open showers and changerooms) needed to be updated as a matter of urgency to meet current day player needs and expectations.

Council has warmly welcomed the development of the Ross Recreation Ground as the headquarters for Veterans Cricket Tasmania. The two organisations collaborated to develop the turf wicket and Council is now seeking a 2021-2022 Improving the Playing Field Grant to enable the redevelopment of the clubhouse's changerooms.



## **2. Development Outline**

### **2.1. Project Concept**

Council is committed to promoting the health and well-being of Northern Midlands residents and towns by ensuring the provision of sport and recreation facilities and programs/activities that enable residents to participate in physical activity, and towns to host local, regional, statewide and national events. The recreation grounds across the municipality are integral components of the sport and recreation infrastructure of the Northern Midlands, serving as the towns' main sport and recreation precinct.

Council has been progressively contracting the development of master plans for these recreation grounds to enable Council to gain a clear understanding of what the current user groups require for their sporting activities, and to identify solutions for the future that can be integrated and consolidated within the grounds and the existing infrastructure. Extensive community and sporting body consultation underpins the development of the master plans.

Veterans Cricket Tasmania's adoption of the Ross Recreation Ground as its headquarters provided the motivation for Council to commission a Master Plan for the recreation ground. As part of this process, Loop Architecture was contracted to prepare architectural concept plans for the upgrade of the aged changerooms to create inclusive facilities.

### **2.2. Project Outcomes**

Currently, the male and female changerooms comprise an open change area, three communal showers, and a cubicle with a toilet.

This project will upgrade/expand the clubhouse's facilities to create two inclusive change rooms with adjoining separate shower cubicles (three) and separate toilet cubicles



(three). The current clubhouse will be extended to enable the addition of two separate umpire changerooms with shower and toilet cubicles.

Change room



Communal Showers



Men's entry to communal showers and



### 2.3. Project Economic Impact

Council has received an independent quantity surveyor cost estimate of \$940,030 for the development of the inclusive changerooms. The Northern Tasmania Economic Modelling Tool, developed by Northern Tasmania Development Corporation, was utilised to determine the impact of the project during construction, with the following impact predicted:

Economic measure	Output (\$m)	Value-added (\$m)	Local jobs	Residents jobs
Starting position Northern Midlands Council area (year ended June 2020)	--	--	--	--
Building Construction	83.88	15.97	250	228
All industries	1,664.09	716.58	5,721	6,637
Impacts on Northern Midlands Council area economy	--	--	--	--
Direct impact on Building Construction sector	0.90	0.17	3	--
Industrial impact	0.25	0.11	1	--
Consumption impact	0.02	0.01	0	--
Total impact on Northern Midlands Council area economy	1.17	0.29	4	2
Type 1 multiplier (direct & industrial)	1.28	1.62	1.38	--
Type 2 multiplier (direct, industrial & consumption)	1.30	1.68	1.40	--
Impact on Tasmania economy	--	--	--	--
Total impact - Tasmania outside Northern Midlands Council area	0.09	0.04	0	2
Total impact Tasmania economy	1.26	0.33	4	4
Impact on Australian economy	--	--	--	--
Total impact outside Tasmania economy	0.49	0.21	2	2
Total impact on Australian economy	1.75	0.54	6	6
Source: National Institute of Economic and Industry Research (NIEIR)©2021. Compiled and presented in economy.id by.id (informed decisions). Note: All \$ values are expressed in 2018/19 base year dollar terms.				



### 3. Strategic Fit

This project aligns with:

- The State Government's five plan strategic plan to create a Healthy Tasmania
- The Cricket Tasmania goal of universal design compliance across the state by 2027
- Council's Strategic Plan 2017-2027 goals:
  - Living well – Valued lifestyles in vibrant, eclectic towns
  - Participate – Communities engage in future planning
  - Caring, Healthy, Safe Communities – Awareness, education & service.

### 4. Market Analysis

#### 4.1. Key User Groups

Veterans Cricket Tasmania, male and female teams, have adopted the Ross Recreation Ground as their headquarters due to the presence of the turf wicket. During the 2020-2021 season, Veterans Cricket Tasmania had 130 registered male members and 15 registered female members at the start of the season – growing to 30 at the end of the season. It is conservatively predicted that the upgraded clubhouse facilities, together with the ageing of the state's population swelling the number of Tasmanians eligible to play veterans cricket, will within a couple of seasons, see the number of registered male members increase by a minimum of 15%, and the number of registered female members by 100%. It is anticipated the number of casual male and female players will also increase.

From the 2021-2022 cricket season ongoing, Veterans Cricket Tasmania anticipates playing matches at the recreation ground at least one day, if not both, each weekend. It is also plans to host national championships at the recreation ground.

The presence of the turf wicket and anticipated facility upgrade is anticipated to attract Cricket North interest in the recreation ground as a home base for a proposed Longford



women's team, and also a possible base for state under-age trial matches for males and females.

#### **4.2. Community Consultation**

The request to Council to upgrade the clubhouse changerooms has come from the local community and Veterans Cricket Tasmania.

Extensive consultation with the recreation ground's user groups, sporting bodies, Council officers, and community members is also underpinning the development of the Ross Recreation Ground Master Plan.

The Ross community is 100% behind the project as it will attract more visitors to the town thus contributing to economic growth through support of local businesses, and also provides an improved sport and recreation facility to support the health and well-being of local residents.

#### **4.3. Socio-Economic Characteristics of Ross**

The 2016 ABS Census recorded Ross' population as 404 and shows a number of indicators of socio-economic disadvantage including:

- a median weekly household income lower than the state and national averages (\$814 compared to \$1,100 and \$1,438 respectively);
- a Bachelor degree level or above as the highest educational attainment by 10.6% of adult residents, compared to 16.2% and 22% respectively;
- Year 9 or below as the highest educational attainment by 16.4% of adult residents, compared to 10.3% and 8% respectively;
- households with more than \$3,000 gross weekly income - 2.7% compared to 8.3% and 16.4% respectively;
- households without internet access – 30.1% compared to 19.5% and 14.1% respectively.



## **5. Rationale for the Project**

### **5.1. Demonstrated Need**

The development of new, inclusive changerooms at the Ross Recreation Ground will enable Veterans Cricket Tasmania to attract and retain existing and new members, and in particular, female members.

The presence of the turf wicket and anticipated facility upgrade is anticipated to attract Cricket North interest in the recreation ground as a home base for a proposed Longford women's team, and also a possible base for state under-age trial matches.

The inclusive changerooms will also open the recreation ground for use by other sport and recreation clubs/groups – given the ground's central location in the state.

### **5.2. Benefits of the provision of inclusive facilities for the female sport participants**

#### **Benefits to individual players**

The provision of inclusive facilities will respect the privacy and comfort of female players, provide a sense of equal footing with male players and will markedly assist with the retention of current female players, and the attraction of new players.

Involving females in traditionally male sports has benefits to these participants beyond the obvious physical benefits. A literature review found that involvement in these sports develops females ability to work as effective team members and to use their minds and bodies in new ways, which has been shown to impact positively on academic achievement, careers and family life.



**Benefits/ additional opportunities to cricket clubs**

Clubs report many benefits above and beyond the clubs' enhanced financial viability as a result of the membership increase associated with females players.

Clubs and their facilities are managed and run by volunteers. These new club members and their family members ensure a broader pool of community members for the clubs to draw upon to fill committee positions and club roles (officials, fundraising, games and kiosk management etc..).

**Benefits/additional opportunities to the community**

Sporting facilities provide a central gathering point in rural communities, and build strength, reliance and capacity amongst players, team officials and volunteers – and the broader community.

**6. Capacity to Fund the Project**

The development of the new changerooms with separate enclosed toilets and shower facilities for each changeroom is estimated as \$940,030 GST excl.

Council is seeking an Improving the Playing Field Grant of \$500,000

Council has committed to including \$440,030 towards the project in Council's 2022-2023 and 2023-2024 budget deliberations.



## **7. Capacity to Deliver the Project**

Our Council is in a sound financial situation, as evidenced in recent audited financial statements available on Council's website:

[www.northernmidlands.tas.gov.au](http://www.northernmidlands.tas.gov.au)

Council has the funds in the 2021/22 and 2022/2023 budgets to meet Council's funding obligations for this project.

Council aims to have the project completed in November 2023.

Council has staff with the skills and experience to manage the project and will, as required, engage contractors with the proven ability to deliver the desired project outcomes.

Council has a long and proud track record of sound and effective management of complex projects. This has been demonstrated by Council's managing, expending and acquitting funding in accordance with grant agreements for projects including:

- Longford Flood Levee System: \$5,000,000
- Bridges Renewal Program Rounds 1,2, and 3: \$3,056,059
- Roads to Recovery Grants Program - \$715,000 per annum
- Midlands Rural and Remote Childcare Service – in excess of \$170,000 per annum.

This project has the full support of Council, the Grounds Management Committee, Veterans Cricket Tasmania, other ground users and the broader Ross community (as evidenced in the Ross Recreation Ground Master Plan which is currently being developed).



## **8. Capacity to Operate**

### **8.1. Asset Management**

Council has an Asset Management Policy (adopted 17 June 2006 and last amended 19 July 2021) with the stated objective being:

*“To provide the highest level of service for current and future generations which is a balance between responsible management of assets, meeting the community’s expectations and affordability. To achieve this assets must be planned, delivered, maintained and refurbished so that they continue to meet this Vision.”*

The Policy is underpinned by Principles including:

- A consistent Asset Management Strategy must exist for implementing systematic asset management and appropriate asset management best practice throughout all areas of Council;
- An inspection regime will be used as part of asset management to ensure agreed service levels are maintained and to identify asset renewal priorities;
- Systematic and cyclic reviews will be applied to all asset classes and are to ensure that the assets are managed, valued and depreciated in accordance with appropriate best practice and applicable Australian Standards;
- Future life cycle costs will be reported and considered in all decisions relating to new services and assets and upgrading of existing services and assets.

Council’s Asset Management Policy demonstrates Council’s ability and capacity to manage its assets effectively and efficiently. If necessary, additional revenue can be raised through a small increase in the Council rates.



## **8.2. Ongoing Operation and Maintenance of the Facility**

The Ross Recreation Ground and its facilities is managed by the Ross Community Sports Club Committee, a Special Committee of Council, pursuant to Section 24 of the *Local Government Act 1993*.

There is a formal agreement between the Council and the Committee that documents the roles, responsibilities and obligations of both parties.

Under the terms of the Management Agreement:

- Council manages and meets the cost of the ground's insurances, the fixed charges for provision of water and sewerage and up to 3,000kls of user charges for the facility per annum, and works of a capital nature subject to such works having been approved by Council and listed in Council's Works Program. Council pays the Committee an annual maintenance fee.
- The Committee manages the facility, and through gate-takings, grounds/facilities hire income and fundraising, meets the cost of consumerables, services (electricity etc...), general maintenance and routine equipment purchases.

The Committee manages its finances prudently and in the years it generates a small surplus this is 100% applied to making improvements to the facility or purchasing new equipment.

The upgrade of the changerooms will generate additional income for the Committee through increased hiring of the modernised facility.

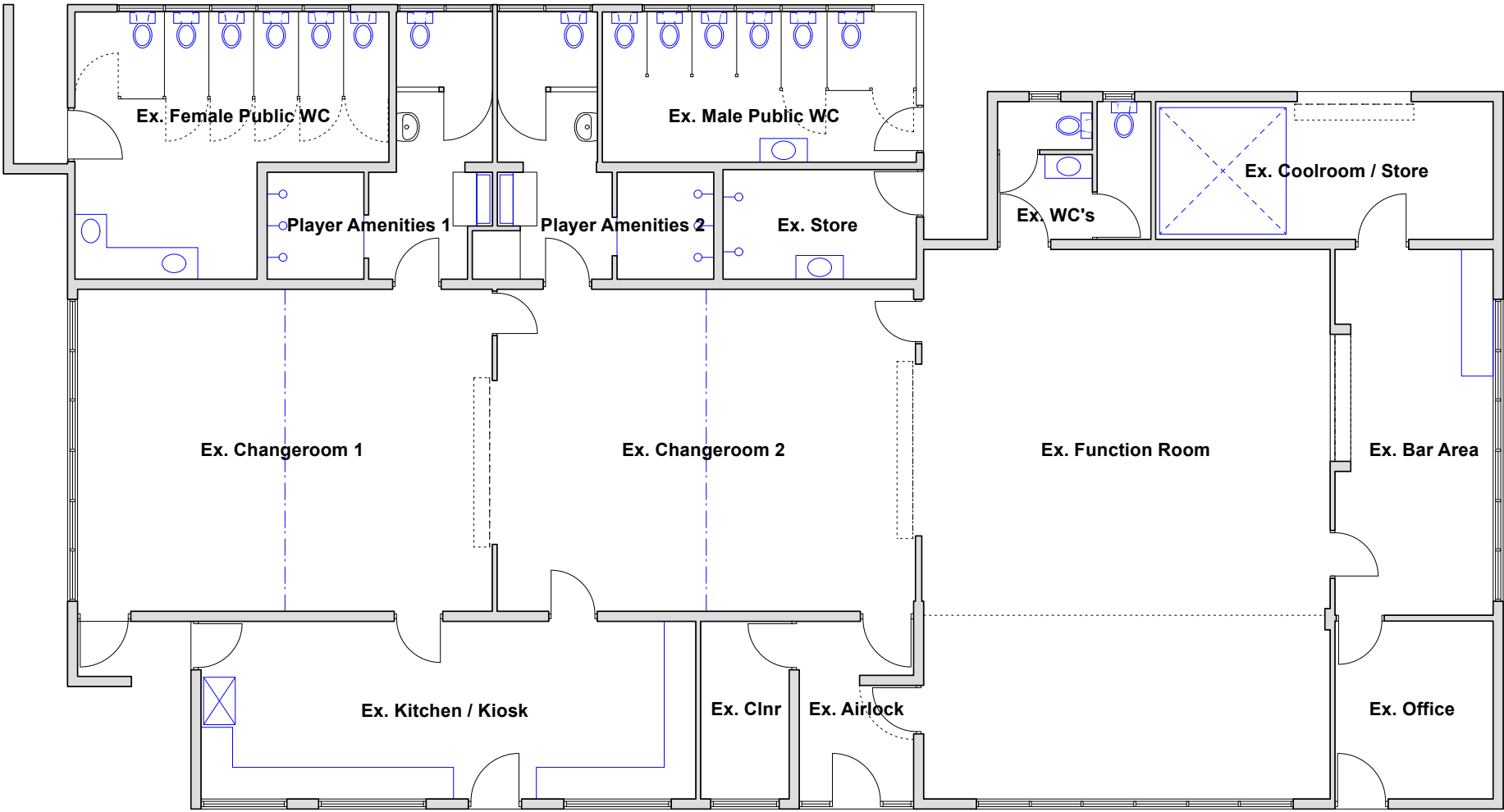
At the 16 November 2020 Council Meeting, Council resolved to enter a priority use lease agreement of the Ross Oval with Veterans Cricket Tasmania Inc, for a three year period, with a right of renewal.



## **9. Analysis of Key Risks**

The Risk Management Plan for the project is held as an Attachment to this application.





**Existing Floor Plan** 1:100 @ A3

Drawing No: SK01		
Date: Oct 2021	No.	Date
Scale: As Shown	AMENDMENT	Notes

**Ross Recreation Ground Master Plan**  
Northern Midlands Council



Level 1 • 57 George Street • Launceston 7250 Ph: (03) 6331 8488 looparch.com.au

**PRELIMINARY**  
DO NOT SCALE DRAWINGS





Drawing No: SK02		
Date: Oct 2021	No.	Date
Scale: As Shown	AMENDMENT	Notes

**Ross Recreation Ground Master Plan**  
Northern Midlands Council



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**PRELIMINARY**  
DO NOT SCALE DRAWINGS





**Site Plan** 1:500 @ A3

Drawing No: SK00			
Date:	Oct 2021	No.	Date
Scale:	As Shown	Notes	
		AMENDMENT	

**Ross Recreation Ground Master Plan**  
Northern Midlands Council



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**PRELIMINARY**  
DO NOT SCALE DRAWINGS



<b>Suggested location</b>	<b>Approvals required</b>	<b>Other interested parties</b>	<b>Officer comments</b>
Right hand side entrance to Morven Park	Planning approval required	Morven Park Management Committee  Evandale Primary School	The Morven Park Management Committee do not support the proposal due to congestion in the area during sporting events  The Evandale Primary School have not been approached at this stage
Evandale Market Car Park (privately owned land)	Planning approval required	Owner of land	The owner is supportive of providing a parking option on the Saturday night, subject to cost
Evandale Community & Information Centre Car Park	Planning approval required	Evandale Tennis Club  Evandale Community & Information Centre Committee	The Evandale Tennis Club have not been approached at this stage. It is recommended that if pursued this site be limited in spaces and times (ie 5pm - 10am)  Committee members suggested this location
Evandale Memorial Hall Car Park	Planning approval required	Evandale Memorial Hall Committee Evandale Dr Surgery	The Evandale Memorial Hall Committee have not been approached at this stage  The Evandale doctor surgery has not been approached at this stage
Murray Street car parking	Planning approval required		



## MISSING MIDLANDS PROJECT: SILHOUETTES PROPOSED FOR NORTHERN MIDLANDS SITES

The Artist, Julie Gough, is extracting the figures for the silhouettes from the Colonial Government commissioned panels (1830): "Governor Arthur's Proclamation to the Aborigines". The panels attempt to explain the idea of equality under the law: those who committed violent crimes in Van Diemen's Land, be they Aboriginal Australian or European settler, would be punished in the same way.

The panels show a colonist shooting an Aboriginal man and an Aboriginal man spearing a colonist. The colonist and the Aboriginal man are both shown being hanged. The panels also show the figure of a woman holding a child.

Mona Foma Curator, Trudi Brinckman, advised 9 November 2021 the figure of the woman holding a child is confirmed as the silhouette for one of the Northern Midlands' sites. The other site will either feature a silhouette of the colonist shooting an Aboriginal man, or the Aboriginal man spearing a colonist.







Tasmanian Heritage Council  
 GPO Box 618 Hobart Tasmania 7000  
 Tel: 1300 850 332  
[enquiries@heritage.tas.gov.au](mailto:enquiries@heritage.tas.gov.au)  
[www.heritage.tas.gov.au](http://www.heritage.tas.gov.au)

## EXEMPTION CERTIFICATE APPLICATION

For applications made under section 42(1) of the *Historic Cultural Heritage Act 1995*.

ADDRESS OF PLACE:	9 Falmouth Street, Avoca, TAS, 7213
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APPLICANT DETAILS:			
NAME:	Alice and Nicolas Fischer		
POSTAL ADDRESS:	4 Carmody Court		
TOWN:	Yaroomba Queensland	POSTCODE:	4573
TELEPHONE:	0418149157 or 0408130004		
EMAIL:	<a href="mailto:nicxfischer@me.com">nicxfischer@me.com</a>		

BRIEF DESCRIPTION OF THE PROPOSED WORKS:
<p>Pursuant to Section 12.1 of the Works Guidelines for Historic Heritage Places, we seek an exemption certificate to fence the Blenheim and Falmouth Street boundaries of this property. There is currently no fence on these boundaries but as explained below, there was formerly a fence along these boundaries, which is historically documented.</p> <p>Our request is as follows:</p> <p>Stage 1:</p> <p>First, we propose to initially fence these boundaries to a height of 1.2m with a post, star picket and wire fence. We also propose to install black galvanised steel and cast-iron gates. Second, we propose to then establish hedge plantings along the inside boundary of the fence. This will be maintained at or below 1.5m, so as not to obscure public views of the building or impact the streetscape, and the hedge plants will encompass the fence once it grows. The fence will therefore eventually be covered by the hedge plants and a horticulturalist has advised us that as a result the fence will not be visible.</p> <p>Horticultural Advice regarding informal hedging is as follows: in the Genus <i>Callistemon</i>, there are three Tasmanian species of merit: <i>C. viridiflorus</i>, <i>C. pallidus</i>, and <i>C. paludosus</i>. We would propose selecting one of these native species, subject to availability.</p>





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A horticulturalist has advised that we use 1 metre spacing for the hedge plants. This is close but because we will not be residing at the property full-time, it is advisable as some plants may die without regular watering. The floral colours of all of the above-listed species are aesthetically understated so as not to confuse or dominate any future landscape schemes closer to the building.

Stage 2:

Third, we propose to construct timber vehicle entry gates only and posts to match (as best can be determined) historically documented former gates and posts. The historically documented timber gates are shown in the photo of St. Thomas's Anglican Church, Avoca which we have supplied (W. H. Reece, photo, The Weekly Courier, February 28, 1907). These gates would replace the steel and cast-iron gates on the boundary, and the steel/cast-iron gates would then be relocated to the rear boundary access on Blenheim Street behind the significant streetscape. As well as resembling the historically documented gates which were formerly at the property, the timber gates we propose to construct are similar to those in place at a church building in Oatlands. Using those gates as a template, the approximate dimensions would be as follows:

- Posts: 200mm x 200mm, standing 2 metres above the ground, coming to a full depth point as shown in the enclosed photographs.
- Timber gates: 1.8m at the sides, reducing to 1.2m in the centre, with an opening width of 4.3m

Although the proposed gate and post heights exceed 1.5m in places, they are situated at the street level below the canopy of existing trees and St Thomas' Church is at a distant and elevated position. The proposed gate would therefore not impact on the visual building streetscape of St Thomas'.

The timber gates will be constructed from macrocarpa as this is a sustainably and suitably sourced timber from recovered wind breaks. Macrocarpa is externally durable, structurally appropriate and light-weight timber suitable for gate construction.

ESTIMATED VALUE OF THE PROPOSED WORKS:	\$ 10,000
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NOTE: Eligible works must have no impact or only negligible impact on the historic cultural heritage significance of the relevant registered place or heritage area and be capable of being carried out in accordance with the parameters for exemptions described in the Works Guidelines.

LIST OF SUPPORTING DOCUMENTS (THESE SHOULD BE ATTACHED):	
1.	Photos of Oatlands church gates referred to above]
2.	Photo of former fence at the property, along the Blenheim and Falmouth Street boundaries
3.	
4.	
5.	

## INFORMATION FOR APPLICANTS:

Exemption Certificate applications are to be submitted to the Tasmanian Heritage Council, care of Heritage Tasmania:

By email: [enquiries@heritage.tas.gov.au](mailto:enquiries@heritage.tas.gov.au)

By post: Heritage Tasmania  
 GPO Box 618  
 Hobart TAS 7001

The receiving officer will check that the necessary information has been obtained in order for the application to be assessed. The application will be assessed once all of the required information has been received. An application will normally be determined within 7 days of all the required information having been received.

Under section 42(3) of the *Historic Cultural Heritage Act 1995*, the Heritage Council may either approve or refuse the exemption certificate application. If the application is refused, the applicant may submit a discretionary permit application for the works under section 35 of the Act. Applicants are encouraged to consult with Heritage Tasmania's advisors prior to lodging a discretionary permit application.

Please note that a copy of any certificate of exemption issued will be forwarded to the local planning authority for their information. A planning, building or plumbing permit from the local planning authority may also be required for the works. Further advice regarding these requirements should be obtained from the local planning authority.

Further information on the types of work that may be eligible for a certificate of exemption is available in the Tasmanian Heritage Council's *Works Guidelines*. The *Guidelines* can be downloaded from [www.heritage.tas.gov.au](http://www.heritage.tas.gov.au)





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[www.heritage.tas.gov.au](http://www.heritage.tas.gov.au)

Please contact Heritage Tasmania on 1300 850 332 if you require further information.

**OFFICE USE ONLY (HERITAGE TASMANIA)**

DATE RECEIVED: \_\_\_\_\_ RECEIVING OFFICER: \_\_\_\_\_

ALL NECESSARY INFORMATION RECEIVED: YES / NO

IF NO, DATE WHEN ADDITIONAL INFORMATION REQUESTED: \_\_\_\_\_

DATE WHEN ADDITIONAL INFORMATION WAS RECEIVED: \_\_\_\_\_

IF APPROVED: EXEMPTION NO: \_\_\_\_\_ CERTIFICATE ISSUE DATE: \_\_\_\_\_

IF REFUSED, DATE WHEN REFUSAL WAS COMMUNICATED TO APPLICANT: \_\_\_\_\_

THR REF: \_\_\_\_\_ FILE NO: \_\_\_\_\_





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GPO Box 618 Hobart Tasmania 7000  
Tel: 1300 850 332  
enquiries@heritage.tas.gov.au  
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PLANNING REF: N/A  
EXEMPTION NO: 3501  
REGISTERED PLACE NO: 4880  
FILE NO: 10-47-19 THC  
APPLICANT: A and N Fischer  
DATE: 19 July 2021

## CERTIFICATE OF EXEMPTION

(*Historic Cultural Heritage Act 1995*)

The Place: 'St Thomas' Anglican Church',  
9 Falmouth St, Avoca, 7213 Road, Town

Thank you for your application for a Certificate of Exemption for works to the above place. Your application has been approved by the Heritage Council under section 42(3)(a) of the *Historic Cultural Heritage Act 1995* for the following works:

Works: Erect new fences and gates, including new plantings.

Documents: 1. Exemption Certificate Application form completed by A and N Fischer.  
2. Historical photograph.  
3. Photographs of template gates.

Comments: The proposed works are consistent with that which section 12.1 of the Tasmanian Heritage Council's Works Guidelines describes as being eligible for a certificate of exemption. The works will be staged.

A copy of this certificate will be forwarded to the local planning authority for their information. Please note, this certificate of exemption is an approval under the *Historic Cultural Heritage Act 1995* only. This certificate is not an approval under any other Act. Further approvals such as planning, building or plumbing may be required. For information regarding these or any other approval, contact your local Council.

Information on the types of work that may be eligible for a certificate of exemption is available in the Tasmanian Heritage Council's *Works Guidelines for Historic Heritage Places* (Nov. 2015). The Works Guidelines can be downloaded from [www.heritage.tas.gov.au](http://www.heritage.tas.gov.au)

Please contact the undersigned on 0429 979 586 if you require clarification of any details contained in this certificate.

A handwritten signature in dark ink, appearing to read 'RD'.

Russell Dobie  
**Regional Heritage Advisor – Heritage Tasmania**  
*Under delegation of the Tasmanian Heritage Council*



NORTHERN MIDLANDS COUNCIL

**REPORT FROM:** HERITAGE ADVISER, DAVID DENMAN  
**DATE:** 8 September 2021  
**REF NO:** PLN-21-0206; 501000.23  
**SITE:** St Thomas Anglican Church , 9 Falmouth Street, Avoca  
**PROPOSAL:** Boundary Fencing (Heritage Listed Property, Road & Railway Asset Code)  
**APPLICANT:** Nicolas & Alice Fischer  
**REASON FOR REFERRAL:** HERITAGE-LISTED PLACE  
*Local Historic Heritage Code*

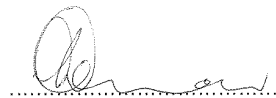
Do you have any objections to the proposal: **No**

This proposal will have a positive impact on the historic streetscape of Avoca.  
I have no objection to the works.  
I note the Heritage Tasmania have issued an exemption certificate for the works.

*Email referral as word document to David Denman – [david@denman.studio](mailto:david@denman.studio)*

*Attach public exhibition documents*

*Subject line: Heritage referral PLN-21-0206 - St Thomas Anglican Church , 9 Falmouth Street, Avoca*



David Denman (Heritage Adviser)

Date: 15/09/2021



<b>Assessment against E13.0 (Local Historic Heritage Code)</b>
--

**E13.1 Purpose**

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

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

**E13.2 Application of the Code**

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

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

**E13.3 Use or Development Exempt from this Code**

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

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

Comment:

The subject place is heritage listed.

**E13.5 USE STANDARDS**

**E13.5.1 Alternative Use of heritage buildings**



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

Comment: N/a

### **E13.6 DEVELOPMENT STANDARDS**

#### **E13.6.1 Demolition**

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

Comment: N/a

#### **E13.6.2 Subdivision and development density**

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



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

Comment: N/a

#### **E13.6.3 Site Cover**

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

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

Comment: N/a

#### **E13.6.4 Height and Bulk of Buildings**

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

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



Comment: N/a

#### **E13.6.5 Fences**

*Objective: To ensure that fences are designed to be sympathetic to, and not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.*

<b>Acceptable Solutions</b>	<b>Performance Criteria</b>
A1 New fences must be in accordance with the acceptable development criteria for fence type and materials within a precinct identified in Table E13.1: Heritage Precincts, if any.	P1 New fences must: <ul style="list-style-type: none"> <li>a) be designed to be complementary to the architectural style of the dominant buildings on the site or</li> <li>b) be consistent with the dominant fencing style in the heritage precinct; and</li> <li>c) not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</li> </ul>

Comment: Satisfies the performance criteria.

#### **E13.6.6 Roof Form and Materials**

*Objective: To ensure that roof form and materials are designed to be sympathetic to, and not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.*

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

Comment: N/a

#### **E13.6.7 Wall materials**

*Objective: To ensure that wall materials are designed to be sympathetic to, and not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.*

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



<i>Heritage Precincts, if any.</i>	<i>Heritage Precincts, if any.</i>
------------------------------------	------------------------------------

Comment: N/a

#### **E13.6.8 Siting of Buildings and Structures**

*Objective: To ensure that the siting of buildings, does not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.*

<b>Acceptable Solutions</b>	<b>Performance Criteria</b>
A1 New buildings and structures must be in accordance with the acceptable development criteria for setbacks of buildings and structures to the road within a precinct identified in Table E13.1: Heritage Precincts, if any.	P1 The front setback for new buildings or structure must: a) be consistent with the setback of surrounding buildings; and b) be set at a distance that does not detract from the historic heritage significance of the place; and c) not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.

Comment: N/a

#### **E13.6.9 Outbuildings and Structures**

*Objective: To ensure that the siting of outbuildings and structures does not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.*

<b>Acceptable Solutions</b>	<b>Performance Criteria</b>
A1 Outbuildings and structures must be: a) set back an equal or greater distance from the principal frontage than the principal buildings on the site; and b) in accordance with the acceptable development criteria for roof form, wall material and site coverage within a precinct identified in Table E13.1: Heritage Precincts, if any.	P1 New outbuildings and structures must be designed and located; a) to be subservient to the primary buildings on the site; and b) to not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.

Comment: Satisfies the performance criteria.

#### **E13.6.10 Access Strips and Parking**

*Objective: To ensure that access and parking does not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.*

<b>Acceptable Solutions</b>	<b>Performance Criteria</b>
A1 Car parking areas for non-residential purposes must be: a) located behind the primary buildings on the site; or	P1 Car parking areas for non-residential purposes must not: a) result in the loss of building fabric or the removal of gardens or vegetated areas



b) in accordance with the acceptable development criteria for access and parking as within a precinct identified in Table 1: Heritage Precincts, if any.	where this would be detrimental to the setting of a building or its historic heritage significance; and b) detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.
--	---

Comment: N/a

#### **E13.6.11 Places of Archaeological Significance**

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

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

Comment: N/a

#### **E13.6.12 Tree and Vegetation Removal**

*Objective: To ensure that the removal, destruction or lopping of trees or the removal of vegetation does not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.*

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

Comment: N/a

#### **E13.6.13 Signage**

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

<b>Acceptable Solutions</b>	<b>Performance Criteria</b>
A1 Must be a sign identifying the number, use, heritage significance, name or occupation of the owners of the	P1 New signs must be of a size and location to ensure that: a) period details, windows, doors and other architectural details are not covered or removed; and b) heritage fabric is not removed or destroyed through attaching signage; and c) the signage does not detract from the setting of a heritage place or does not unreasonably impact on the view of the place



property not greater than 0.2m <sup>2</sup> .	d) from public viewpoints; and signage does not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.
---	---

Comment: N/a

**E13.6.14 Maintenance and Repair**

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

Comment: N/a





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Land Tasmania

Generated at: 14:41 on 5-October-2021

User: council@nmc.tas.gov.au

Page: 1 of 1



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13 Smith Street / PO Box 156  
Longford Tas 7301

# **PLANNING APPLICATION**

Phone: 6397 7303  
E-mail: [planning@nmc.tas.gov.au](mailto:planning@nmc.tas.gov.au)



## PLANNING APPLICATION

### Proposal

Description of proposal: Please refer to the Project Description as indicated within the drawings set.

(attach additional sheets if necessary)

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

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

Site address: 71-73 High Street, Campbell Town, Tasmania

CT no: 125276/1

Estimated cost of project \$ 2,500,000.00 (include cost of landscaping, car parks etc for commercial/industrial uses)

Are there any existing buildings on this property? (Yes) / No  
If yes – main building is used as an Assembly Building: Church.

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

Please refer to the attached Conservation Management Plan and heritage impact component therein.

(attach additional sheets if necessary)

Is any signage required? Please refer to Landscape Master Plan.

(if yes, provide details)  
Detail sign design has not been undertaken.



### **Attachments:**

- ☒ **Site plan (A4 or A3) showing:**
  - new buildings, works and alterations
  - north point, relative site and floor levels
  - lot boundaries, contours, road frontages, rights of way, easements and any services over the land
  - location of any existing buildings or structures on the land or adjoining lots
  - existing natural features such as trees, watercourses etc
  - items to be demolished, areas to be cut and filled
  - vehicle access points to roads and provisions for car parking & manoeuvring
  - provision of open space, including gradients, dimensions, access and adjoining open spaces
  - provisions for drainage
  - a completed environmental supplement for commercial or industrial developments
- ☒ **Adequate information to fully explain proposal, its intent, compatibility with environs & justification for any variation of Scheme provisions**
- ☒ **Locality plan showing:**
  - nearby streets
  - nearby buildings & features
- ☒ **Landscape plans & elevations (A4 or A3) showing:**
  - existing vegetation
  - proposed plantings
  - trees to be removed or land clearing and measures to prevent site soil erosion / pollution
- ☒ **Proposal plans/drawings (A4 or A3) showing:**
  - floor plan (inc area in m<sup>2</sup>)
  - building elevations (inc heights of building)
  - external materials and proposed colour scheme
  - type and colour and construction materials on all external surfaces
  - details of external lighting including the location, direction and strengths of external lights and proposed baffle devices
  - details of signage required
- ☒ **Consent of the property owner;**
- ☒ **Copy of title plan & easements** (available from Service Tas)
- ☒ **Other reports** (eg engineering)
- ☐ **Fees**

Application fees are based on estimates provided by the applicant when the planning application is made – an adjustment may be levied when a project cost is provided at building application stage.

Applications may be emailed to [Planning@nmc.tas.gov.au](mailto:Planning@nmc.tas.gov.au), and application fees may be paid over the phone to Council's receptionist.

#### **PRIVACY STATEMENT**

The Northern Midlands Council abides by the *Personal Information Protection Act 2004* and views the protection of your privacy as an integral part of its commitment towards complete accountability and integrity in all its activities and programs.

**Collection of Personal Information:** The personal information being collected from you for the purposes of the *Personal Information Protection Act, 2004* and will be used solely by Council in accordance with its Privacy Policy. Council is collecting this information from you in order to process your application.

**Disclosure of Personal Information:** Council will take all necessary measures to prevent unauthorised access to or disclosure of your personal information. External organisations to whom this personal information will be disclosed as required under the *Building Act 2016*. This information will not be disclosed to any other external agencies unless required or authorised by law.

**Correction of Personal Information:** If you wish to alter any personal information you have supplied to Council please telephone the Northern Midlands Council on (03) 6397 7303. Please contact the Council's Privacy Officer on (03) 6397 7303 if you have any other enquires concerning Council's privacy procedures.



**THE TRUSTEES OF THE DIOCESE OF  
TASMANIA**



Monday, 16 August 2021

Planning Division  
Northern Midlands Council

To whom it may concern,

**Development Application MAP centre, 71-73 High Street, Campbell Town**

On behalf of the Trustees of the Diocese of Tasmania, I give consent to the following:

- 1) For 1 plus 2 Architecture to submit the planning application for DA for the construction of a Parish Centre at 71-73 High Street, Campbell Town TAS 7210, Title P125276, on behalf of the owners.

Yours Faithfully,



James Oakley

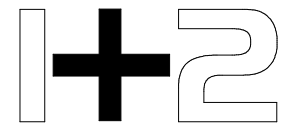
Secretary

*A church for Tasmania, making disciples of Jesus.*

1st Floor, Church House, 125 Macquarie Street, Hobart TAS 7000 | GPO Box 748, Hobart TAS 7001  
+ 61 3 6220 2020 | [www.anglicantas.org.au](http://www.anglicantas.org.au)



# MIDLANDS ANGLICAN PARISH CENTRE



ARCHITECTURE

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27-29 MELVILLE STREET HOBART TASMANIA 7000  
T 03 6234 8122  
E MAIL@1PLUS2ARCHITECTURE.COM



A0.00



MIDLANDS ANGLICAN PARISH CENTRE

CLIENT: MIDLANDS ANGLICAN - FIONA OATS  
SITE TITLE REF: 125276/1  
PROPERTY ID: 3180051  
PROPERTY OWNER: THE TRUSTEES OF THE DIOCESE OF TASMANIA  
SITE ADDRESS: ST LUKES ANGLICAN CHURCH, 71-73 HIGH STREET, CAMPBELL TOWN TAS 7210  
LOCAL AUTHORITY: NORTHERN MIDLANDS COUNCIL  
PLANNING SCHEME: *Northern Midlands Interim Planning Scheme 2013*

SPECIALIST CONSULTANTS

ARCHITECT:  
1 PLUS 2 ARCHITECTURE PTY. LTD.  
MIKE VERDOUW  
ACCREDITATION NUMBER: XXXXXXX  
27 MELVILLE STREET, HOBART TAS 7000

HERITAGE:  
HERITAGE ARCHITECTS  
PAUL DAVIES  
7 BROUGHTON STREET, DRUMMOYNE NSW 2047

LANDSCAPE ARCHITECT:  
PLAYSTREET  
MIRIAM SHEVLAND  
68 BRISBANE STREET, HOBART TAS 7000

BUILDING SURVEYOR:  
LEE TYERS BUILDING SURVEYORS  
LEE TYERS  
PO BOX 364, KINGSTON TAS 7051

ENGINEER:  
ALDANMARK PTY. LTD. CONSULTING ENGINEERS  
TIM WATSON  
199 MACQUIRE STREET, HOBART TAS 7000

LAND SURVEYOR:  
LEARY, COX & CRIPPS  
TIM COX  
SUITE 4, 40 MOLLE STREET, HOBART TAS 7000

GEOTECHNICAL:  
TASMAN GEOTECHNICS PTY LTD  
WAYNE GRIFFIOEN  
16 HERBERT STREET, INVERMAY TAS 7248

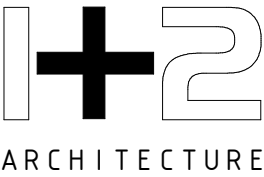
MECHANICAL & ELECTRICAL:  
COVA GROUP  
SIMON LITTLE  
40 MOLLE STREET, HOBART TAS 7000

TRAFFIC:  
HOWARTH FISHER & ASSOCIATES  
JOANNE HOWARTH  
13 WILLOWDENE AVENUE, SANDY BAY TAS 7005

ENERGY:  
THE GREEN FACTORY  
PAUL DAVIES  
LEVEL 4, 152 ELIZABETH STREET, MELBOURNE VIC 3000

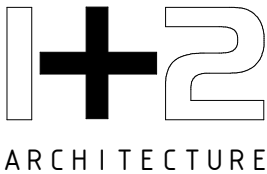
DRAWING LIST

ARCHITECTURAL		
A0.00		COVER SHEET
A0.01		DRAWING LIST
A0.02		PROJECT DESCRIPTION
A1.01		SITE PLAN - EXISTING
A1.02		SITE PLAN - DEMOLITION
A1.03	C	SITE PLAN - PROPOSED
A1.04		GROUND FLOOR PLAN - EXISTING
A1.05		GROUND FLOOR PLAN - DEMOLITION
A2.01	C	GROUND FLOOR PLAN - PROPOSED
A2.02	A	ROOF PLAN - PROPOSED
A3.01	C	BUILDING ELEVATIONS 1
A3.02	C	BUILDING ELEVATIONS 2



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project	MIDLANDS ANGLICAN PARISH CENTRE	
address	71-73 HIGH STREET CAMPBELL TOWN, TAS 7210	
code	2014MPAR	
drawing	DRAWING LIST	
scale	1 : 1 @ A3	
number	A0.01	





PROJECT DESCRIPTION

PROPOSED NEW PARISH CENTRE  
DEVELOPMENT APPLICATION:

71-73 HIGH STREET, CAMPBELL TOWN, TASMANIA 7210

CONSULTATION

The project has been designed with consultive input from Mr. Paul Godier, planning officer at Northern Midlands Council.

INTRODUCTION

This Development Application is for a multi-use community facility for the Midlands Anglican Church. The proposal comprises a new purpose built 484m<sup>2</sup> Parish Centre and associated car parking, roadways and landscape works. The proposed building is to be located adjacent the existing heritage listed St Luke's Anglican church at 71-73 High Street Campbell Town. The Midlands Anglican Church is an inclusive and outreaching community organisation. Visitors and the broader Midlands community are welcome to attend services or engage in their community activities. It is envisaged that this sensitive and community focussed development will deepen these connections and that the new Parish Centre be reflective of the church's openness and welcoming nature.

HERITAGE IMPACT

The site of this proposal is a place of heritage significance listed on the Tasmanian Heritage Register. Please refer to the Heritage Impact Statement attached to this application.

THE SITE

The proposed new works are to be sited at the north western end of the existing 6.3Ha title bounded by High Street to the west, William Street to the south, vacant land to the east and a public recreational area to the north. The site is currently occupied by the historic St. Luke's Anglican church which has been continually conducting church services and serving the local community since its construction in 1839. The site also contains the St. Luke's School building constructed in 1845, which currently serves as the church's opportunity shop. A significant portion of the site, 7,200m<sup>2</sup> approx. is occupied by the church cemetery. The cemetery was established in 1827 and continues to be used to this day. The site contains several other significant features including established roadways, mature trees and landscape features, monuments and memorials which have informed and affected the proposal.

SITING OF NEW WORKS

New works have been sited with careful consideration given to the heritage values of this historic place, its landscape setting and its place within the historic streetscape of Campbell Town. Key considerations in siting the development include:

- Ensuring that the visual prominence of the historic church on the highest point of the site is maintained.
- That the new building is established at a lower floor level than the existing and that it is non-conjoined and visually separated and recessive from the existing church.
- That the new building is set-back further from the street frontage than the existing church, maintaining its prominence, and configured such that the space between the old and new forms a sheltered and functional entry courtyard.
- That the new building negotiates a number of existing site constraints including the cemetery, significant trees and established landscape elements, established roadways, monuments and memorials.
- That the proposal enhances the visual prominence of the site from High Street and in doing so maintains the ongoing presence and awareness of the church as an important contributor to the Midlands community.
- The proposed car park has been sited with consideration to several existing site constraints including co-ordination with the existing on-site vehicle and pedestrian movement patterns, the location of the cemetery, significant site features, and the avoidance of root protection zones of established trees.
- The carpark has been sited on lower-level land, behind established tree rows to reduce its visual impact when viewed from High Street. It has been designed using permeable and green surface treatments to further reduce visual impact and in keeping with the broader site landscaping strategy.

FUNCTIONALITY AND ARCHITECTURAL APPROACH

The new Parish Centre has been designed to accommodate a number of desired functions including: community meeting spaces, non-commercial food preparation and service facilities, church administration offices and meeting room and accessible toilet facilities. Several informal gathering spaces, both internal and external have been incorporated to serve the church community and the broader community who will be encouraged to engage with the new facility. The new building has been designed with careful consideration given to the significant heritage values of the existing church building and the broader context. It has been designed to appear light-weight, lower and transparent in contrast to the solidity and prominence of the heritage architecture of the existing church building. Large areas of glazing will provide view lines into and through the parish centre to the landscape beyond. Areas functionally required to be enclosed, will be brick construction echoing the material of the heritage structures of the site. Refined contemporary brick detailing will take cues from the historic church but compliment the contemporary architecture of the new building. In concert with the larger glazed elements, the over-all form and massing of the new building will be fragmented in order to reduce its apparent visual mass in proximity to the historic church building. The roof form of the new building has been designed as a simple, lower level, visually light-weight canopy intended to 'float' above the structure on slender columns. Glass will be used at high level to where solid walls intersect the ceiling plane to amplify this sense. The truss roof has been designed to taper down to fine edges, so as to diminish the visual bulk of the roof when viewed from eye level. The physical connection between the old and new buildings has been reduced to a single point located at the heritage Vestry out-building. Here, new linking walls are fully glazed, and the roof depth has been reduced to a minimum in order to reduce the visual and physical impact on heritage fabric. It is proposed that the existing opening to the vestry be widened to accommodate this point of connection. The finer architectural detailing of this connection would be undertaken with direct consultation and input from Heritage Tasmania.

VEHICLE MOVEMENT AND PARKING

Forty two car parking bays are proposed including 'overflow' spaces for events. A drop-off bay is provided for convenient and equitable access. Accessible parking is to be provided in accordance with code requirements. On-site vehicle movement is configured to maintain the existing historic driveway / roadway configuration. Refer to the Traffic Impact Assessment attached to this application.

LANDSCAPE

Please refer to the documentation enclosed from Playstreet Landscape Architects.

SIGNAGE

Subject to future application.

PLANNING SCHEME SUMMARY

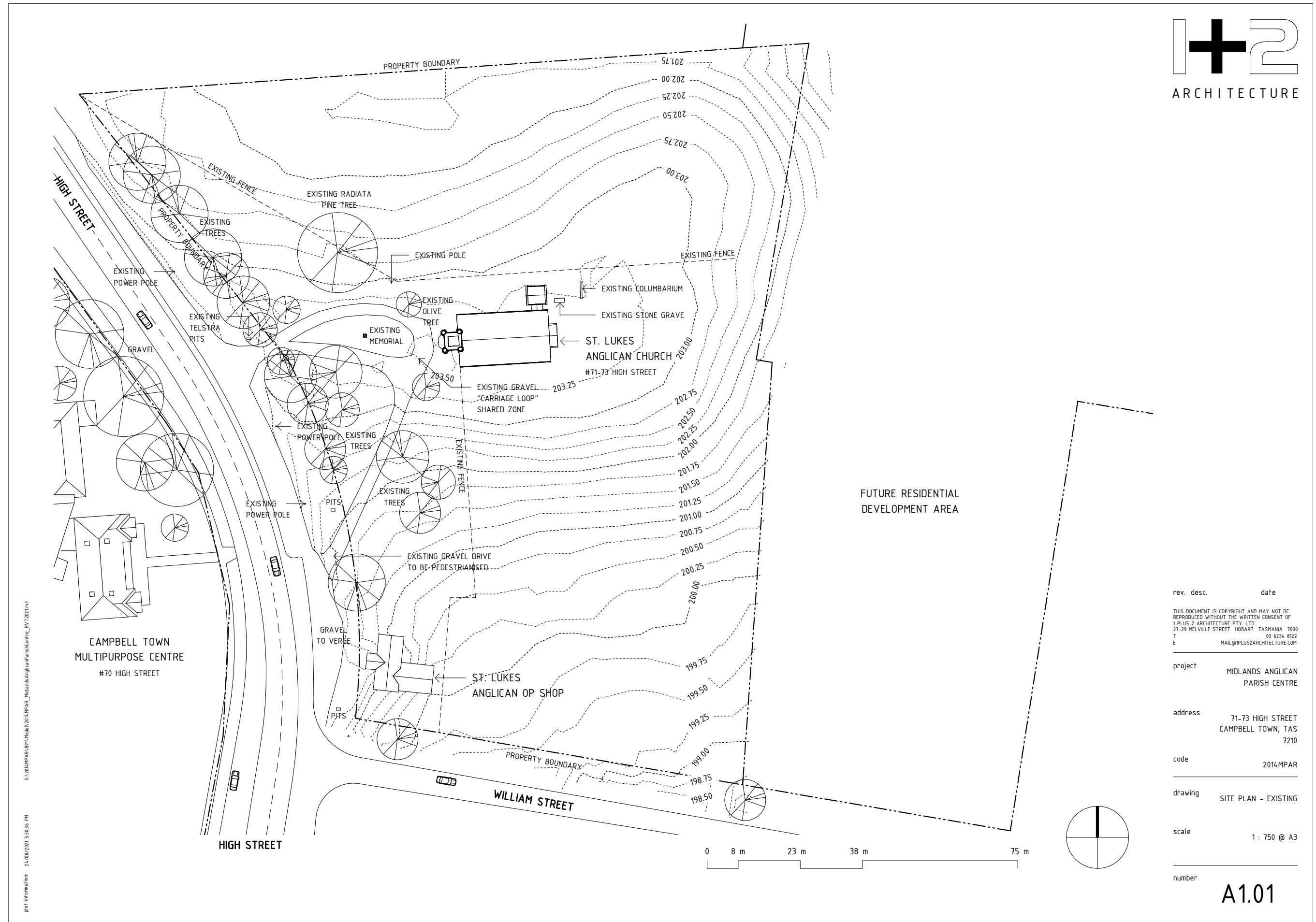
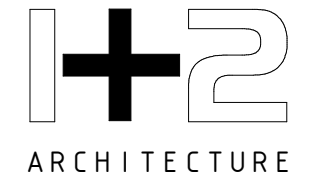
Scheme: Northern Midlands Interim Planning Scheme 2013  
Zoning: Zone 17 - Community Purpose Zone

RESPONSES TO SPECIFIC PROVISIONS

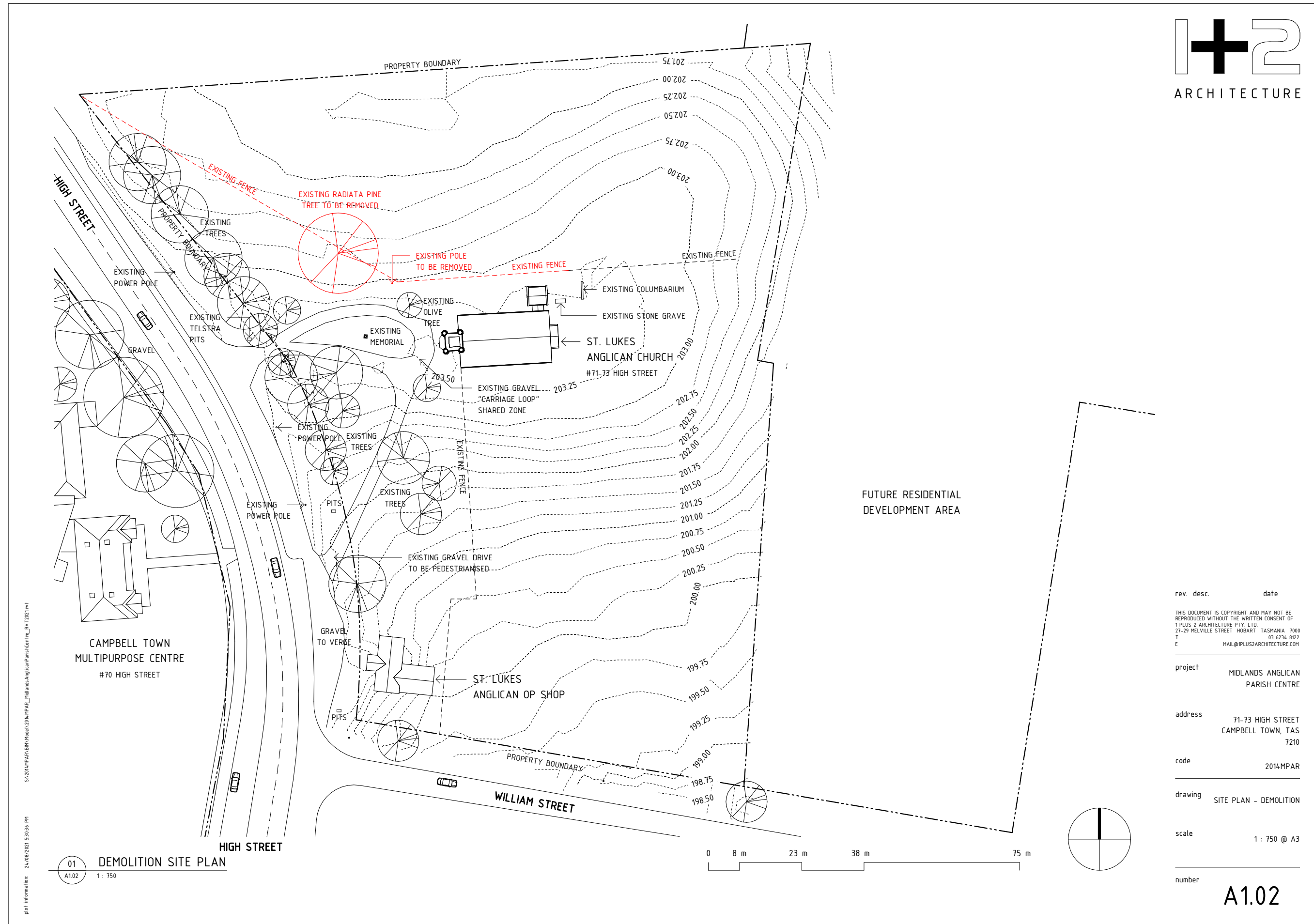
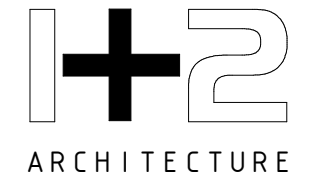
Provision:	Response:
<b>17.2 Use Table</b> <b>Community Meeting and Entertainment</b>	<i>Permitted</i>
<b>17.3 Use standard</b>	
<b>17.3.1 Zone Character</b> <b>A1</b> Storage of materials or equipment external to a building must not be visible from the road to which the lot has frontage. <b>A2</b> Commercial vehicles for discretionary uses must be parked within the boundary of the property.	<i>No external material storage is proposed.</i>  <i>All proposed parking shall be on site.</i>
<b>17.3.2 Amenity</b> <b>A1</b> For development with 20m of a residential zone the operating hours of the use must be between 7:00am and 7:00pm Mon-Fri and 8:00am to 6:00pm Sat-Sun.	<i>All proposed development shall be greater than 20m from a residential one.</i>
<b>17.4 Development Standards</b>	
<b>17.4.1 Building Design and Siting</b> <b>A1</b> Building height must not exceed 8m. <b>A2</b> Building must be set back from the frontage a minimum distance of 5m. <b>A3</b> Building must be set back from side and rear boundaries a minimum distance of 3m.	<i>Building height shall not exceed 8m.</i> <i>Building set back from frontage shall exceed 5m.</i> <i>Building set back from side and rear boundaries shall exceed 3m.</i>

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project	MIDLANDS ANGLICAN PARISH CENTRE	
address	71-73 HIGH STREET CAMPBELL TOWN, TAS 7210	
code	2014MPAR	
drawing	PROJECT DESCRIPTION	
scale	@ A3	
number	A0.02	

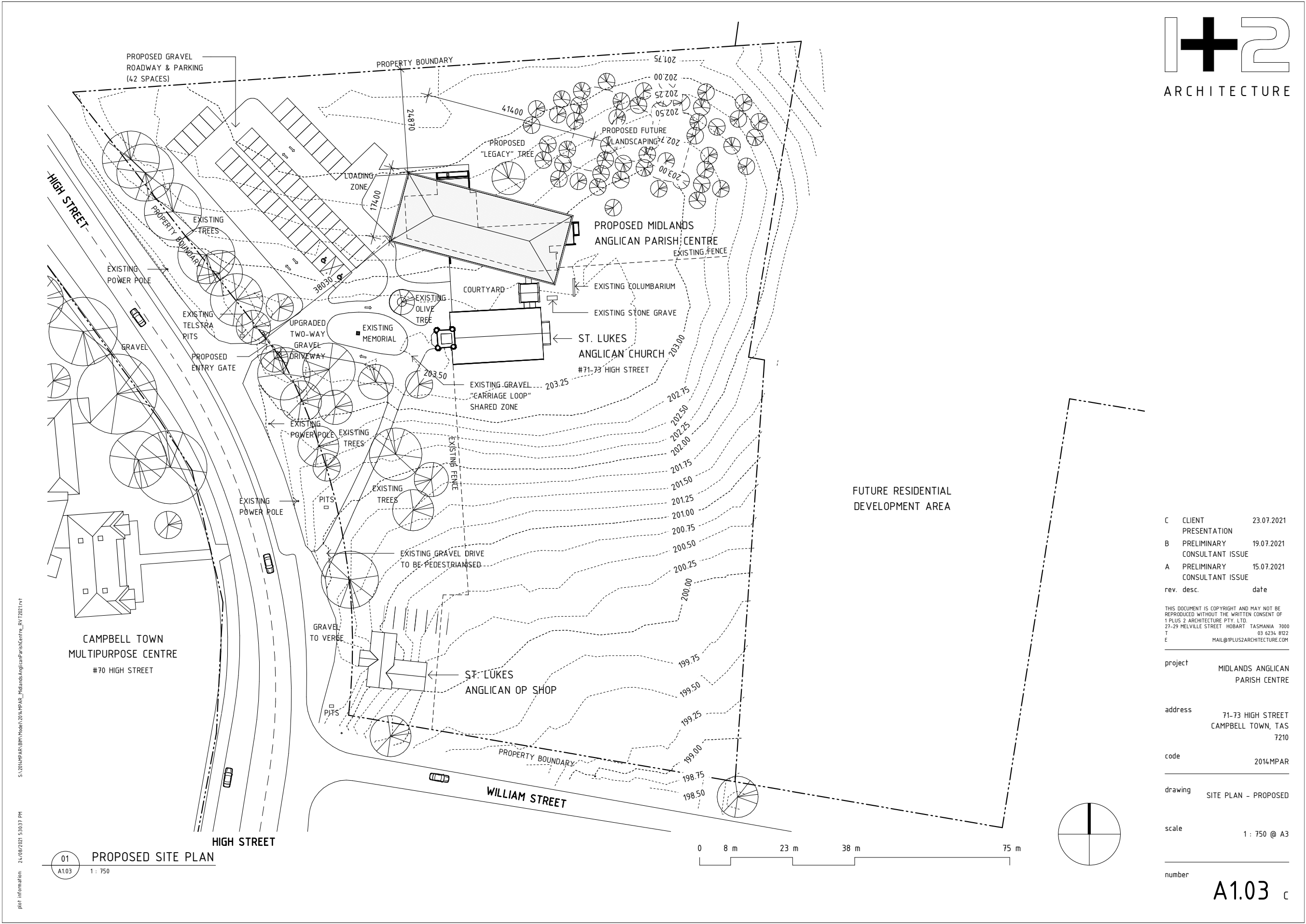
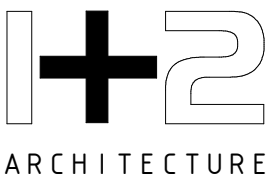




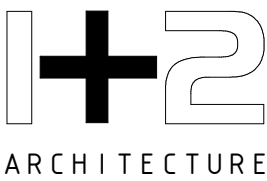




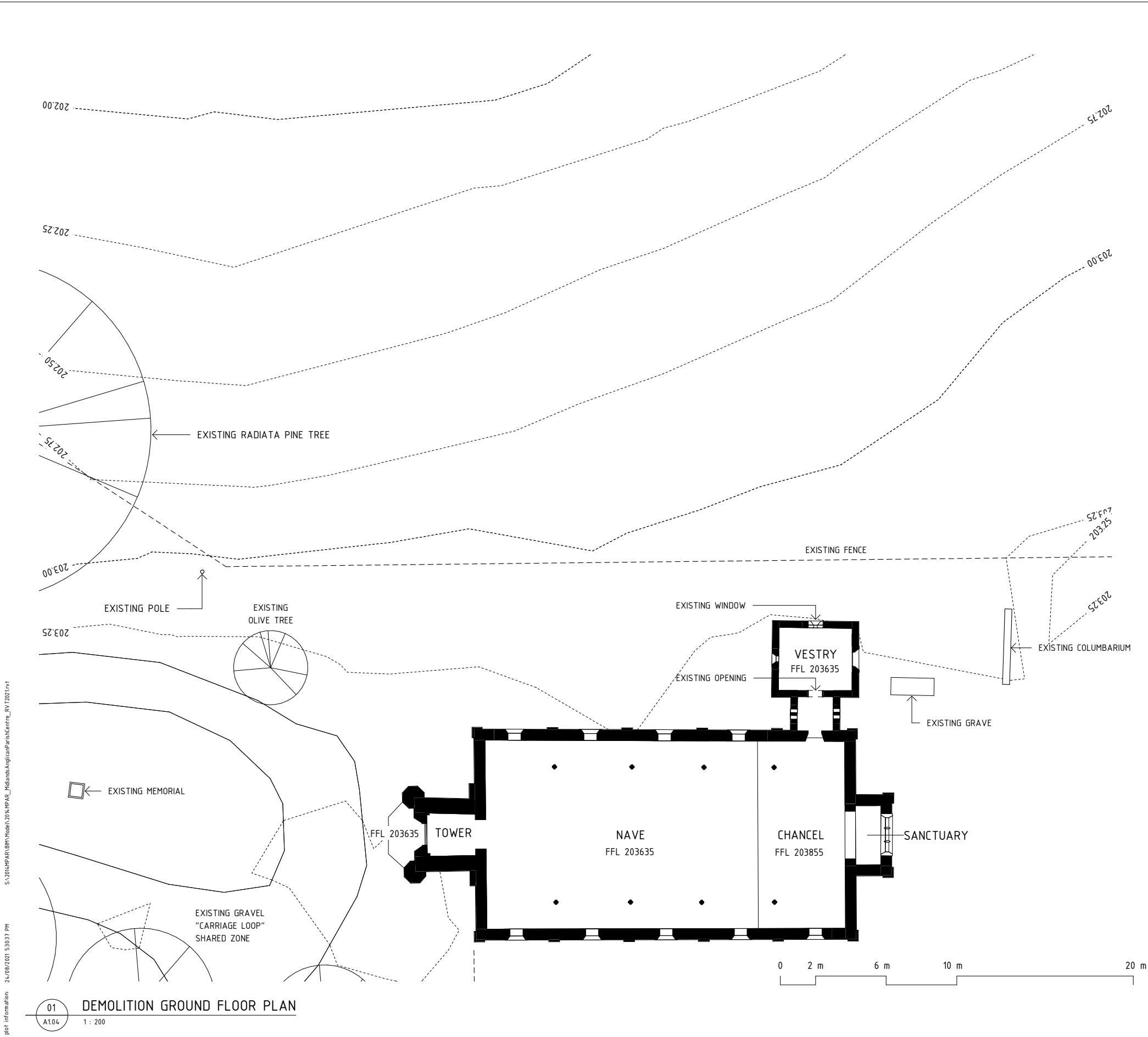








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project	MIDLANDS ANGLICAN PARISH CENTRE	
address	71-73 HIGH STREET CAMPBELL TOWN, TAS 7210	
code	2014MPAR	
drawing	GROUND FLOOR PLAN - EXISTING	
scale	1 : 200 @ A3	
number	A1.04	





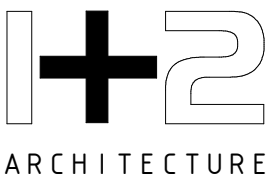
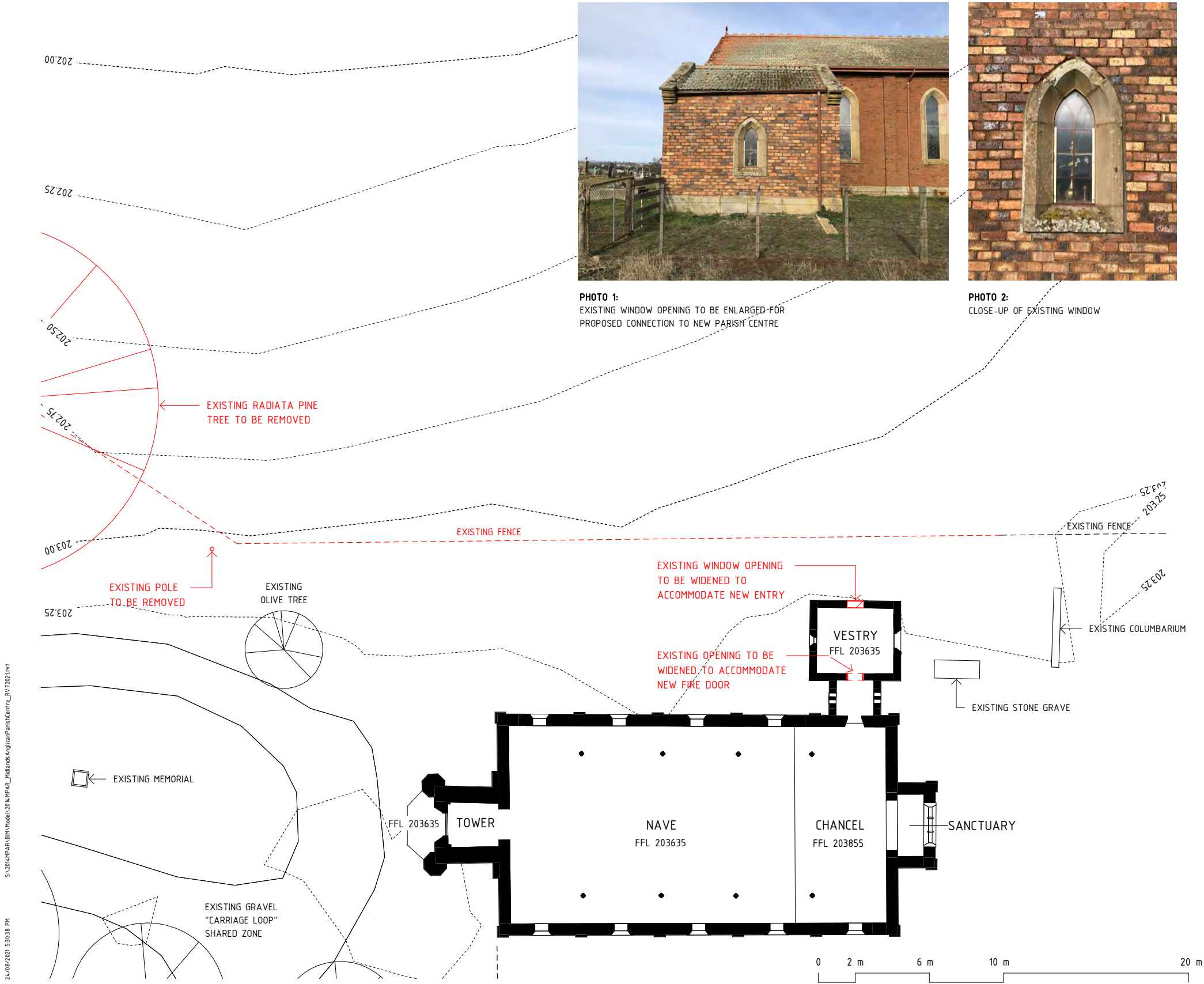


PHOTO 1:  
EXISTING WINDOW OPENING TO BE ENLARGED FOR  
PROPOSED CONNECTION TO NEW PARISH CENTRE



PHOTO 2:  
CLOSE-UP OF EXISTING WINDOW



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E MAIL@1PLUS2ARCHITECTURE.COM

project MIDLANDS ANGLICAN  
PARISH CENTRE

address 71-73 HIGH STREET  
CAMPBELL TOWN, TAS  
7210

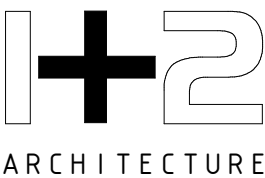
code 2014MPAR

drawing GROUND FLOOR PLAN -  
DEMOLITION

scale 1 : 200 @ A3

number  
**A1.05**





- NOTES
- EXISTING WALLS
  - NEW WALLS
- LEGEND
- AC AC EXTERNAL PLANT
  - BC BABY CHANGE TABLE
  - BS BENCH SEAT
  - C1 CONCRETE - NATURAL GREY
  - CA1 CARPET TYPE 1 AS SPEC
  - CM COMMS RACK
  - COL COLUMN
  - CS CLEANERS SINK
  - CV COVED VINYL
  - FR FRIDGE FREEZER
  - HD HAND DRYER
  - JN1 JOINERY
  - JN2 STAINLESS STEEL BENCH
  - MSB MAIN SWITCH BOARD
  - MT ENTRY MAT
  - T1 TILE TYPE 1 AS SPEC
  - UR URINAL
  - VB1 VANITY BASIN
  - VB2 DDA VANITY BASIN
  - WC1 TOILET SUITE
  - WC2 DDA TOILET SUITE

C	CLIENT	23.07.2021
	PRESENTATION	
B	PRELIMINARY	19.07.2021
	CONSULTANT ISSUE	
A	PRELIMINARY	15.07.2021
	CONSULTANT ISSUE	
rev.	desc.	date

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project MIDLANDS ANGLICAN PARISH CENTRE

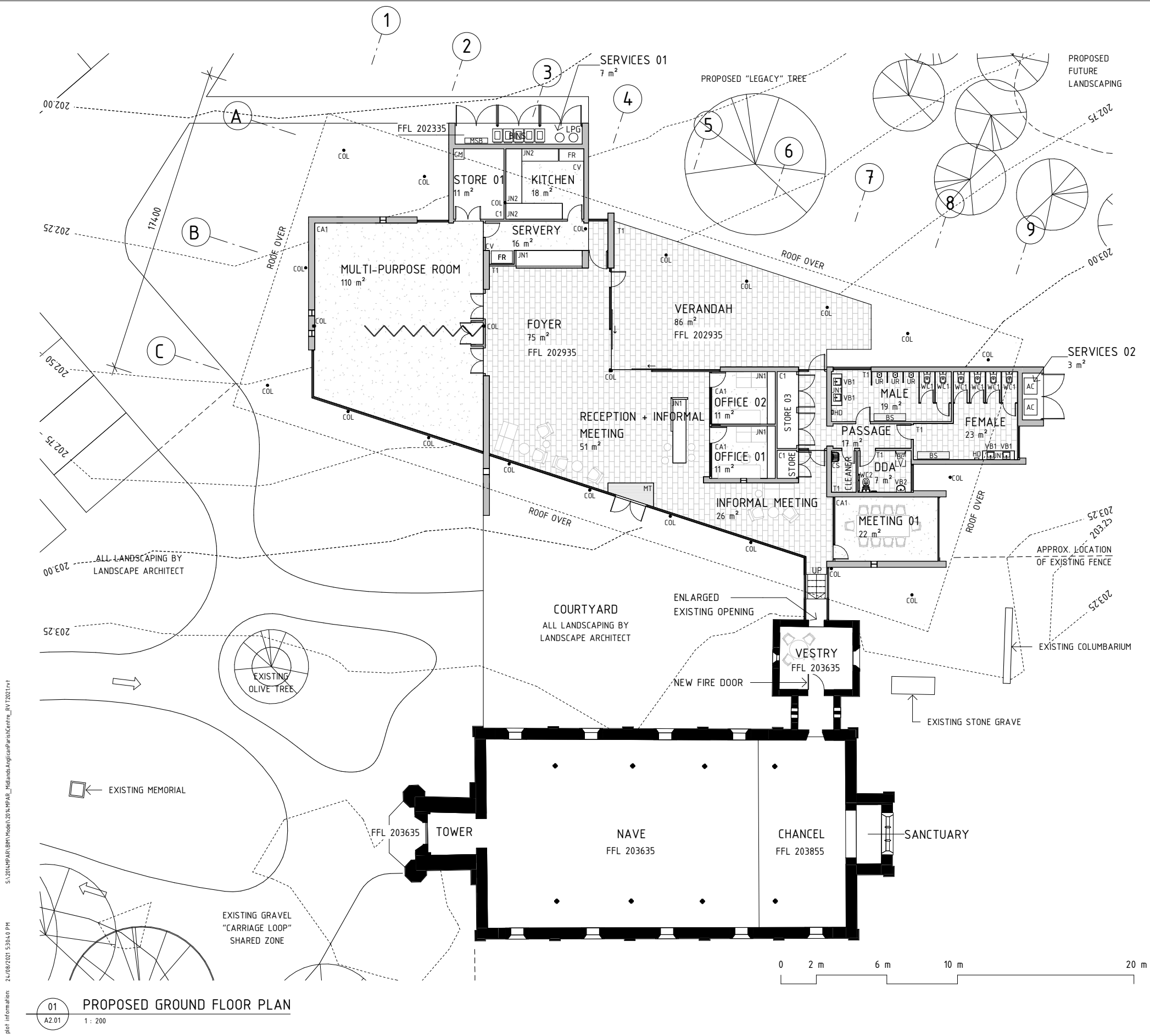
address 71-73 HIGH STREET CAMPBELL TOWN, TAS 7210

code 2014MPAR

drawing GROUND FLOOR PLAN - PROPOSED

scale 1 : 200 @ A3

number A2.01 C



plot information: 24/08/2021 5:30:00 PM S:\2014MPAR\BHV\Mod\2014MPAR\_MidlandsAngliParishCentre\_BV12021.rvt



### LEGEND

BG	BOX GUTTER
EG	EAVES GUTTER - LIGHT GREY
R1	ROOFING - LIGHT GREY
R2	ROOFING TYPE 2 AS SPEC

A	CLIENT	23.07.2021
	PRESENTATION	
rev.	desc.	date

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T 03 6234 8122  
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project

MIDLANDS ANGLICAN  
PARISH CENTRE

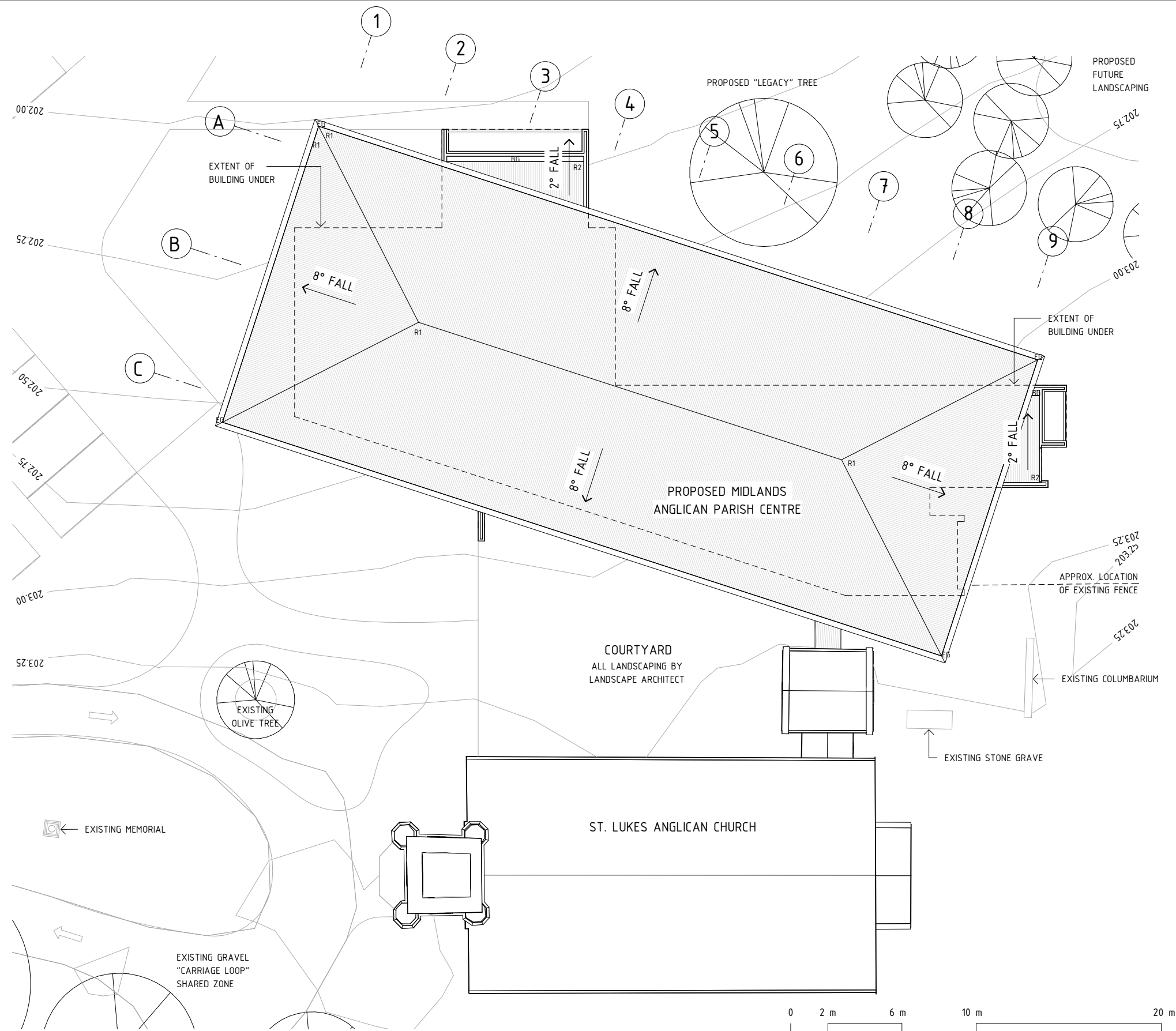
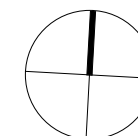
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CAMPBELL TOWN, TAS  
7210

code 2014MPAR

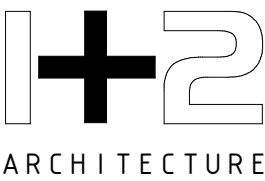
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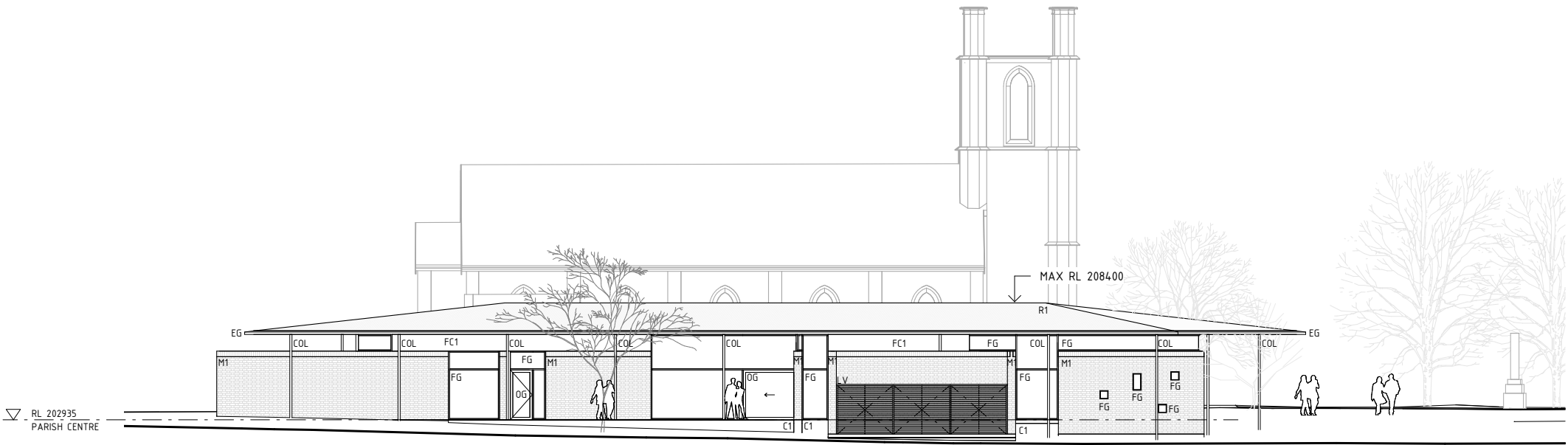
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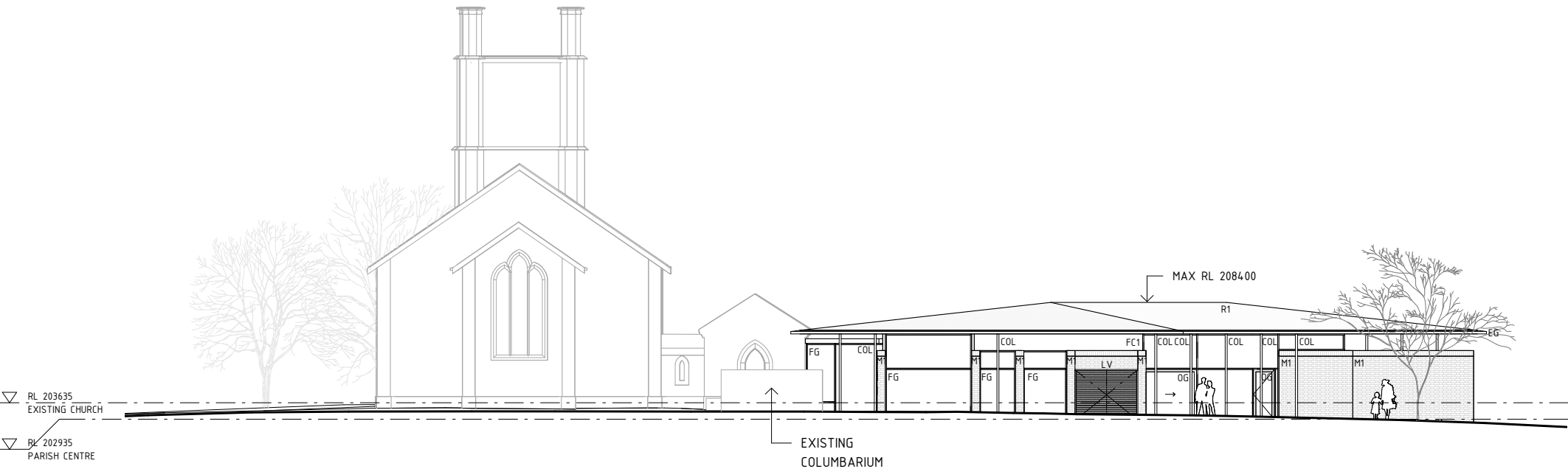




- LEGEND
- C1 CONCRETE - NATURAL GREY
  - COL COLUMN
  - EG EAVES GUTTER - LIGHT GREY
  - FC1 FIBRE CEMENT CLADDING - GREY PAINT
  - FG FIXED GLAZING
  - LV ALUMINIUM LOUVRE SCREEN
  - M1 MASONRY - RED BRICK
  - OG OPERABLE GLAZING
  - R1 ROOFING - LIGHT GREY



01  
A3.01  
PROPOSED NORTH ELEVATION  
1 : 200



02  
A3.01  
PROPOSED EAST ELEVATION  
1 : 200

C	CLIENT PRESENTATION	23.07.2021
B	PRELIMINARY CONSULTANT ISSUE	19.07.2021
A	PRELIMINARY CONSULTANT ISSUE	15.07.2021
rev.	desc.	date

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project MIDLANDS ANGLICAN PARISH CENTRE

address 71-73 HIGH STREET CAMPBELL TOWN, TAS 7210

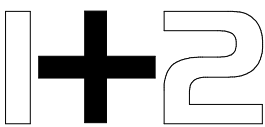
code 2014MPAR

drawing BUILDING ELEVATIONS 1

scale 1 : 200 @ A3

number A3.01 C

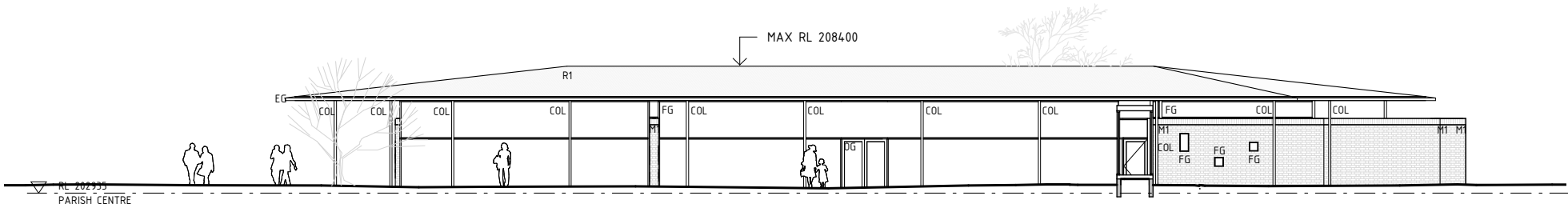




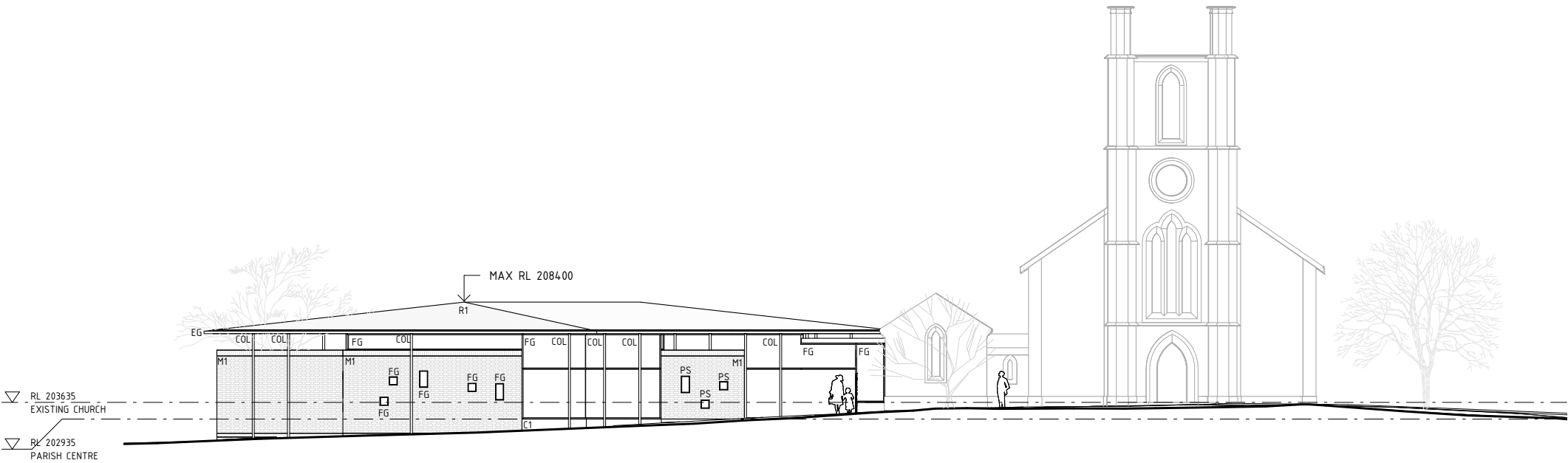
ARCHITECTURE

LEGEND

- C1 CONCRETE - NATURAL GREY
- COL COLUMN
- EG EAVES GUTTER - LIGHT GREY
- FG FIXED GLAZING
- M1 MASONRY - RED BRICK
- OG OPERABLE GLAZING
- PS PAINTED STEEL OPENING
- R1 ROOFING - LIGHT GREY



01  
A3.02  
PROPOSED SOUTH ELEVATION  
1 : 200



02  
A3.02  
PROPOSED WEST ELEVATION  
1 : 200

C	CLIENT PRESENTATION	23.07.2021
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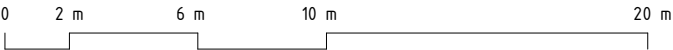
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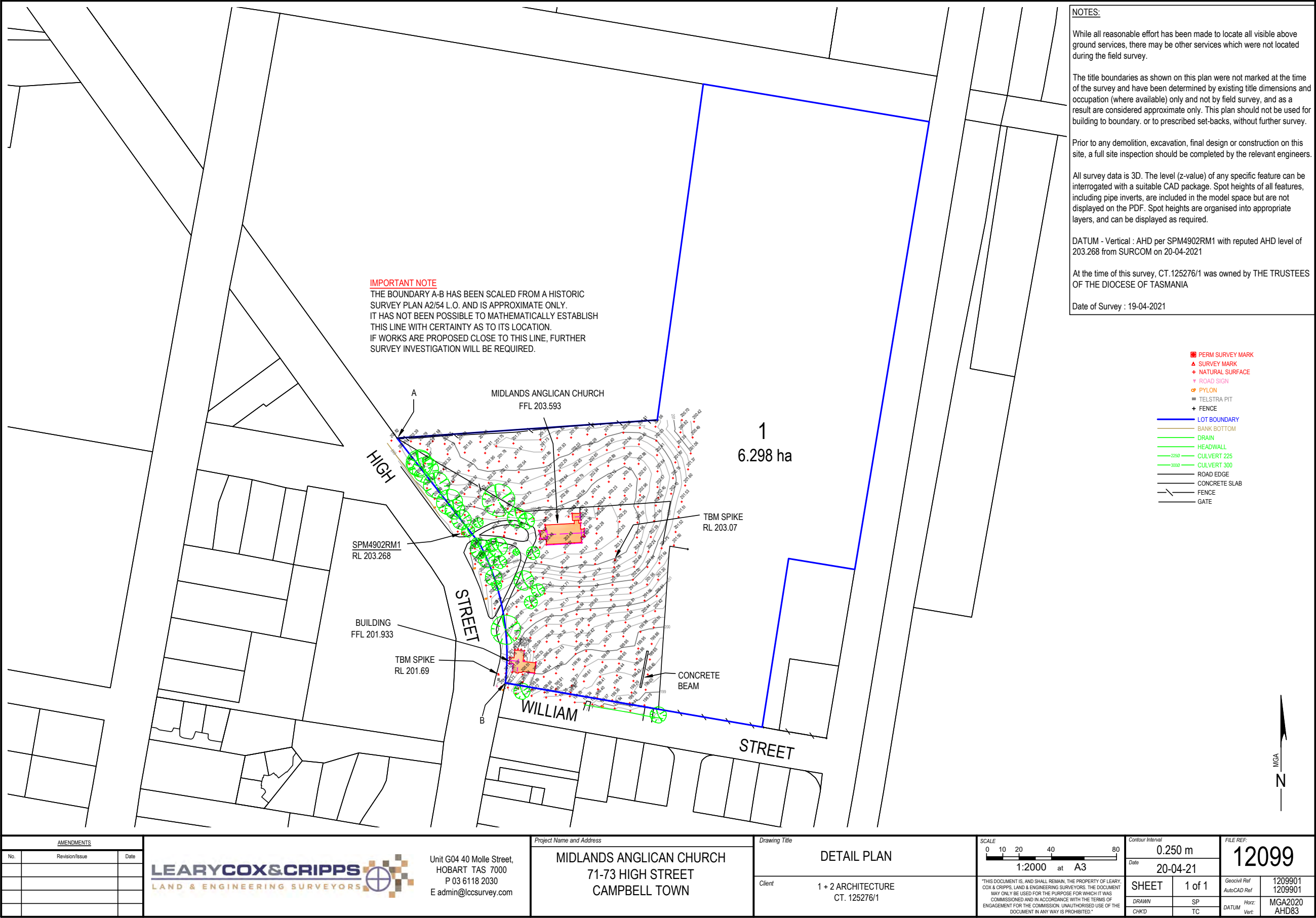
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Conservation Management Plan

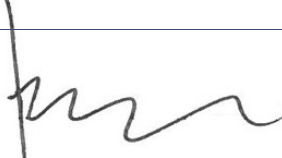
August 2021



for the Parish of Midlands Anglican  
by Paul Davies Pty Ltd  
Architects Heritage Consultants





Revision	Date	Issued By
A	22 August 2021	PD
B	24 August 2021	PD
Report reviewed by:		
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### Executive Summary

St Lukes in Campbell Town is one of a group of early churches built across Tasmania that are a key visual, historical and social part of the cultural story of Tasmania. Completed after much effort in 1839, it was one of 14 churches designed by John Lee Archer, 9 of which remain. It forms part of a group of similar buildings with St John's Newtown (1833), St Luke's Bothwell (1829), At Luke's Richmond (1836) and St Peter's Hamilton (1834).

Planned but not built until the 1837 Church Act, designed to provide for supporting clergy and building churches across the settled areas. The Australian colonies became a separate bishopric in 1837 under William Broughton. In 1842 the Diocese of Tasmania was formed under Bishop Nixon and by 1845 there were 27 parishes with church buildings.

This places St Luke's in the centre of the early development of churches across the State.

St Luke's reached its zenith in the late nineteenth and early twentieth century with large attendances and a central place in the life of the town. Like many churches the post war period in Campbell Town saw a slow decline in attendances and a marginalisation of the role of the parish in local life. Unlike most rural churches St Luke's remains active and is looking to consolidate its role and position in the region.

Many churches reflect their life in the range of buildings that are built. Halls, residences and a range of facilities are added over time to address the growth and needs of the area. Smaller rural locations in the state often did not add buildings as is seen in suburban and city areas. St Luke's saw the addition of a Sunday school building early in its life but has had no other site development. This places pressure on the functioning of the parish as the only usable space is the church building.

This CMP and assessment is prepared to guide a development proposal for the site that seeks to add a new church building to allow the parish to function into the future. The proposal is consistent with the long tradition and history of parishes adding to their buildings and facilities and is a positive step towards securing the future of the church in the town.

The plan has been written by Paul Davies, an experienced heritage architect who has worked on more than 60 churches including some of the most significant churches in Australia. The CMP is focussed on the development of the site, its spatial qualities and how to consider future work. The study does not consider the detail of the church but observes that an outcome of undertaking work on the site will be undertaking long-term conservation works to the buildings and site.

The proposal being developed is to add a small parish centre in the vicinity of the church to allow for an integrated and active parish life beyond holding workshop services within the building. This is a consistent action seen in most parishes and is conceptually sound.

The first part of the study looks at the history and analysis of the site and the later part of the study considers the proposal in relation to the heritage values of the site.



1.0 Introduction

1.1 Background

Location

St Luke’s Anglican Church, Campbell Town, is located on eastern side of the main thoroughfare through Campbell Town, High Street (also referred to as Midlands Highway). The site is within the North Midlands Council local government area.

The St Luke’s Campbell Town site occupies approximately 6.4 hectares of land and is bounded by High Street (Midlands Highway) to the west, William Street to the south, with East and Pedder Streets to the east and north respectively.

The site today includes comprises the Church building and associated cemetery and the former School House building, and their setting.

Street address	Real property description
71-73 High Street, Campbell Town TAS 7210	125276/1



Figure 1: Location of St Lukes Anglican Church (shown shaded orange).  
Source: LISTMap - Land Information Services Tasmania





Figure 2: Close up view of immediate setting of St Luke's Anglican Church, the Cemetery and the Former School House.

Source: LISTMap - Land Information Services Tasmania

## Administration

The site is owned by the Anglican Diocese of Tasmania and managed by the Parish of Midlands Anglican.

## The Brief

This Conservation Management Plan (CMP) for the site has been prepared for the parish and has been commissioned to develop strategies, guidelines and actions for the conservation of the heritage significance of the site as a proposal to add a new building to the site has been developed.

The CMP is a guiding document for the management and future use of the site. It determines the site's cultural significance and provides policies that direct the future management, adaptive re-use, new works and interpretation of the site.

This Plan has been prepared in accordance with published Heritage Council guidelines. It initially provides a documentary and physical analysis of the history of the place and makes an assessment of the significance of individual elements, site and the geographic context. The Plan identifies constraints and sets policies for the future management of the place.

The Plan has been prepared with the purpose of submittal to the Tasmanian Heritage Council or its delegate for their endorsement. The Plan therefore follows the guidelines of the *Assessing Historic Heritage Significance for application with the Historic Cultural Heritage Act 1995, Version 5 October 2011*, and addresses significance under the Tasmanian heritage assessment criteria. The Plan follows the principles and methodology of the Australia ICOMOS Burra Charter, 2013 and The Conservation Plan-Fifth Edition by James S. Kerr.



This CMP and assessment is prepared to guide a development proposal for the site that seeks to add a new church building to allow the parish to function into the future. The proposal is consistent with the long tradition and history of parishes adding to their buildings and facilities and is a positive step towards securing the future of the church in the town.

The proposal being developed is to add a small parish centre in the vicinity of the church to allow for an integrated and active parish life beyond holding workshop services within the building. This is a consistent action seen in most parishes and is conceptually sound.

The first part of the study looks at the history and analysis of the site and the later part of the study considers the proposal in relation to the heritage values of the site.

## 1.2 Heritage Listings

### Statutory Listings

#### Tasmanian Heritage Register (THR)

The St Luke's Anglican Church, Campbell Town, site is listed on the Tasmanian Heritage Register. The site contains the heritage listings outlined in table 1 below.

Table 1: Details of Heritage Listings in Tasmanian Heritage Register

Place ID	Item Name	Address	Suburb	Postcode	Municipality	Heritage Place Status
4947	St Luke's Anglican Church and Cemetery	71-73 High Street	Campbell Town	7210	North Midlands Council	P. Reg.
4948	Former Anglican School House	71-73 High Street	Campbell Town	7210	North Midlands Council	P. Reg.





Figure 3: Extract from Listmap showing the two items, St Luke's Anglican Church and Cemetery and the Former Anglican School House, listed on the Tasmanian Heritage Register.

#### Commonwealth Heritage List & National Heritage List

The site is not listed on either the Commonwealth Heritage List (which can only apply to sites in Commonwealth government ownership) or the National Heritage List (which applies to sites of National heritage significance). It was however included on the now defunct National Heritage Register.

#### North Midlands Interim Planning Scheme 2013

The North Midlands Interim Planning Scheme 2013 includes the heritage listings associated with the site outlined in table 2 below.

The following abbreviations indicate the source of the Place's recognition status at the time of compiling the consolidated list [2007]:

NMC	Northern Midlands Council Planning Scheme 1995 Schedule
RNE	Register of the National Estate
NT	National Trust of Australia Register
THR	Tasmanian Heritage Register

Table 2: Details of Heritage Listings in North Midlands Interim Planning Scheme 2013 - Table F2.1: Heritage Places Inside Heritage Precincts

ID	Property Name	Ref	Location			
87	St Luke's Anglican Church and Cemetery	NMC, NT, RNE, THR	67	High	Street	Campbell Town
88	Anglican Schoolhouse (Former)	NMC, NT, RNE, THR	67	High	Street	Campbell Town

The site is also located within the Campbell Town Heritage Precinct.



## Non-Statutory Listings

The North Midlands Interim Planning Scheme 2013 identifies that the Church and Cemetery, as well as the Former Schoolhouse, are listed within both the Register of the National Estate and the National Trust (Tasmania) Register. Neither of these listings have statutory affect.

## 1.3 Previous Studies

This plan is based on the following documents, which contain more detailed historical, architectural and archaeological data than is included herein; they should be read in conjunction with this report.

- History of the church provided by the Parish

## 1.4 Terms

Local Refers to the North Midlands Council area.

State Refers to Tasmania

The following terms used in this report are defined in the Australian ICOMOS Burra Charter 2013.

Place	means a geographically defined area. It may include elements, objects, spaces and views. Place may have tangible and intangible dimensions.
Cultural significance	means aesthetic, historic, scientific, social or spiritual value for past, present or future generations. Cultural significance is embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects. Places may have a range of values for different individuals or groups
Fabric	means all the physical material of the place including elements, fixtures, contents and objects.
Conservation	means all the processes of looking after a place so as to retain its cultural significance.
Maintenance	means the continuous protective care of a place, and its setting. Maintenance is to be distinguished from repair which involves restoration or reconstruction.
Preservation	means maintaining a place in its existing state and retarding deterioration.
Restoration	means returning a place to a known earlier state by removing accretions or by reassembling existing elements without the introduction of new material.
Reconstruction	means returning a place to a known earlier state and is distinguished from restoration by the introduction of new material.
Adaptation	means changing a place to suit the existing use or a proposed use
Use	means the functions of a place, including the activities and traditional and customary practices that may occur at the place or are dependent on the place.
Compatible use	means a use which respects the cultural significance of a place. Such a use involves no, or minimal, impact on cultural significance.
Setting	means the immediate and extended environment of a place that is part of or contributes to its cultural significance and distinctive character.



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Related place	means a place that contributes to the cultural significance of another place.
Related object	means an object that contributes to the cultural significance of a place but is not at the place.
Associations	mean the connections that exist between people and a place.
Meanings	denote what a place signifies, indicates, evokes or expresses to people.
Interpretation	means all the ways of presenting the cultural significance of a place.

## 1.5 Abbreviations

AHC	Australian Heritage Council
ANHC	Australian Natural Heritage Charter
AHIMS	Aboriginal Heritage Management System
BCA	Building Code of Australia, part of the National Construction Code
CMP	Conservation Management Plan
DPIPWE	Department of Primary Industries, Parks, Water and Environment
DPW	Tasmanian Department of Public Works
EPBC	Commonwealth Environment Protection and Biodiversity Conservation Act 1999
THC	Tasmanian Heritage Council
THR	Tasmanian Heritage Register
ICOMOS	International Committee on Monuments and Sites
NAA	National Archives of Australia
NCC	National Construction Code of Australia (may also be referred to as The Building Code of Australia or BCA)
NHL	National Heritage List
PWS	Tasmania Parks & Wildlife Service
PoM	Plan of Management
RAHS	Royal Australian Historical Society
UNESCO	United Nations Educational Scientific and Cultural Organisation

## 1.6 Scope and Methodology

The methodology used is in accordance with the principles and definitions as set out in the guidelines to the Australia ICOMOS Burra Charter 2013 and its Practice Notes, the guidelines of the Department of Primary Industries, Parks, Water and Environment *Assessing Historic Heritage Significance for application with the Historic Cultural Heritage Act 1995 (Version 5 October 2011)* and J.S. Kerr's The Conservation Plan.

This methodology incorporates the following sections: Historical Background, Physical Analysis, Significance Assessment, Conservation and Management Principles and Management Policies.



Site inspections were conducted to assess the building and landscape elements of the site and the potential for archaeological materials to occur. The inspections were not full landscape archaeological surveys.

This plan evaluates the cultural heritage significance of the built and landscape features within the context of the site. The CMP also considers and determines appropriate conservation management policies and guidelines for the future use of the place, which are consistent with the assessed cultural significance.

The methodology of the preparation of this plan follows that set out in JS Kerr "The Conservation Plan". The key elements of the study are:

- Understanding the Place through description and historical research site investigation and analysis looking at how the site is used
- Setting out the significance of the Place through a statement of significance looking at the significance of the various parts of the Place
- Looking to the future by providing policies and strategies on the place as a whole as well as the various elements that make the Place.

## 1.7 Limits of the Plan

In the preparation of this plan a number of existing sources of information and research have been used, particularly the previous studies undertaken. Other research has been undertaken at local and state repositories. The research was limited due to time and budgetary constraints. Funding did not allow for extensive historical research into phases of development of the site. The historical outline within this report provides sufficient background to provide an assessment of the site and relevant policy recommendations. However, it is not intended to be an exhaustive history of the site.

The uses and associations related to the site and much of the research material is based on secondary, rather than primary material. Site investigation has also been undertaken for built and landscape heritage elements. However, no intervention has been carried out in reaching the opinions and recommendations in the report.

## 1.8 Authors

The plan has been written by Paul Davies, an experienced heritage architect who has worked on more than 60 churches including some of the most significant churches in Australia. The CMP is focussed on the development of the site, its spatial qualities and how to consider future work. The study does not consider the detail of the church but observes that an outcome of undertaking work on the site will be undertaking long-term conservation works to the buildings and site.

## 1.9 Acknowledgements

The following people and groups have assisted in the preparation of this Plan:

Fiona Oates, Parish Administrator - Midlands Anglican Parish

Mike Verdouw - 1+2 Architecture



## 2.0 Historical Background

### 2.1 History of the Church and Parish

#### Preamble and Context

A full history of the parish is beyond the scope of this study. The church, that is the establishment of ministry in the area, dates to the 1830s and has continued for 190 years. While the church buildings and site, including the graveyard, have a range of heritage values, at their most fundamental level they demonstrate the pivotal role of religion in the establishment of communities in the Midlands. It is unthinkable in relation to the development of Campbell Town to not have the church in the town. The sale of the nearby Presbyterian church is a salutary reminder of the transience of significance once the purpose of the buildings has ceased. While the fabric of that place remains and hopefully remains into the future, that site has been excised from community use and is at risk of becoming another theme park to heritage.

It is difficult now to imagine that for much of its life the church building was full on Sundays (and other times). A 1910 recollection was that the three services on a Sunday were full and there were 120 children in Sunday school. Whilst a small building, this indicates the central role of the church in the community for much of its life.

Times have changed and while the need for the church and its role in the community has not changed, the community around it has and the once extensive parish has reduced with the closure of branch or ancillary churches and at times the risk of closure of St Luke's.

This short CMP is prepared in the context of a rapidly shifting society that no longer attends church as a social activity and the desire to maintain the church as a core part of the life of the town.

It has to be stated that remaining static and not engaging with societal change will inevitably see the church close. Consequently, the parish is seeking to make quite significant changes to engage with the local community, retain the heritage elements of the site and secure a future for the church and parish. This is the framework for this study.

#### The Beginnings<sup>1</sup>

During Governor Macquarie's time in Tasmania in 1821, just before his retirement, he named Campbell Town, a small settlement on the Elizabeth River named after his wife. Her family name was Campbell and her first name was Elizabeth. At this stage Tasmania, or Van Dieman's land as it was then known was considered a dependency of NSW and the names Elizabeth and Campbell appeared in numerous locations.

The parish has existed since this time.

In March 1828 James Simpson, the Police Magistrate, initiated a move to make Campbell Town a parish by requesting assistance, on behalf of the inhabitants, from the colonial secretary in the

<sup>1</sup> Much of the early history is based on a manuscript provided by the parish that sets out the history of the parish.



building of a church and the obtaining of the services of a clergyman for the district. Governor Arthur, although dubious of the town succeeding in raising funds, promised to match local subscriptions.

It is interesting that the move for a church arose from the magistrate and not the settlers. It can be reasonably assumed that he saw the church as a civilising influence in the area that may make his role easier, he may also have been a church member who was committed to the value of the church in civic affairs.

As nothing more was heard from the colonial secretary about the request, Richard Willis wrote again in 1830 requesting that the building be immediately commenced. He was willing to provide his house and 60 acres of land for a clergyman if one was available.

By this time, in 1830, the crown had granted land; some 30 acres, 2 roods and 10 perches more or less, bounded by William, East, Pedder, and High streets, to be held by trustees; Thomas Reibey, William Stanley Sharland and Robert Quayle Kermode, on behalf of the Church of England.



Figure 4: Town map showing extent of church grant (note the excision of a small block in the south-east corner).

Source:

The first rector, Revd. William Bedford (junior), was appointed to Campbell Town. He arrived in the colony from England in 1833. His stipend was 250 pounds, a large sum of money, and 'forage for his horses'. His father, William Bedford (senior), was already the rector of St David' church which later became the cathedral in Hobartown.



The first services were conducted in the old police office which then became the council chambers which were located in Bridge Street. On 11<sup>th</sup> Dec 1833 the first baptism took place - Charles George Henry Care Clarke. The first recorded funeral was on 14 June 1834 of John Paine. Farmer, Bendemere, aged 33, is the earliest burial stone in the Church Street cemetery dating to 1827.

The first marriage recorded in Campbell Town district was in 1822.

### The Construction of St Luke's

A building committee was set up in 1833 consisting of Henry Jellicoe, Samuel Hill, Revd Bedford Jnr (Sec), H Harrison and John Leake. The practise of the Colonial Architect to furnish plans and specifications of Churches to the District Committees had been set aside and instead it was the job of the Rural dean to request that such committees provide their own plans and specifications for Archer's approval. Consequently, the parishioners presented their own design however it was considered too elaborate and costly.

Governor Arthur intervened and requested a design similar to the church originally destined for Ross. In response, the committee requested that the Colonial Architect, John Lee Archer, draw plans on a larger scale (60ft x40ft) with the communion table behind the pulpit. The cost of the church was around £600, half of which was borne by subscription by the parishioners and half by the government of the day. The bricks were convict made, the broad arrow stamp being distinguishable on the inner side.

Originally it was suggested that Mr Ford, involved in the building of the bridges at Ross and Campbell Town should built the church once the bridges were complete. However, in August 1835 John Lee Archer recommended that C. Atkinson should build the church in Campbell Town. The foundation stone was laid by Governor Arthur on 20<sup>th</sup> October 1835, the governor having performed a similar ceremony for St. John's Church Ross earlier that day. By this time the subscription list had increased to such an extent, mainly through the assistance of Rev Bedford's father in Hobart, that a tower was added to the design at a cost of £200.

The surviving Archer drawings show the building without the tower





Figure 5: Archer drawings of the church without the tower.  
Source: Archives Office of Tasmania

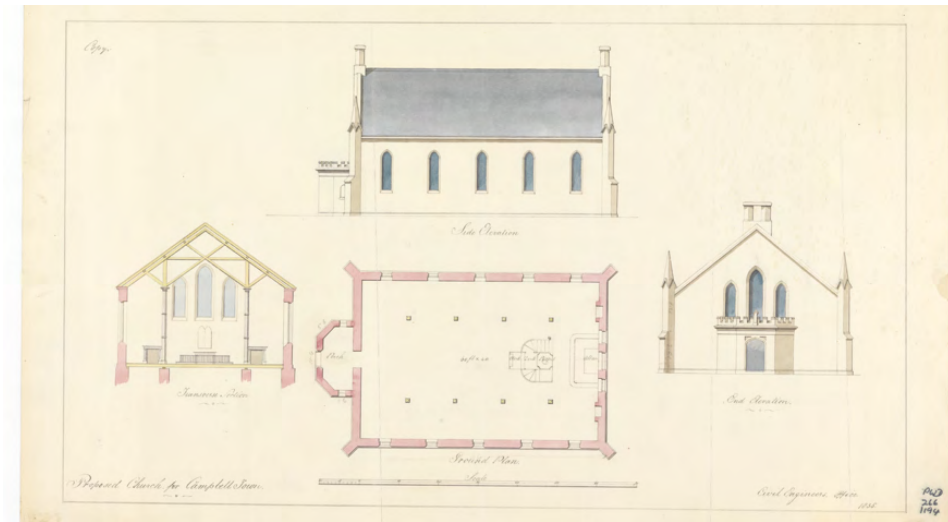


Figure 6: Archer drawings of the church without the tower.  
Source: Archives Office of Tasmania

After commencement, concern was expressed by various parties about the state of or rather the lack of foundations. Governor Arthur told John Lee Archer, 'that it was a matter of extreme



importance that he inspects the building of the churches at Ross, Campbell Town and Hamilton' presumably as he was concerned about the constructions. It appears that foundations were a common problem for other churches of the day.

After the foundations were rectified, the contractor ran into financial trouble and another contractor, Foster, was engaged to complete the work in a 'substantial and workmanlike manner to my satisfaction' to quote Archer.

Other defects in the building arose when the windows were installed with gaps between them and the walls. The roof then became bowed due to the 'green timbers' used and six weeks of 'severe and heavy winds'. The roof was subsequently rectified by inserting additional battens under the timber shingles. It was decided that as the resulting curve in the roof was no more than 2 inches that no water could possibly lodge and work continued. Despite this, the building inspector's report at one stage states, 'that, apart from the roof it was by no means a despicable job'.

The church was eventually completed and opened on January 1839 by Archdeacon William Hutchins under licence issued by Bishop William Grant Broughton, Bishop of Australia.

Tasmania became its own Diocese, by Letters patent, on 21 August 1842. The Right Revd. Frances Russell Nixon was the first Bishop of Tasmania and he consecrated St Luke's on 11 June, 1850. Ten clergy were present, quite a feat considering the difficulties of travel at that time.

An interesting aside is that in a notice in the Cornwall Chronicle of 1843, four years after opening but well before consecration, the church wardens called on the seat holders for rents to be paid in order that the Church might be repaired and cleaned. Seemingly not all the construction issues had been solved.

While the building has undergone a range of changes over its life, it remains overall close to its early form today. Little else is known about the early construction or changes to the church building. There are relatively few illustrations of the buildings and site or records of change. The following illustrations of the building at various times show a consistent external form and setting but a number of internal changes that are discussed below. While the only addition to the church was the small vestry, the interior decoration changed a number of times as taste and theological views changed.



Historical Background



Figure 7: Photo of church, date unknown, showing mature plantings and a grassed setting. The photo shows both native trees and introduced plantings and a relatively unkempt setting.

Source: Parish Archives



Figure 8: Photo of church (coloured), date unknown, showing mature plantings along the front of the burial ground, the picket fence and boundary plantings that are immature.

Source: Parish Archives



Figure 9: Photo of church, 1933, with detail of the entry gates and fencing, the fence at this point is painted white and has shaped tops to pickets where other fences have plain tops. The landscape is quite mature at this point.

Source: Parish Archives





Figure 10: Photo of church, date unknown but after 1922 as the vestry can be seen, showing mature plantings and a grassed setting with barbed wire paddock fencing. Source: Parish Archives



Figure 11: A photo that appears to date to be prior to 1877. What appears to be the first interior decorative scheme with painted panels but otherwise relatively plain interior, note the gaslights. The pulpit is the current pulpit. The layout varies from the Archer plans where the pulpit was centred. Source: Parish Archives



Figure 12: The interior prior to the interior decoration of 1877 and the relocation of the organ in 1876. Source: Parish Archives



Historical Background



Figure 13: The interior after the interior decoration of 1877 that replaced the earlier decorative scheme seen in the illustrations above above. Electric lights have been added and the organ is in its relocated position.

Source: Parish Archives



Figure 14: Photo of church from burial ground. Source: Paul Davies Pty Ltd 2021



Figure 15: Photo of church from burial ground. Source: Paul Davies Pty Ltd 2021





Figure 16: Photo of church and Sunday School Hall from burial ground 2021 with later row burials in foreground.

Source: Paul Davies Pty Ltd 2021

## St Luke's Sunday School

Parishes rarely stand still and as the church grew there was a need for additional buildings.

In 1845 the Sunday School building, designed by James Blackburn, was completed. It functioned as a day school during the week and a Sunday school on a Sunday. The building originally did not have an external door instead there were two internal doors to the two school rooms.

The schoolteacher lived above the classrooms in the attic space, windows were located in the gable ends. The day school ran until 1878 when the public school in Bridge Street was opened. Dr. Valentine (the local doctor) with his wife and daughter were the first Sunday school teachers. The now elevated rear door suggests that there were some form of additions (probably timber) added to the rear of the building to accommodate a kitchen etc. and this photo and the following photo show rear sheds that are now removed.



Figure 17: Photo of Sunday School Hall prob 1950 period with fence in deteriorated and now painted form and substantial pines in front of the building but not behind the building. The open front porch can be seen.

Source: Parish Archives



Historical Background



Figure 18: Photo of Sunday School Hall probably 1950s. The picket fence is unpainted and plain, the tiled roof has been installed. The building is built quite close to the boundary. Doors have now been added to the porch.  
Source: Parish Archives



Figure 19: Photo of Sunday School Hall prob 1960-70 period with fence removed but shed in background and substantial pines behind the building.  
Source: Parish Archives



Figure 20: The hall with all the pines and fences removed and showing the rear c 1950s addition. Source: Paul Davies Pty Ltd 2021





Figure 21: The hall showing the rear c 1950s addition.

Source: Paul Davies Pty Ltd 2021



Figure 22: The hall showing the elevated rear door and the location of former additions.

Source: Paul Davies Pty Ltd 2021

## Later works and Changes

The following is a list of known works and changes to the site.

- The pipe organ was installed in 1862, made by J.W. Walker of London. It was originally installed in the western end of the church but moved to its present position (with the choir) in 1876.
- 1876 - new altar rails, lamps and a communion set were installed. It is recorded that the Revd. C Vaghan executed the original version of the decorative work round the walls at this time. The few internal photos show two decorative scheme in the building, it is not known when the second was installed however it is Victorian in style.
- A 500 hundred weight bell was purchased and remained on a temporary iron tripod until the tower was strengthened in order to hold it in 1889.
- In 1920 the church was renovated and the vestry was added. Rev. E Gordon raised \$1,000 to reroof the church replacing the original timber shingles with Australian made tiles. The roof to the Sunday School was similarly replaced.
- Electricity at some stage replaced the lamps (date unknown) in 1993, it is recorded that the sanctuary lights were renewed.



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## Historical Background

- 1935 saw the centenary celebrations take place and in 1985 a thanksgiving service was held to commemorate the 150th anniversary of the commencement of the construction of the church.
- In October 1951 a portion of the church land was conveyed to the Commission of Australia and in 1952 to Campbell Town Council and the Memorial Oval was established.
- A small portion of land was given to Revd. Dando in 1952, 'as he had nowhere to live in his retirement'.
- A new altar was installed in 1953,
- Extensive work was carried out to strengthen the foundations in 1954.
- In 1957 the interior was renovated, redecorated, and the carpet laid.
- c1950s the brick addition to the hall was built
- In 1975 the chancel was extended into the sanctuary and the pulpit relocated. This was pronounced to be 'a great improvement'.
- The eastern part of the site, beyond the graveyard, was approved for sub-division for housing in 2019.

## Rectory

Rev. William Bedford (Jnr) lived in the rectory provided by Jellicoe until the completion of his own home, Howley Lodge. The parish bought the original rectory in 1888 for £850. It continued to be used until the late 1990s when it was sold. A new rectory was purchased in 2009 in West Street, Campbell Town.

The rectory does not form part of the area being considered in this report.

## Burial Ground

The burial ground has been active since the land came into church ownership, the first burial recorded as 1827. The burial ground occupies a large part of the land behind and beside the church and behind the Sunday School Hall. This short analysis does not set out a history or assessment of the burials or the funerary monuments. The burial area is significant in relation to the history of Campbell Town and the surrounding district as well as to the church and its setting providing a substantial open space to the east and south of the church and Sunday School building that is one of the defining elements of the site. The burial ground also important to the community of the area with many significant burials.



### 3.0 Physical Analysis

#### 3.1 Introduction

St Luke's in Campbell Town is one of a group of early churches built across Tasmania that are a key visual, historical and social part of the cultural story of Tasmania. Completed after much effort in 1839, it was one of 14 churches designed by John Lee Archer, 9 of which remain. It forms part of a group of similar buildings with St John's Newtown (1833), St Luke's Bothwell (1829), At Luke's Richmond (1836) and St Peter's Hamilton (1834).

The church was planned but not built until the 1837 Church Act was gazetted (the Act was designed to provide for supporting clergy and building churches across the settled areas). The Australian colonies became a separate bishopric in 1837 under William Broughton. In 1842 the Diocese of Tasmania was formed under Bishop Nixon and by 1845 there were 27 parishes with church buildings.

This places St Luke's in the centre of the early development of churches across the State.

St Luke's reached its zenith in the late nineteenth and early twentieth century with large attendances and a central place in the life of the town. Like many churches the post war period in Campbell Town saw a slow decline in attendances and a marginalisation of the role of the parish in local life. Unlike many rural churches St Luke's remains active and is looking to consolidate its role and position in the region.

Many churches reflect their life in the range of buildings that are built. Halls, residences and a range of facilities are added over time to address the growth and needs of the area. Smaller rural locations in the state often did not add buildings as is seen in suburban and city areas. St Luke's saw the addition of a Sunday School building early in its life but has had no other site development. This places pressure on the functioning of the parish as the only usable space is the church building.

This CMP and assessment is prepared to guide a development proposal for the site that seeks to add a new church building to allow the parish to function into the future. The proposal is consistent with the long tradition and history of parishes adding to their buildings and facilities and is a positive step towards securing the future of the church in the town.

Paul Davies Pty Ltd carried out a physical assessment of the site in July 2021 sufficient to prepare this report. The assessment is not a detailed fabric assessment, that can be undertaken as part of a maintenance and conservation program for the site, but addresses principally site issues. The analysis looks at the built form with the town and its landscape setting. It is not a detailed consideration of all fabric, but an overview that seeks to understand the elements of the place to assist in determining significance. Section 4.5 provides a detailed description of the Graded Areas of Significance on the site.



### 3.2 Site Features

The site was a large holding that appears, for most of its church ownership, to have had a very defined area of church use and later sub-division for initially the oval and playing fields, then a residence and recently for a housing development on the eastern side of the land. The church and Sunday school buildings have occupied the main road frontage adjacent to the town in a somewhat irregular arrangement with the burial ground forming a clearly defined area behind. This arrangement has been in place, with minor change only, since the 1850s.

Apart from the reduction in size of the original land holding it is of value to understand the site and how it has fitted within the town and how changes have taken place.

The various photographs are reasonably consistent in showing the church in a managed but largely unformed landscape. The site is grassed with trees changing over time and presumably early in the life of the site a picket fence was erected along the frontage. This is clearly shown in several photos. It is not known when the fence was removed but as the now mature tree plantings in places are on the boundary, presumably the fence was removed before the current trees were planted or the trees were planted very close to the fence.

The plantings are also interesting, they are largely introduced plantings and all appear intentional. There is an avenue of plantings along the western boundary and a grouping trees to the right of the entry drive that creates a small park-like area. This appears intentional. There is also a single oak planted near the Sunday School Hall that is clearly a specimen tree that sits in the line of long views to the church from the south (see cover photo).

The elliptical driveway is irregular in form and appears to have always had this alignment with the entry point located on the high point of the contour with the church built along the contour as well which places it slightly off east-west orientation. Even though the site falls gently to north and south and to a lesser extent to the east of the church, the building was carefully sited on the highest ground.

The Sunday School Building is located near the corner of William Street but is not set square to William Street or the church building. Its front alignment relates to the town hall building immediately to the south of William Street and forms part of the civic grouping of churches, hospital and town hall that define the northern end of the town centre. Interestingly, despite the large land holding and the burial ground not extending behind the hall when the hall was built, it is located close to the street frontage, well in front of the alignment of the church and at a considerable distance from the church suggesting that the two were not used in common and that the Sunday school use (in contrast to school use) was a separate activity to church services.

The following sketches outline the changes to the site that are known.



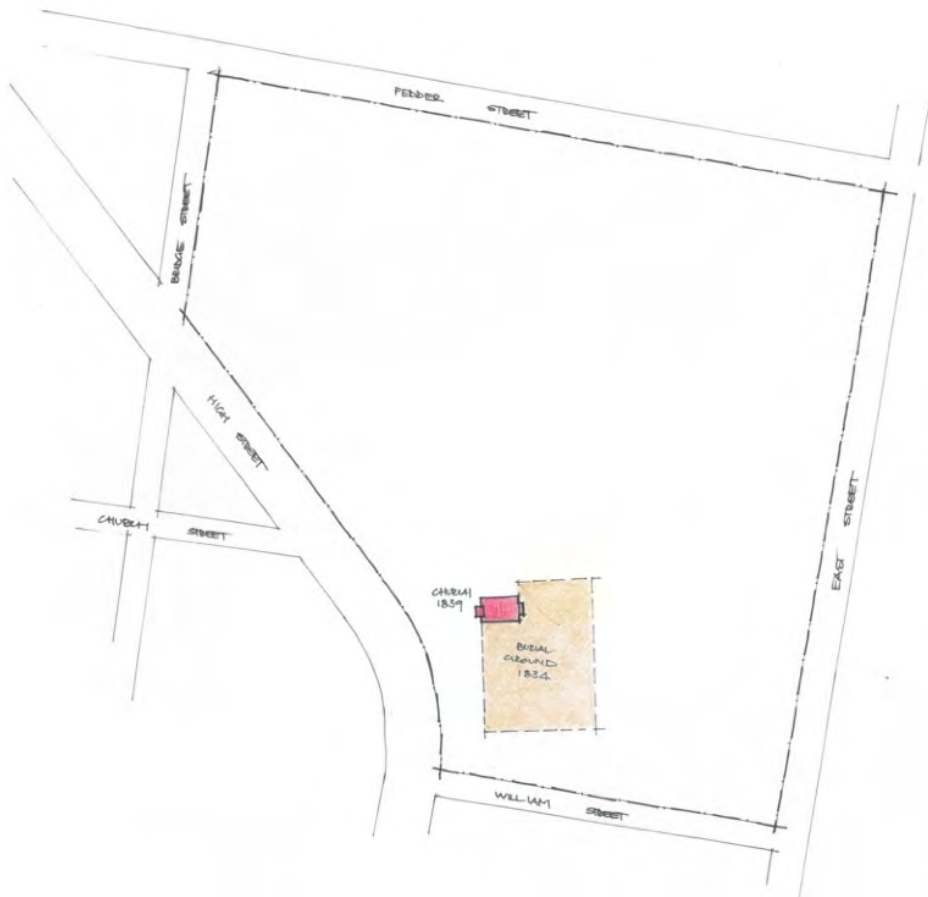


Figure 23: The site in 1839 showing the church and the burial ground.  
Source: Paul Davies Pty Ltd 2021



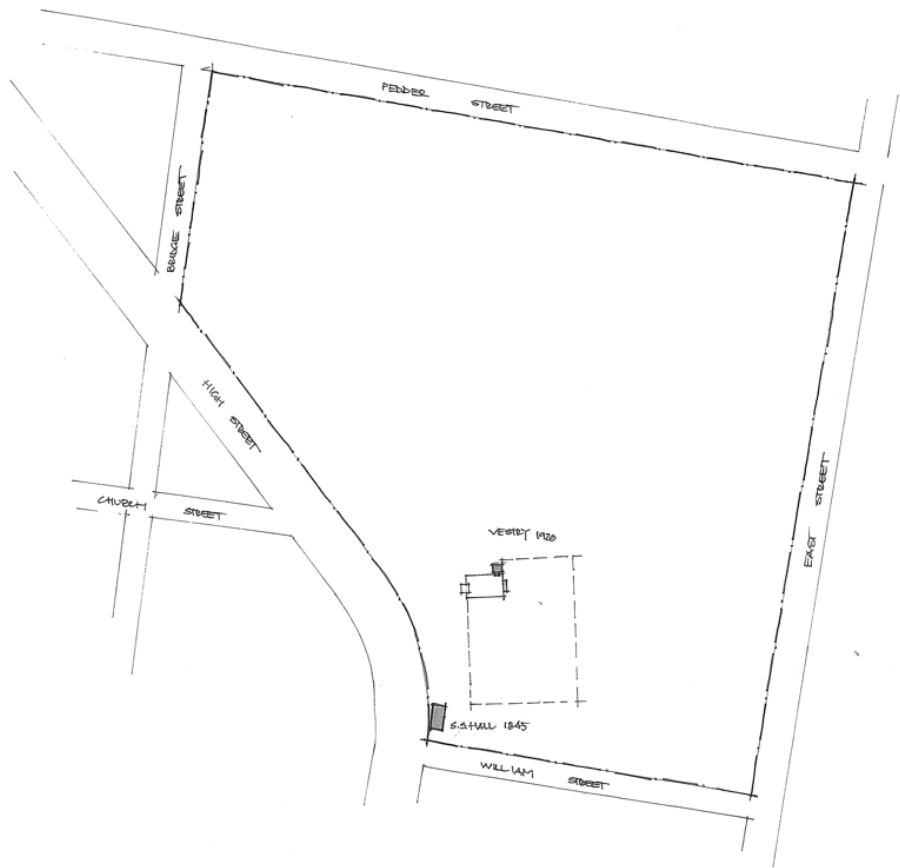


Figure 24: The site in 1920 showing the Sunday School Hall and the vestry addition.  
Source: Paul Davies Pty Ltd 2021



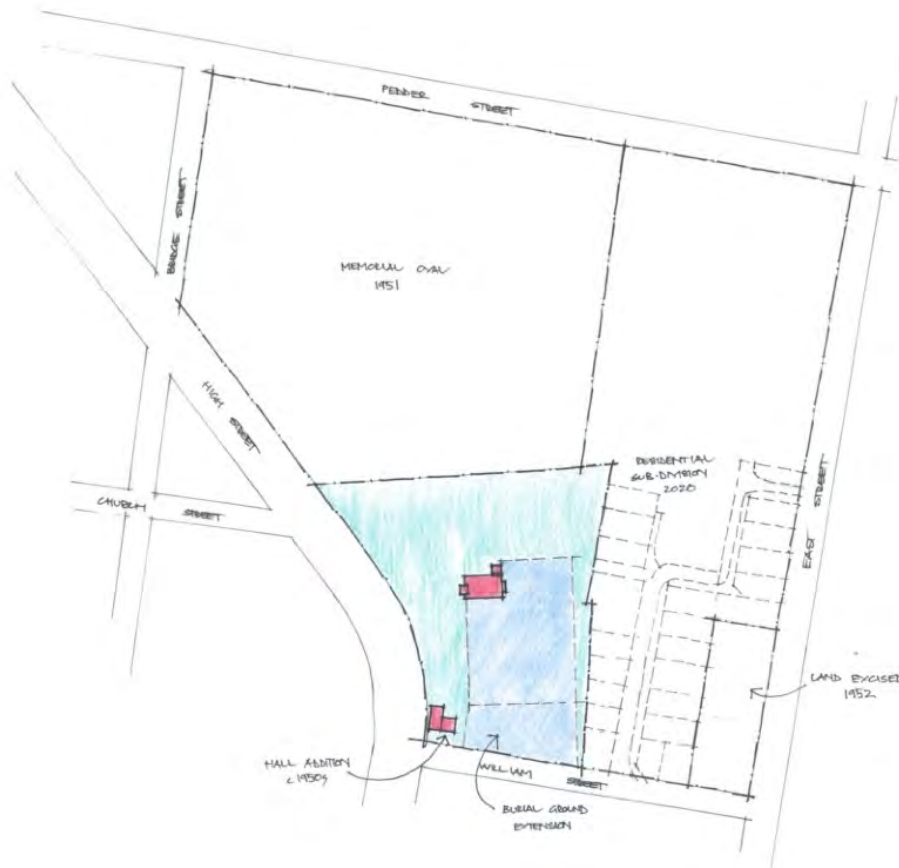


Figure 25: The site in 2021 showing the excised Memorial Oval, the block of land to the east and the approved sub-division plans. Also the enlarged burial ground to the south can be seen. The burials in the later part of the twentieth century changed in character as seen in the extended area. The church land is reduced to the lot containing the church buildings and burial ground.

Source: Paul Davies Pty Ltd 2021





Figure 26: Site plan showing existing trees and paths.  
Source: Paul Davies Pty Ltd 2021

### 3.3 Views

The church building is set quite intentionally within the view from the main road as it moves through the town towards the north, allowing the tower to be a focal point of the longer and intermediate views, but not on the centre line of the road.

Similarly, when built, the tower is slightly offset from the view from the north along the highway although that view is now obscured through dense vegetation. The southern view is the major view that forms part of the townscape of the centre of the town.

Due to the relatively flat topography of the town, the tower can be seen from a range of nearby locations across open land.

The following significant views have been identified (see figure below):

- A – View looking north from High Street;



- B – Looking south from High Street;
- C – View across burial ground from William Street;
- D – View from near the front of the Church Building.



Figure 27: Views to the site: A – view looking north from High Street; B – view looking south from High Street; C – view across burial ground from William Street; D View from near the front of the church building. The major view is A as seen in the cover photo of the study.

Source: Paul Davies Pty Ltd 2021





Figure 28: View from the frontage of the church looking south down the main street of Campbell Town.  
Source: Paul Davies Pty Ltd 2021



Figure 29: View from the front of the hall looking toward the church along the curving main road. The tower is a dominant element in the northern views from the town.  
Source: Paul Davies Pty Ltd 2021



Figure 30: A broader view looking north.  
Source: Paul Davies Pty Ltd 2021





Figure 31: The view north from the church entry showing the alignment of trees, the hawthorn hedge beyond and the gentle grassed edge to the main road that is a remnant early condition.  
Source: Paul Davies Pty Ltd 2021



Figure 32: View looking north from the corner of the site with the tree line to the right and the church to the left. The view of the church is filtered from the street.  
Source: Paul Davies Pty Ltd 2021



Figure 33: A view further back on the boundary alignment looking south. Source: Paul Davies Pty Ltd 2021





Figure 34: A closer view showing the road, trees and church.  
Source: Paul Davies Pty Ltd 2021



Figure 35: View from the north across Memorial Oval, the church is visible with various elements in the foreground. This is a minor view to the church but also demonstrates the visual dominance of the tower in the locality.  
Source: Paul Davies Pty Ltd 2021



Figure 36: View of the church from the railway alignment to the east.  
Source: Paul Davies Pty Ltd 2021



The site is quite exposed to views from a range of directions at present, however this will change as the sub-division to the rear is taken up and the eastern views will be seen across new development.

## 4.0 Significance Assessment

Cultural significance is defined in The Burra Charter (2013), published by Australia ICOMOS, as:

*Cultural significance means aesthetic, historic, scientific, social or spiritual value for past, present or future generations.*

*Cultural significance is embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects*

Setting out the cultural significance of a place assists in identifying what aspects of the place contribute to that significance and the relative contribution of the various elements of the place to that significance. This understanding is essential to allow management of the place that can guide future work in a way that retains its significance. The following section sets out the nature of the significance of the site by looking at:

- what has been assessed in previous studies,
- the criteria established under the Historic Cultural Heritage Act 1995 and setting out the significance of the place to address those criteria
- the various attributes of the place and how they contribute to significance.

### 4.1 Recognised Heritage Status

The site is included on the State Heritage Register and the local council heritage schedule.

### 4.2 Assessment of Significance

#### Criteria for Assessing Cultural Heritage Significance

*Assessing Historic Heritage Significance* (Version 5 October 2011) for application with the *Historic Cultural Heritage Act 1995*, was developed by the Heritage Office and Department of Primary Industries, Parks, Water and Environment to provide the basis for assessment of the heritage significance of an item by evaluating its significance by reference to the following criteria.

Table 3: Criteria for Assessing Cultural Heritage Significance.

Criterion (a)	the place is important to the course or pattern of Tasmania's history;
Criterion (b)	the place possesses uncommon or rare aspects of Tasmania's history;
Criterion (c)	the place has the potential to yield information that will contribute to an understanding of Tasmania's history;
Criterion (d)	the place is important in demonstrating the principal characteristics of a class of place in Tasmania's history;



## Significance Assessment

Criterion (e)	the place is important in demonstrating a high degree of creative or technical achievement;
Criterion (f)	the place has a strong or special association with a particular community or cultural group for social or spiritual reasons;
Criterion (g)	the place has a special association with the life or works of a person, or group of persons, of importance in Tasmania's history;
Criterion (h)	the place is important in exhibiting particular aesthetic characteristics.

The above criteria for cultural and relative values provide three thresholds (National, State or Local, i.e. in Australia, Tasmania or the local region) for determining the level of significance.

## Levels of Significance

Table 4: Levels of Significance.

National Heritage Listing	National heritage comprises items significant in a nation-wide historical or geographical context or attributed to an important and identifiable contemporary national community. For research potential, historical, aesthetic and/or technical/research significance an item must be a fine representative example or be rare in the national context.  Social significance at a national level would require recognition of an item's importance to the people of Australia or to an important and identifiable nation-wide community.
State Heritage Listing	State heritage comprises items in a state-wide historical or geographical context or attributed to an important and identifiable contemporary state-wide community. For research potential, historical, aesthetic and/or technical/research significance an item must be a fine representative example or be rare in the state-wide context.  Social significance at a state level would require recognition of an item's importance to the people of Tasmania or to an important and identifiable state-wide community. Most Aboriginal, multicultural and religious communities operate throughout the State; however, the item would have to be important to the entire group, not just a local branch.
Local Heritage Listing	Local heritage comprises items significant in a local historical or geographic context or to an identifiable contemporary local community. The local context is defined in the analysis and statement of significance of the item. In a council heritage study the local context will approximate the local government area. When considering social significance, it is important to identify the local community, which values the item. This needs to be established through consultation with community groups such as local historical societies. Indications of local social significance are often found in media coverage and local community group publications.

## 4.3 Detailed Statement of Significance

## Course or Pattern

Criterion (a) The place is important to the course or pattern of Tasmania's history.

The site and two buildings are of high significance in the course of Tasmania's history. Early church buildings are key indicators of the development of early settlements across the colony and St Luke's is one of a very fine and largely intact collection of churches (of a range of denominations) that are key elements of historic town centres. Campbell Town is one of the more major country towns and the church occupies a pivotal position within the town visually, historically and socially.



### Aspects of Tasmania's History

Criterion (b) The place possesses uncommon or rare aspects of Tasmania's history.

The church, hall and graveyard, while not rare as examples of those elements are rare in that they combine to form a very early and intact grouping of buildings and site features. The ongoing use as a church centre is now increasingly rare as country churches of all types cease operating and change use.

### Information

Criterion (c) The place has the potential to yield information that will contribute to an understanding of Tasmania's history.

The buildings and graveyard have potential to provide information related to early construction, the social history of the area, funerary practices and art and the early layout of towns.

### Social significance

Criterion (d) The place is important in demonstrating the principal characteristics of a class of place in Tasmania's history.

The church and hall are the work of prominent early architects that demonstrate their work to a high level. The buildings also demonstrate the design of early church and school facilities and the range of design idioms used in different places. While St Luke's in many respects is a standard type of church design for the period, it is a bespoke building with unusual form and detailing that demonstrates the range of design and materiality approaches to providing early buildings in newly established towns and centres.

### Achievement

Criterion (e) The place is important in demonstrating a high degree of creative or technical achievement.

The church in particular but also the school building and graveyard demonstrate high levels of both creative and technical achievement in providing a substantial set of facilities in a small town. The building design exemplifies the creativity of early citizens, architects and the government in funding such works.

### Association

Criterion (f) The place has a strong or special association with a particular community or cultural group for social or spiritual reasons.

The site and buildings are strongly associated with the local community through use, memorials and gravesites. The place has been the focus of community life for around 170 years and while church attendance has lessened over recent years, the place continues in use and provides for significant events in births deaths and marriages as well as a place of Christian faith within the community.



### Association - People

Criterion (g) The place has a special association with the life or works of a person, or group of persons, of importance in Tasmania's history.

The place is associated with many local pioneers, politicians, land owners and significant community members who are memorialized in the church or graveyard. It contains war memorials and other collective expressions of community grief and outpouring.

The church is associated with John Lee Archer and James Blackburn, significant colonial architects, with Governor Macquarie and a wide range of locally significant people.

### Aesthetic Characteristics

Criterion (h) The place is important in exhibiting particular aesthetic characteristics.

The church building, school hall, graveyard and site display exceptional aesthetic qualities individually and collectively as a place defining the northern end of the township.

## 4.4 Summary Statement of Significance

The following Character Statement has been taken from the North Midlands Interim Planning Scheme 2013

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

## 4.5 Graded Areas of Significance

The following assessment of elemental significance is set out on the basis of the statement of significance for the place and the relative values of the various component parts of the place. The elements of highest significance are those that are essential to conserve and understand the significance of the place.

The concept of graded significance provides for management of the various elements of the place with a level of finesse that acknowledges the potential for an ongoing active use of the site and the need to implement changes and new uses while retaining those parts of the place that are unique and provide evidence of the development of the site.



## Significance Assessment

Table 5: The graded levels of significance.

Grading	Justification	Status
Exceptional	Rare or outstanding element directly contributing to an item's local and State significance.	Fulfils criteria for local or State listing.
High	High degree of original fabric. Demonstrates a key element of the item's significance. Alterations do not detract from significance.	Fulfils criteria for local or State listing.
Moderate	Altered or modified elements. Elements with little heritage value, but which contribute to the overall significance of the item.	Fulfils criteria for local or State listing.
Little	Alterations detract from significance. Difficult to interpret.	Does not fulfil criteria for local or State listing.
Intrusive	Damaging to the item's heritage significance.	Does not fulfil criteria for local or State listing.

Table 6: The graded levels of significance.

Element (refer to Figures 4. To 4.)	Significance Assessment
GENERALLY	Exceptional
Church Building	Exceptional
Church Vestry	Moderate
Tiled roof cladding	Moderate
Church Interior	High
Stained glass windows	Exceptional to high
Pews	High
Pulpit	High
Font	High
Memorials	High
Organ	High
Moveable Heritage	Exceptional to high
Sunday School Building – early section	Exceptional
Rear Brick wing	Moderate
Remaining early fitout	High
Front doors	Neutral
Graveyard – early section	Exceptional
Graveyard – later section	Moderate
Specific graves	Exceptional to moderate
Curved entry driveway	High
Other driveway and causal parking	Neutral to intrusive
Trees	High to Neutral
Open space between buildings	High
Fences	Neutral



## 4.6 Setting (Curtilage)

The setting can be either the lot(s) on which a building or series of built elements are found or it may be the space around a heritage item or place that is required to preserve the significance of that place that may be a larger or smaller area than the actual site itself.

The concept of setting recognises that significance can be affected by what takes place in the immediate and broader setting even if no fabric is altered within the place.

The overall setting of the site is in two parts, firstly the land that forms the site from the main road to the new sub-division to the east and between the site boundaries north and south and secondly the town of Campbell Town and the adjacent semi-rural areas from the site can be seen.

Setting is defined as:

- The important elements of the place, and the relationship between these components.
- The setting of the place in terms of its immediate and broader setting

Other factors to be considered are:

- Views to and from the heritage item
- The possible need for a buffer area between the immediate setting and adjoining properties
- The visual and historical relationship between the item and its environs.

To establish a setting it is necessary to consider how views to the place could be retained or recovered in the future. The recommendation for a setting then would require that any future development should not obscure distant views to the building by developing within the viewscape.

## 4.7 Conclusion

The setting for St Luke's Anglican Church is the balance of the site that remains after the residential sub-division as an immediate setting and its setting at the north end of and within the townscape of Campbell Town.



## 5.0 Conservation and Management Principles

This section considers the constraints and opportunities on the site that arise from significance, use, client requirements and statutory constraints.

### 5.1 Client Requirements

This plan has been commissioned by the parish to assist planning for a small church development on the site and the associated site works including vehicle access and parking and landscaping that may then take place. As noted earlier it is critical for the survival and growth of small church communities to have reasonable facilities and spaces that can be used that support the ongoing use of the significant buildings and take pressure off them to undergo sometimes quite radical change.

The parish currently operates from the church building with a recent portable toilet set unceremoniously within the graveyard. The hall operates a much need local op shop that generates some income to support the church. There are no meeting, office or other facilities and no toilets, kitchen or amenities that encourage the use of the building.

The parish seek to provide these facilities to ensure that the church has a future use as a church in the community. To inform that process, this study assists in understanding the values of the place.

### 5.2 Principles

#### Conservation

The conservation options most appropriate to St Luke's Anglican Church are:

- i retain the church as a church without major interventions
- ii retain the hall as a shop that serves the local community and assists the church
- iii retain the burial ground as a functioning cemetery
- iv provide new facilities separate to but close to the church to avoid marginalisation of the church building in the future
- v provide for parking and vehicle access in a designed and managed way
- vi allow for the long-term conservation that the site and buildings will require.

#### Principles

- To protect the significant built cultural features and historic associations of the place
- To allow for public access and interpretation
- To inform and educate the community about the history of the place and its setting
- To provide an appropriate landscape setting for the place in the context of the place



### 5.3 Opportunities, Constraints and Issues Arising from Significance

St Luke's Anglican Church is a place of very high cultural significance, which imposes certain constraints on the use of the building and surrounding site.

It is not unusual or unreasonable to consider new forms and elements on an historic site, particularly a relatively large site such as St Luke's. There have been changes in the past largely through the excision of land but it is possible to look at adding further church related elements to the site. The key issues in determining how this can take place is to base decision on an understanding of the site as briefly set out in the first section of this report.

It is clear from the history and view analysis that development along the main road frontage is neither desirable or achievable. The area in front of the church and Sunday School hall and the space between those two buildings forms the core setting of the site.

This extends through to the burial ground which while of high historic value also is the major open space on the site that creates an open setting behind the buildings against which they are seen. The burial ground protects the sky views when looking towards the buildings from the road to the west with its low level funerary structures and gives a strong visual context that links the buildings and terminates the town form.

Similarly, the open parkland that steps around the site frontage is a key long-term element of the sites character.

The area to the north of the church, in contrast, provides potential for further church development and is suited for a number of reasons:

- the church building is on the rise and effectively screen views from the south to the area, development in this general location is unlikely to be visible from the town
- the land north of the church falls gently placing any potential element at a slightly lower floor level than the church building
- there has previously been a small addition (vestry) in this area recognising that this part of the site is the least visibly sensitive to undertake work
- the tree screening along the northern frontage of the main road screens the north part of the site as does the hawthorn hedging along the boundary that extends into the site
- the land has had no development, has been a paddock and provides adequate space to separate a new form from the church but set it close enough to satisfy functional needs
- there is good potential to establish further landscaping to set a new element within
- there is potential to add car parking away from the church frontage but easily accessible to it without disturbing the spatial arrangement of the site.
- there is no impact on existing significant landscape elements.
- there is no potential impact on the burial ground



All of these points are dependent on a suitable and contextually appropriate design being developed that is subservient to the church building in form and siting. This does not mean that a new building should not be seen from the street but, in a similar way to the Sunday School Building, there needs to be a clear spatial and hierarchical arrangement of built elements on the site that ensures the church retains its setting and prominence.

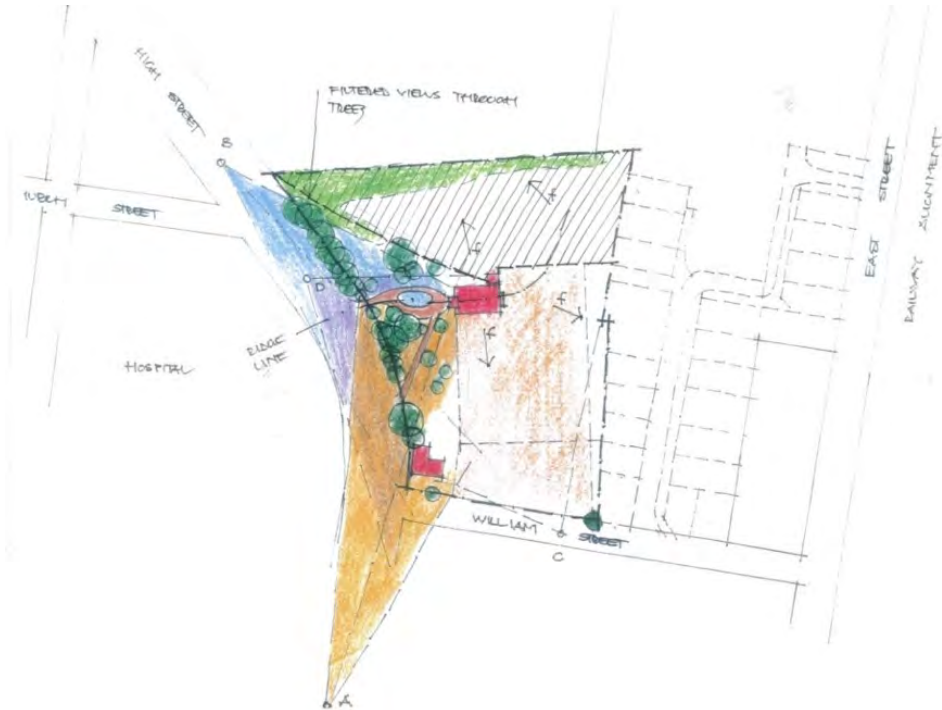


Figure 37: Consideration of areas of site for potential development, the cross hatched area is the part of the broader site that would be a preferred location for new elements.

5.4 Statutory and Other Controls

St Luke’s Anglican Church is affected by the following statutory controls and is included on the following community organisation’s registers.

Table 7: Impact of Statutory and other controls on subject site.

Control	Impact on St Luke’s Anglican Church
Local Planning Scheme	Heritage controls outlined in Part E Codes – E13 Heritage Code and Part F Specific Area Plans – F2 Heritage Precincts Specific Area of the Northern Midlands Interim Planning Scheme 2013 affect to the site. Refer to Table 8 below for detailed assessment of the heritage provisions that impact development of the site.
Tasmanian Cultural Heritage Act	The site is included on this register and approvals from Heritage Tasmania are required for works.



## Northern Midlands Interim Planning Scheme 2013

The following table outlines the planning controls within the Northern Midlands Interim Planning Scheme 2013 that affect the heritage character of the site. For simplicity and based on the proposal that has been developed to add a small building to the site, the controls are commented on in relation to that proposal.

Table 8: Northern Midlands Interim Planning Scheme 2013 controls and objectives.

Control	Objective	Comment
PART E CODES		
E13 Heritage Code		
E13.5.1 Use Standards		
E13.5.1 Alternative Use of heritage buildings	To ensure that the use of heritage buildings provides for their conservation.	The addition of a building and associated works ensures that the building remains in use for its primary function.
E13.6 Development Standards		
E13.6.1 Demolition	To ensure that the demolition or removal of buildings and structures does not impact on the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.	Demolition is limited to changing one window in the vestry, a moderate significance element, to a door for access to the proposal. Significant fabric is properly protected.
E13.6.2 Subdivision and development density	To ensure that subdivision and development density does not impact on the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.	NA
E13.6.3 Site Cover	To ensure that site coverage is consistent with historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts, if any.	NA
E13.6.4 Height and Bulk of Buildings	To ensure that the height and bulk of buildings are consistent with historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.	The design proposed has a very low height and bulk so that intentionally the church building remains prominent.
E13.6.5 Fences	To ensure that fences are designed to be sympathetic to, and not detract from the historic heritage significance of local heritage places and the ability to achieve	Fences are appropriately designed for the character of the site.



Control	Objective	Comment
	management objectives within identified heritage precincts.	
E13.6.6 Roof Form and Materials	To ensure that roof form and materials are designed to be sympathetic to, and not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.	This is achieved through the design. While the roof pitch is low and materiality is contemporary this is a highly preferred outcome that draws attention to the heritage elements and minimises new elements visually.
E13.6.7 Wall materials	To ensure that wall materials are designed to be sympathetic to, and not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.	This is achieved.
E13.6.8 Siting of Buildings and Structures	To ensure that the siting of buildings, does not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.	<p>This is perhaps the most critical aspect of undertaking works on this site. The siting achieves sub-service of the new form but also achieves a high level of functionality that assists in ensuring the success of the project as a whole.</p> <p>Setting the building north is the correct location for new built form, stepping it away from the church is a subtle response, siting the building lower than the church is visually sound.</p>
E13.6.9 Outbuildings and Structures	To ensure that the siting of outbuildings and structures does not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.	The inappropriate toilet that exists at present is removed.
E13.6.10 Access Strips and Parking	To ensure that access and parking does not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.	Parking has been carefully resolved to minimise any visual impact, locate it sensitively, retain trees and work with the existing entry and landform. At present parking is random and unsightly, the proposal achieves a fine outcome.
E13.6.11 Places of Archaeological Significance	To ensure that places identified in Table E13.3 as having archaeological significance are appropriately managed.	The site of the new building is very unlikely to have archaeological potential as the site has not had any previous development in that area. However, the project is aware of archaeological sensitivity.



Control	Objective	Comment
E13.6.12 Tree and Vegetation Removal	To ensure that the removal, destruction or lopping of trees or the removal of vegetation does not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.	Minimal vegetation is proposed to be removed. Considerable new planting to screen rear development etc is proposed.
E13.6.13 Signage	To ensure that signage is appropriate to conserve the historic heritage significance of local heritage places and precincts.	NA
E13.6.14 Maintenance and Repair	To ensure that maintenance and repair of buildings is undertaken to be sympathetic to, and not detract from the historic cultural heritage significance of local heritage places and precincts.	Ongoing use of the place will assist undertaking maintenance repair.
PART F SPECIFIC AREA PLANS		
F2 - Heritage Precincts Specific Area Plan		
F2.5 Standards for Development		
		The design of the new building achieves all of the objectives set out by using a contemporary well designed form with refined detailing. Many of the controls are aimed at tight infill situations where this site is broad and the core issues are form siting, scale and overall materiality.
F2.5.1 Setbacks and siting	To ensure that: (a) the predominant front setback of the existing buildings in the streetscape is maintained; (b) the impact of garages and carports on the streetscape is minimised; and (c) the visual prominence of the Baptist Church building in Longford is maintained.	Achieved where relevant
F2.5.2 Orientation	To ensure that new buildings, extensions, alterations and additions respect the established predominant orientation within the streetscape.	Achieved.
F2.5.3 Scale	To ensure that all new buildings respect the established scale of buildings in the streetscape, adhere to a similar scale, are proportional to their lot size and allow an	Achieved



Control	Objective	Comment
	existing original main building form to dominate when viewed from public spaces.	
F2.5.4 Roof Forms	To ensure that the roof form and elements respect those of the existing main building and the streetscape.	Achieved
F2.5.5 Plan Form	To ensure that new buildings, alterations, additions and extensions respect the setting, original plan form <sup>7</sup> , shape and scale of the existing main building on the site or of adjoining heritage-listed buildings.	Achieved
F2.5.6 External Walls	To ensure that wall materials used are compatible with the streetscape.	Achieved
F2.5.7 Entrances and Doors	To ensure that the form and detail of the front entry is consistent with the streetscape.	Achieved
F2.5.8 Windows	To ensure that window form and details <sup>9</sup> are consistent with the streetscape.	Achieved
F2.5.9 Roof Covering	To ensure that roof materials are compatible with the streetscape.	Achieved
F2.5.10 Roof Plumbing	To ensure that roof plumbing and fittings are compatible with the streetscape.	Achieved
F2.5.11 Verandahs	To ensure that traditional forms of sun and weather protection are used, consistent with the streetscape <sup>10</sup> .	NA
F2.5.12 Architectural Details	To ensure that the architectural details are consistent with the historic period and style of the main building on the site, and the streetscape.	Not relevant. The design is for a contemporary building and does not attempt a pastiche heritage approach.
F2.5.13 Outbuildings	To ensure that outbuildings do not reduce the dominance of the original building or distract from its period character.	NA
F2.5.14 Conservatories	To ensure new conservatories respect traditional location, form and construction <sup>12</sup> .	NA
F2.5.15 Fences and Gates	To ensure that original fences <sup>13</sup> are retained and restored where possible and that the design and materials of any replacement	Achieved



Control	Objective	Comment
	complement the setting and the architectural style of the main building on the site.	
F2.5.16 Paint Colours	To ensure that new colour schemes maintain a sense of harmony with the street or area in which they are located.	Achieved
F2.5.17 Lighting	To ensure that modern domestic equipment and wiring do not intrude on the character of the streetscape	Achieved
F2.5.18 Maintenance and Repair	To ensure that maintenance and repair of buildings is undertaken to be sympathetic to, and not detract from the historic cultural heritage significance of heritage precincts.	Achieved
F2.6 Use Standards		
F2.6.1 Alternative Use of heritage buildings	To ensure that the use of heritage buildings provides for their conservation.	NA

### Tasmanian Historic Cultural Heritage Act 1995

The Historic Cultural Heritage Act 1995 requires consent and consideration of the impact of the proposal on its established heritage values. As an overall assessment the proposal has been developed and designed with careful regard to these values as reflected in the siting, scale, form, detail, materiality of setting of the new building and its relationship to the church.

This is a fine response to an important site that adds to the value of the site.

### Disability Discrimination and Other Human Rights Legislation Amendment Bill 2009

The Disability Discrimination and Other Human Rights Legislation Amendment Bill 2009 is Commonwealth legislation that requires people with a disability to be given equal opportunity to participate in and contribute to social, recreation and cultural activities. The new building addresses discrimination by providing facilities that comply (for the first time) and allowing the site to have a complying future.

## 6.0 Policy

### 6.1 Preamble

This section of the conservation management plan looks at the various elements, uses and associations of the buildings and site and sets out a range of policies for their future management. The conservation policy as a whole is based on recognition of issues raised in the analysis,



assessment and procedure sections of the report, particularly the significance of the place and its component parts.

The aim of developing policies is to provide a solid foundation for all future conservation recommendations including remedial work, prioritization of identified works and actions as well as protection of items and functional uses. Conservation policies are aimed at balancing the owner's requirements with the need for the retention and conservation of significant functional relationships and fabric and to facilitate appropriate interpretation and possibly adaptive re-use of the site, which ultimately ensures its viability and community value.

The conservation policy for the property has been prepared to provide advice on how to manage the site and conserve the identified cultural heritage values.

### Policy - General

The future of St Luke's Anglican Church is linked to developing ongoing viable use of the building and site that allow it to:

- Retain a viable ongoing church use
- Be identified within the local area as a place of high heritage value
- Be publicly accessible
- Be seen as a place within an historic setting
- Retain and conserve the remaining significant fabric and elements of the place

Policy – General:

- 6.2.1 Ensuring future use as a church is the most important element of retaining sound ongoing significance.
- 6.2.2 Appropriate funding to implement the vision and the supporting policies should be set aside to ensure that the place is conserved but more importantly is actively used.
- 6.2.3 Works that support the future church use of the site and which have no or minimal impacts on the setting and fabric are preferred.

### Policy - Fabric

An important aspect of managing heritage values is to conserve the significant fabric, that is the built and landscape elements that give the place significance.

Policy – Fabric:

- 6.2.4 Extant building fabric, both internally and externally, which survives from all significant periods of construction and which contributes to the overall significance of St Luke's Anglican Church and hall should be retained and conserved within future programs of conservation, interpretation, reinstatement, re-use, alterations or additions. Conservation priorities shall generally respond to the relative levels of graded significance identified in of this Conservation Management Plan.



- 6.2.5 Preservation and ongoing maintenance of original and significant fabric should be carried out using appropriate conservation methods and treatments with recording of any new work.
- 6.2.6 Removal of intrusive elements or fabric of little significance is permitted
- 6.2.7 Where new fittings, fixtures or architectural elements are to be introduced they should be designed/selected to be sympathetic with the visual qualities of the existing building fabric and to minimise the loss of existing significant fabric in the building.
- 6.2.8 Where works are required they should be designed to have minimal impacts on significance.

### Policy - Maintenance

St Luke's Anglican Church requires regular maintenance to ensure long-term conservation. This should follow an established program of works with clear responsibility for implementation and monitoring. Maintenance should not be confused with conservation and stabilisation works; maintenance specifically looks at the long-term regular work required to keep the buildings and grounds in good useable condition.

There is an ongoing need to implement a regular maintenance program on the building that attends to short, medium and longer term needs.

Policy - Maintenance:

- 6.2.9 Undertake ongoing maintenance of significant building fabric and grounds on a cyclical basis. A maintenance programme should provide for a regular inspection of the buildings and grounds with remedial action to be taken where required. No maintenance work or repairs should negatively impact on significant fabric.
- 6.2.10 The owner should ensure adequate, consistent and long term funding is made available for the implementation of ongoing program of maintenance for the building and grounds.

### Policy - Interpretation

Interpretation of significant places reveals long-term connections within our cultural identity. Interpretation of historic buildings and cultural landscapes reveals the storylines of a community, which will increase the public's understanding and appreciation of the significance of the place.

Interpretation could focus on a number of themes or aspects of the place that can be established.

Policy - Interpretation:

- 6.2.11 Interpretation should be prepared to accompany future works to add to the interpretation that already exists in the town.

### Policy - Adaptation

Churches undergo adaptation over their lives to facilitate changing tastes and views. This should be guided by significance.



### Policy - Adaptation:

- 6.2.12 Adaptation of the buildings may take place provided that significant fabric and spatial arrangements in and around the buildings, as identified in this CMP, are not adversely impacted.
- 6.2.13 Adaptation should take place to areas of none or low significance.
- 6.2.14 Advice on how to integrate new uses and services must be taken from an experienced heritage practitioner if works are proposed that may affect elements of high significance.
- 6.2.15 Changes to the site or grounds that involve excavation, changes to levels or other works beyond gardening will require consent.

### Guidelines

Future adaptation of existing buildings should:

- Retain significant forms and features
- Seek to remove intrusive features where feasible
- Ensure that changes are sympathetic to the character of the significant elements
- Provide facilities that are contemporary, well designed and fitted out and which support the life of the parish and the community who use the place

### Policy - Vistas, Views and Setting

Works should not change or adversely affect the established views and significant setting of the place. While works and change may take place it should be planned in response to the heritage analysis of the site.

Any future works or changes should seek to:

- Retain and enhance significant views to and from the site.
- Retain and manage significant views and vistas, utilising the skills and knowledge of specialists in landscaping and arboricultural practices.
- Consider impacts on views and vistas when redeveloping parts of the site, or adjacent sites or if considering new buildings.
- Incorporate plantings on the site in ways that enhance the visual (and historical) aspects of the site.

### Policy - Vistas, Views and Setting:

- 6.2.16 Views to the site are to be protected in future development. In particular, views of the building from the town and the main road should be retained



## Policy - New Works

### Policy - New Works:

6.2.17 Proposals for new work on the site should be informed by the analysis of heritage values, views and setting in this study.

### Guidelines

- The church should remain in its significant form.
- The significant interior of St Luke's Anglican Church should be retained and conserved and where significant elements that are lost should be recovered.
- New built form should be located principally to the north of the church.
- New structures are to be single storey to minimise visual bulk and scale.

There is no formula to set out how large or small any new structure may be, any proposal will need to respond to the various parameters and be designed to fit within the overall context of the place.

## Policy - Procedural Requirements

As the place is of heritage significance, there is a responsibility on the owner to ensure that works that take place are in accordance with the recommendations of this CMP and ongoing heritage advice.

Procedurally any works require consent. However as noted minor works and maintenance can be undertaken under exemptions from the local council. It is recommended that this be discussed with council in detail to set out the works that are exempt and those where a consent will be required. Council can also offer advice on issues through their heritage advisory service.

While consent for works is addressed under the Planning scheme requirements of Council generally, as the place is a heritage item there is an onus on obtaining consent for ANY works.

### Policy - Procedural Requirements:

6.2.18 Do not undertake works on site without appropriate Council and Heritage Council consents.

## Policy - Archival Records

Management of records associated with the conservation of the place forms an important component of an effective management strategy. These records record for posterity the scope of changes undertaken and the reasoning behind the change. The safe storage of these records in a publicly accessible archive is important.

Records relating to the history of St Luke's Anglican Church are held by the parish and by public archives and repositories. It is essential that all records held, particularly on site are consolidated, indexed and managed.



### Policy - Archival Records:

- 6.2.19 Archival records that relate to the St Luke's Anglican Church should be maintained preferably as a single collection or where this is not possible all related records should be referenced with the church archive.
- 6.2.20 Copy any original records and ensure that original material is stored securely and in appropriate environmental conditions.
- 6.2.21 A permanent archive should be established to house all research material, maintenance records, original building elements found. The archive should also store all future materials found or records produced, and generally be available for specialist consultants and interested groups to inspect.
- 6.2.22 Retain and manage an accurate archival record of works, maintenance, changes in use and interpretation in a central repository.
- 6.2.23 Records of any changes and the reasons for decisions are to be retained for future works.

### Policy - Conservation Management

The Burra Charter recommends that a conservation policy should be open to future review. The management body should regularly review these policies, in particular, if some unforeseen change of use is required, or if new information comes to light.

The engagement of suitably qualified consultants and trades people with knowledge of cultural landscapes and traditional building technology should be a prerequisite in future works at the place.

### Policy - Conservation Management:

- 6.2.24 Care of the building fabric and ongoing maintenance should be the responsibility of the owner and/or trustees.
- 6.2.25 All works to significant fabric are to be carried out by contractors and consultants trained in the conservation of historic buildings with suitable qualifications in their profession, trade or craft.
- 6.2.26 All works are to be carried out using traditional materials and techniques unless modern equivalents provide substantial conservation benefits or work is carried out on non-significant fabric.
- 6.2.27 The conservation policies should be reviewed within five years, but no later than 10 years, or at the time of future programmes of upgrading. The review should be based on guidelines and principles of J.S. Kerr's The Conservation Plan and Australia ICOMOS The Burra Charter

### Guidelines

- A copy of the final conservation management plan should be lodged with the local studies library maintained by Northern Midlands Council and with the Tasmanian Heritage Council.



#### Policy - Movable Heritage

Moveable Heritage associated with St Luke's Anglican Church and other local churches is located within the building. It has not been detailed in this study but ideally should be catalogued and recorded.

#### Policy - Movable Heritage:

- 6.2.28 Significant items of movable heritage associated with St Luke's Anglican Church should be moved to one (preferably local) repository and archivally recorded.
- 6.2.29 Items that have no significant association with St Luke's Anglican Church may be disposed of or used elsewhere.



*We acknowledge, with deep respect, the traditional owners of this land, the palawa people, as the original custodians of our land and waters, and their unique ability to care for country and deep spiritual connection to it.*

*We honour elders past, present and emerging whose knowledge and wisdom has and will ensure the continuation of cultures and traditional practices.*



MIDLANDS ANGLICAN PARISH CENTRE | LANDSCAPE MASTER PLAN

Prepared by Playstreet Pty Ltd for Midlands Anglican Church

REVISION	DATE	DESCRIPTION
Version 1	08.07.21	Draft Issue
Version 2	23.07.21	Church Presentation
Version 3	24.08.21	DA Issue

P/ST.

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68 Brisbane Street

Hobart TAS 7000

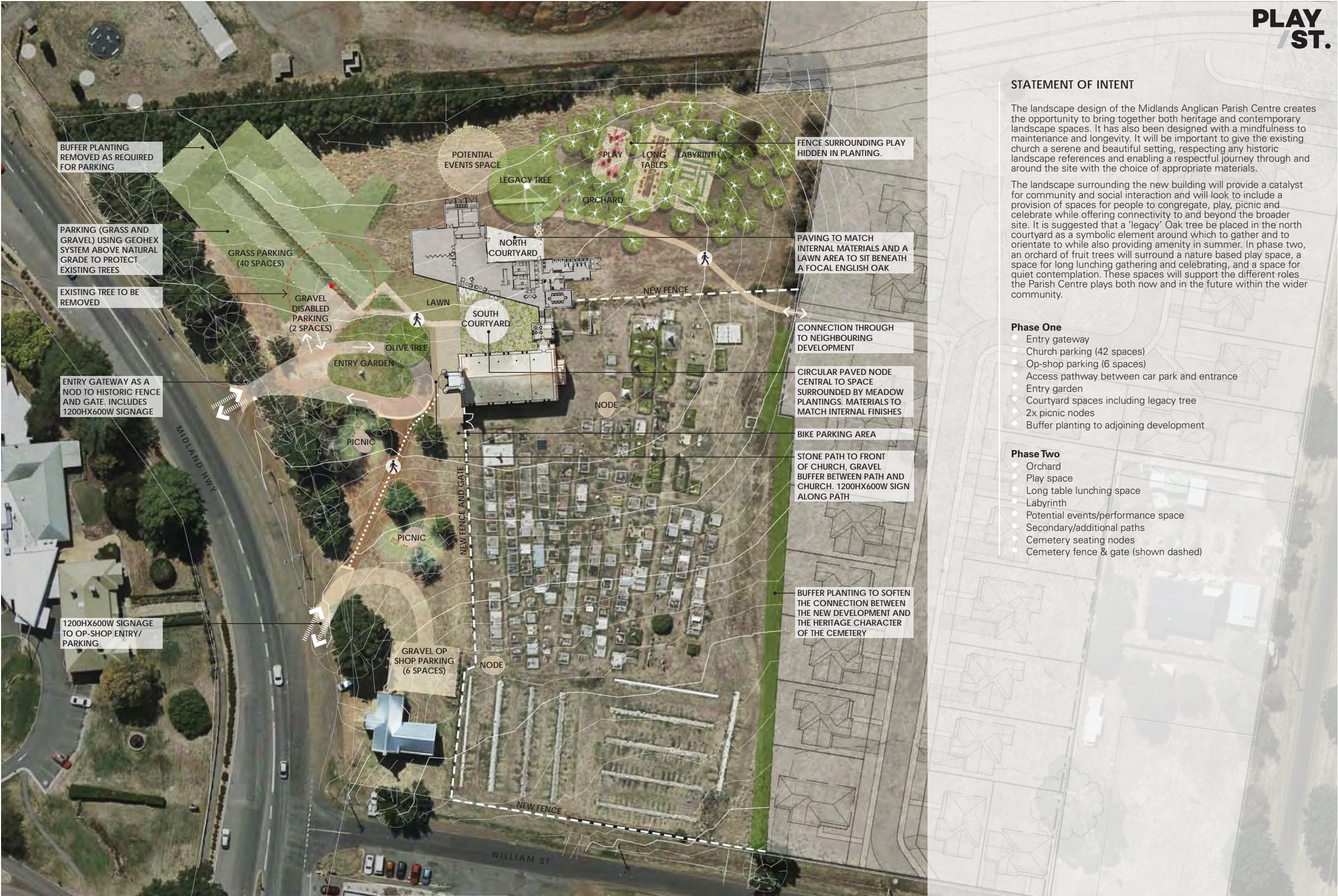
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MIDLANDS ANGLICAN PARISH CENTRE | LANDSCAPE MASTER PLAN

73 MIDLAND HWY,  
CAMPBELL TOWN, TAS

1:750 @ A3  
MASTER PLANNING

VERSION 3  
AUGUST 2021



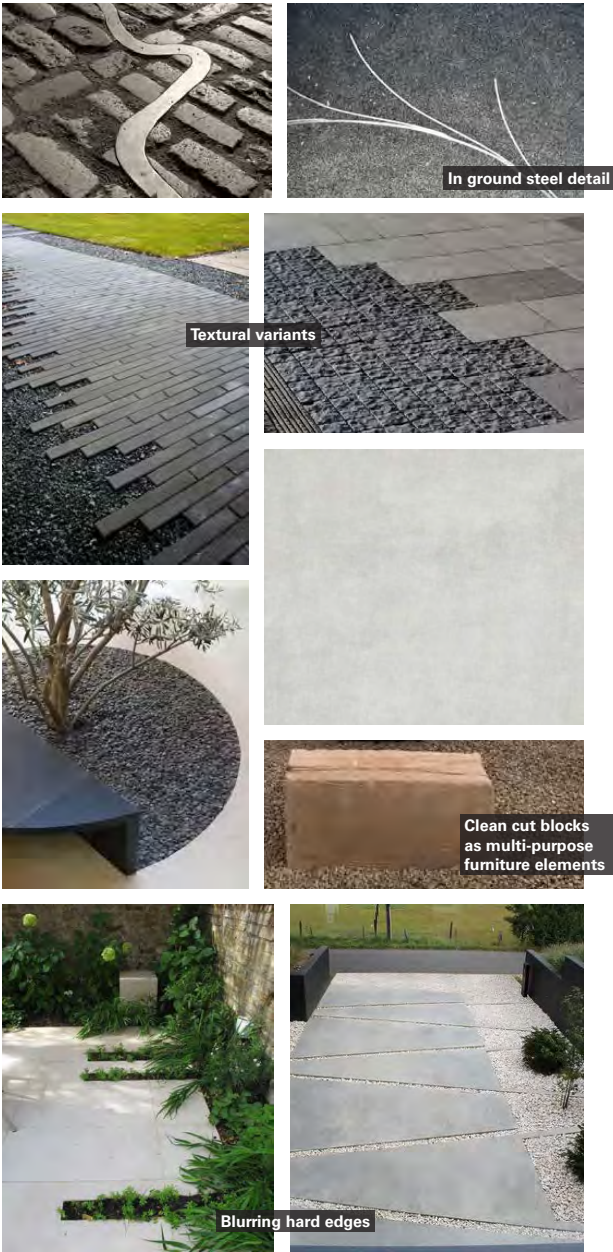
SOUTH COURTYARD

A serene space consciously pared back to allow the existing church space to be in response to the new building. A gravel surround to the church to match the plinth will soften the connection with soft, low maintenance meadow planting. Beautiful paving that continues internally with potential for steel inlay and in-ground lighting. Sandstone threshold to existing church.

Material palette

- Stone
- Paving
- Gravel

Precedent images



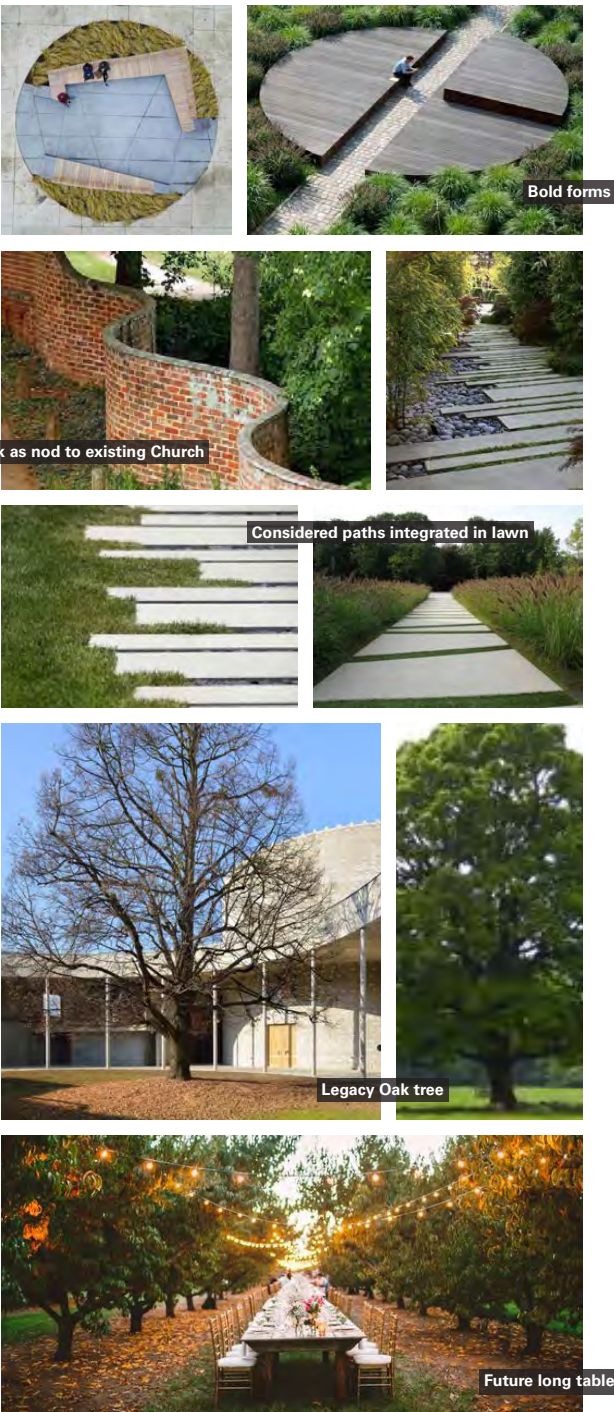
NORTH COURTYARD

A functional apron of paving extends through to the north. Vision lines lead through the new building to a beautiful legacy tree with seating under. Seating forms strong bold lines in landscape and has potential to start to inform future performance/events spaces and breakout spaces such as long table seating. Soft lawn with feature paving leading to tree.

Material palette

- Paving
- Lawn
- Red brick
- Timber furniture

Precedent images



PICNIC NODES

Simple gravel pad with selected furniture pieces and bins to allow for a pleasant lunch spot. Set in a meadow of wild flowers that can be easily mowed as required. Lawn space to allow for picnics and different sized groups.

Material palette

- Compacted gravel
- Timber furniture
- Wild flowers

Precedent images









ENTRY GARDEN

A simple and clean steel edge borders the historic ring road to the Church and sets up the sequence of entry to the site with open lines of visibility. A space that is more for viewing than for occupying is mass planted with a low ground cover that allows for occasional pedestrian access while beautifying the space ensuring year round interest with minimal maintenance. Potential to add entry signage and wayfinding.

Materials palette

- Steel edge 
- Ground cover 
- Gravel mulch 
- Existing memorial and lighting - potential new signage

Precedent images



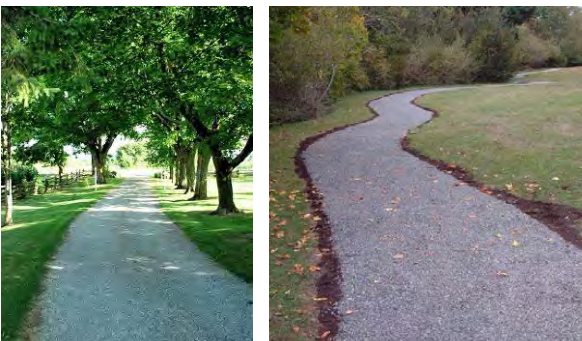
PATHS & FRONT ENTRANCE

Compacted gravel access paths with future potential to edge with pockets of low maintenance garden. Replace concrete entrance with significant stone slab as threshold to church and continue stone paving to front of church. Reinstate existing boot kickers.

Materials palette

- Compacted gravel 
- Stone 
- Existing trees 

Precedent images



ENTRY GATEWAY

As a nod to the heritage of the site, an entrance gateway is reinstated to invoke the historic picket fence and front gate that once ran the full length of the road boundary. An importance heritage gesture that also allows a defined entrance to the site and sets up the entrance sequence. Potential to include entry signage.

Materials palette

- Painted masonry
- Painted timber

Precedent images



PARKING

Low impact gravel/grass parking adds amenity to the site and allows the centre to cater for larger events. the majority of the car park will be grass utilising the Geohex system to protect nearby tree roots and minimise visual impact.

Materials palette

- Compacted gravel 
- Lawn 

Precedent images



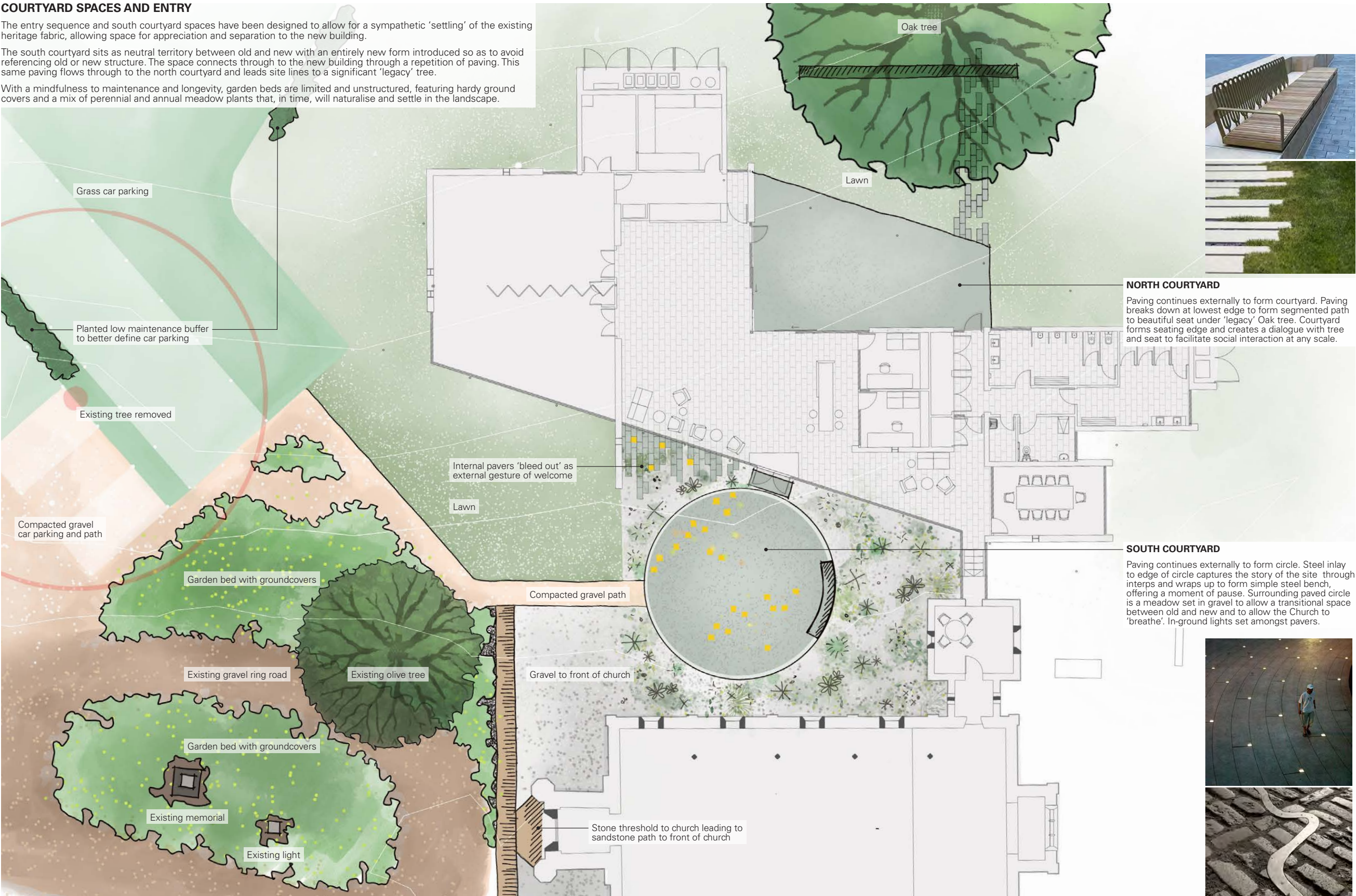


COURTYARD SPACES AND ENTRY

The entry sequence and south courtyard spaces have been designed to allow for a sympathetic 'settling' of the existing heritage fabric, allowing space for appreciation and separation to the new building.

The south courtyard sits as neutral territory between old and new with an entirely new form introduced so as to avoid referencing old or new structure. The space connects through to the new building through a repetition of paving. This same paving flows through to the north courtyard and leads site lines to a significant 'legacy' tree.

With a mindfulness to maintenance and longevity, garden beds are limited and unstructured, featuring hardy ground covers and a mix of perennial and annual meadow plants that, in time, will naturalise and settle in the landscape.





PICNIC NODES


Individual nodes placed strategically around the site with a gravel pad, white timber and steel setting to allow for picnics and activities. Easily replicated to allow future growth of the site. A protected lawn area off to the side allows the picnic node to grow as needed and created flexibility for multiple groups. Timber stumps or steel boxes are places within the node to offer a place to rest a cuppa or to perch on. Bin placed at entrance to avoid smell. Set within a beautiful, easy maintenance meadow that can be mown as required.







TREES

Botanic Name	Common Name	Size (HxW)
 <i>Cercis canadensis</i>	Forest Pansy	8m x 6m
<i>Querus robur</i>	English Oak	11m x 11m





SHRUBS

Botanic Name	Common Name	Size (HxW)
 <i>Artemesia 'Powis Castle'</i>	Wormwood	0.8m x 1m
<i>Correa alba</i>	White Coastal Correa	1.5m x 1.5m
 <i>Cotinus coggygia 'Grace'</i>	Smokebush	2m x 2m
<i>Grevillea diminuta</i>	Grevillea	0.8m x 1m
 <i>Helichrysum petiolare</i>	Liquorice Plant	1m x 1m
<i>Lavandula 'Hidcote'</i>	English Lavender	0.6m x 0.6m
 <i>Raphiolepis indica 'Oriental Pearl'</i>	Indian Hawthorn	0.8m x 1m
<i>Westringia fruticosa</i>	Coastal Rosemary	1m x 1m

GRASSES, STRAPPIES & GROWDCOVERS


Botanic Name	Common Name	Size (HxW)
 <i>Calamagrostis 'Karl Foerster'</i>	Feather Grass	1.8m x 0.5m
<i>Dianella revoluta</i>	Flax Lily	0.8m x 1m
 <i>Dichelachne crinita</i>	Longhair Plume Grass	1m x 0.5m
<i>Dichondra repens</i>	Kidney Weed	prostrate
 <i>Diplarrena moraea</i>	White Flag Iris	0.8m x 0.5m
<i>Festuca glauca</i>	Blue Fescue	0.5m x 0.5m
 <i>Ficinia nodosa</i>	Knotted Clubrush	0.8m x 1m
<i>Liriope muscari</i>	Lily Turf	0.6m x 0.5m
 <i>Lomandra longifolia</i>	Lomandra	0.5m x 0.5m
<i>Myoporum parvifolium</i>	Creeping Boobialla	prostrate
 <i>Ophiopogon japonicus</i>	Mondo Grass	0.3m x 0.6m
<i>Themeda triandra</i>	Kangaroo Grass	1.5m x 0.5m
 <i>Viola hederacea</i>	Native Violet	prostrate

MEADOW PLANTING (SEED MIX)

Botanic Name	Common Name	Size (H)
 <i>Carex appressa</i>	Tall Sedge	1.2m
<i>Cosmos bipinnatus</i>	Cosmos	1.5m
 <i>Daucus carota</i>	Queen Anne's Lace	1m
<i>Dianthus deltoides</i>	Maiden Pink	0.2m
 <i>Echinacea purpurea</i>	Purple Coneflower	0.8m
<i>Echinops bannaticus</i>	Blue Glow	1m
 <i>Ficinia nodosa</i>	Knotted Clubrush	0.8m
<i>Helianthus sp.</i>	Sunflower	0.8m
 <i>Limonium sinuatum</i>	Statice	0.7m
<i>Rhodanthe chlorocephala</i>	Paper Daisy	0.4m
 <i>Themeda triandra</i>	Kangaroo Grass	1.5m
<i>Verbena bonariensis</i>	Purpletop Vervain	1.8m
 <i>Zinnia elegans</i>	Zinnia	0.8m





	<b>Howarth Fisher and Associates</b>		
	ACN 119 043 051	Structural, Civil and Traffic Engineering	
	<u>Structural and Civil Engineering</u>	<u>Traffic Engineering</u>	
	Project Design and Management Forensic Engineering and Structural Inspections Research and Development Facilitators	Traffic Management Studies and Traffic Impact Assessment Expert Witness Representation Road Safety Audits	

### Midland Anglican Parish Centre, Campbell Town

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Traffic Engineering Consultancy  
Traffic Impact Assessment Report



#### **FINAL REPORT**

Prepared for  
**1+ 2 Architecture Pty Ltd obo Midlands Anglican**

**Date**  
August 2021

Prepared by  
**Joanne Fisher**

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Appendix A Development Plans  
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	Name	Signature	Date
Authorised by:	Joanne Fisher		22nd August 2021





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## 1. Introduction

### 1.1 Client Details

This document has been prepared for the following:

Client Name: 1 + 2 Architects Pty Ltd

Address: 27 Melville Street

Hobart, Tasmania

7001

Client Contact: Mike Verdouw and Fiona Oates

### 1.2 Project Details

The report is undertaken for the Midlands Anglican Parish Centre, High Street, Campbell Town.

A copy of the proposed development plans can be found at **Appendix A**.

### 1.3 Northern Midlands Council Traffic Impact Assessment (TIA)

#### Requirements

Given this TIA addresses both the acceptable solution and the performance criteria, it will be necessary for the Department of State Growth (as the highway authority for a category 1 road) to also assess this proposed development and its implications.





## 2. Scope of Consultancy

The scope of consultancy involves the following:

- Obtain background information and plans.
- Attend project initiation meeting.
- Liaise with Council as appropriate.
- Undertake site visit.
- Obtain information in relation to truck parking demand and supply.
- Assess requirements in relation to parking as per the North Midlands Interim Planning scheme.
- Address performance criteria relating to parking (including on street parking survey to demonstrate compliance with the performance criteria).
- Assess accessible and bicycle/motorcycle parking requirements.
- Assess access requirements based on the provisions of the Australian Standards.
- Assess servicing requirements (run Autotrack).
- Assess trip generation rates and determine peak times and impacts on the surrounding road network.
- Assess sight distances from the accesses and ensure compliance with the Northern Midlands Planning Scheme.
- Assess access to the site via sustainable transport modes.
- Provide traffic engineering consultancy services for the masterplan/development application for the Midlands Anglican Church Parish Centre Project.
- Document findings in a report.





### 3. Location of the Development

Figure 1 shows the location of the proposed development in the context of the surrounding street network.



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Figure 1: Location (source: LISTmap) - 71-73 High Street Campbell Town – Approximate title boundary

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## 4. Existing Situation

### 4.1 Site Details

St Luke's Anglican Church is located on the High Street in Campbell Town. High Street forms part of the Midland Highway and is a category 1 road which is one of the primary freight and passenger roads connecting Tasmania. As outlined in the State's Road Hierarchy document:

*Category 1 roads are Tasmania's major highways and are crucial to the effective 'functioning of industry, commerce and the community in Tasmania. They carry large numbers of heavy freight and passenger vehicles and are the key links supporting future economic development in Tasmania.'*

*Category 1 roads facilitate:*

- *Interregional freight movement*
- *Interregional passenger movement*
- *Business interaction.*

*The category 1 roads connect the largest population centres, major sea ports and key industrial locations<sup>1</sup>.*

The existing vehicular accesses to the Church are via the High Street. Currently there are two accesses located into and out of the Church site from the frontage road. There is an op shop located on the title which has informal parking arrangement directly accessed from the High Street.

### 4.2 Road Width

The Midland Highway was measured to be 12.2 metres wide in the vicinity of the site. William Street was measured to be 12.5 metres in the vicinity of the site.

### 4.3 Traffic Volumes

Geocounts data on the Department of State Growth website showed that, based on 2017 data, annual average daily traffic volumes were in the order of 6,751 vehicles per day on the High Street in the vicinity of the Church, of which 16.3% of vehicles were classified as heavy vehicles.

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<sup>1</sup> State Road Hierarchy – Department of State Growth





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## 4.4 Posted Speed Limits

The speed limit along the High Street, Campbell Town to the north of the site is 60km/hr. The speed limit reduced to 50km/hr in the immediate vicinity of the Church.

A photograph of the 50km/hr speed restriction is shown in the photograph below.



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Photograph 1: Showing the posted speed limit in the immediate vicinity of the Church and proposed development

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## 4.5 Accident History

In line with standard traffic engineering practice the accident history for the past five years has been obtained from the Department of State Growth.

There has been just one reported accident on the Midland Highway in the immediate vicinity of the Church, defined as a vehicle hitting “other on path” accident. This was a property damage only accident.

## 4.6 Proposed Development

The proposed development plans are located at Appendix A of this report and comprises:

- a function hall (multipurpose of 116m<sup>2</sup>)
- foyer, reception and informal meeting area, plus;
- ancillary uses, notably kitchen, servery
- 2 x offices (11 m<sup>2</sup> each)
- Meeting room (17m<sup>2</sup>)





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- Toilets
- Cleaning room





## 5. Assessment of Trip Generation

### 5.1 Existing Trip Rates

St Luke's Anglican Church is located on title 125276/1 (as shown on the LISTmap) at 71-73 High Street Campbell Town.

There is also an op-shop located at the southern end of the site.

A survey of maximum trips during the peak period, notably Sunday, was undertaken at the site. It was advised by the Anglican Church that there are typically a maximum of approximately eight vehicles parked on the site, on a Sunday, for the weekly Church service.

The peak parking demand occurs infrequently at the site and is typically associated with funerals, as indicated in the photograph 2. Vehicles park in an ad hoc manner over the Church grounds.



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Photograph 2: Showing the parking demand during a funeral. Source: 1 + 2 Architects.

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A further survey was undertaken at the op Shop. Howarth Fisher and Associates undertook a survey, whilst out on site on 15<sup>th</sup> July 2021, between 11am – 1pm. There was a peak parking demand of 8 vehicles observed on the site associated with the op shop. The op shop is open Tuesday – Friday between 10am – 4pm. Typically there are 3 staff cars plus visitors (typically ~3) at any one time.

Whilst there are occasions, notably weddings and funerals when there is a greater parking demand, it is not typical to make provision to the absolute peak parking demand. For the most part, this parking would be underutilised.





## 5.2 Proposed Trip Generation

In line with the requirements of the Northern Midlands Planning Scheme, 2013:

Table 3: Additional Trip Generation Associated with New Multipurpose Hall

### E4.6 Use Standards

#### E4.6.1 Use and road or rail infrastructure

<b>Objective</b> 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
<b>A1</b> Sensitive use on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway must not result in an increase to the annual average daily traffic (AADT) movements to or from the site by more than 10%.	<b>P1</b> Sensitive use on or within 50m of a category 1 or 2 road, in an area subject to a speed limit of more than 60km/h, a railway or future road or railway must demonstrate that the safe and efficient operation of the infrastructure will not be detrimentally affected.
<b>A2</b> 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	<b>P2</b> 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.

Land Use	Trip Generation Rates	Total
	100 people capacity within the hall	
<i>Multi purpose hall</i> <i>110m<sup>2</sup></i>	Based on typical car occupancy rates of 2.2 per vehicle Typically, 45 cars	45 new trips.

The development will generate an estimated 45 additional trips. These will typically occur outside the peak hour, given the hall will most likely be used for community functions and community groups which would meet during the interpeak period or during the evenings. There will be no new accesses proposed as part of this proposal.

However, there will be a rationalization of access use at the site, with the following circulation paths.





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Plan 1: Proposed Circulation Routes.





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## 6. Assessment of Parking

### 6.1 Existing Situation

There are currently no dedicated car parking spaces at the St Luke's Anglican Church and an informal gravelled right angled parking bays at the Opportunity Shop located at High Street, Campbell Town. Currently people park over the grounds in an ad hoc manner.




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Photographs 3 and 4: Existing informal Parking Areas at the Church and Opportunity Shop.

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### 6.2 Northern Midlands Interim Planning Scheme, 2015

#### 6.2.1 Car Parking and Sustainable Transport Code

The purpose of this provision is to:

- a) *Ensure that an appropriate level of car parking facilities are provided to service new land use and development having regard to the operations on the land and the nature of the locality and*

It is anticipated that the typical peak parking demand will occur when the hall is being used. It is proposed that the hall will be used on a regular basis through the week for community meetings and events.

The 6 spaces proposed for the opportunity shop are located to the rear of the shop as shown on the plans located at Appendix A. It is recommended that these bays are used by visitors and the area in





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front of the shop removed for this purpose. This would prevent the reversing of vehicles onto the highway.

- b) Ensure that cycling, walking and public transport are encouraged as a means of transport in urban areas.*

The Council have proposed a new on street bicycle lane as part of a new proposed landscaping/traffic management plan for the High Street. This will further improve the future access to the site for cyclists. Furthermore, bicycle parking will be provided as part of the new multi-purpose hall facility, as indicated on the plans at Appendix B.

There are dedicated pedestrian linkages from the car park to the church. There is also a pedestrian footpath on the opposite side of the High Street that can be used by people accessing the site. The Church and multipurpose hall are located close to a large residential catchment, therefore many visitors to the site may choose to walk, (depending on the demographic and any mobility issues of the attendees).

Whilst public transport services are limited, there are regular daily coach services to Campbell Town which may be used by visitors attending major events or functions.

There are also taxi/uber services serving the Campbell Town area that could be used for local short distance trips.

All these options reduce the requirement for parking and reduce car-based trip generation rates to the site.

- c) Ensure access for cars and cyclist and delivery of people and goods is safe and adequate.*

Autotrack has been used to demonstrate the access to the site by B99<sup>2</sup> light vehicle into the car park, a small rigid truck (6.4m) to service the Op Shop and an 8.8 metre medium rigid truck to service the multi-purpose hall. A copy of these Autotrack paths can be found at Appendix B.

- d) Ensure that parking does not adversely impact on the amenity of a locality and achieves high standards of urban design.*

The parking provision has been sited in collaboration with the architect, landscape architect and heritage architect, and has sought to be situated to minimise any visual intrusion on the approach and in the vicinity of the site. The vehicles are located away from the line of significant trees to minimise impact.

- e) Ensure that the design of car and bicycle parking space and access meet appropriate design standards; and*

The car parking bays are set out to exceed the requirement of the Australian Standard (the bays are 2.6m wide as opposed to 2.5metres). The accessible bays are in line with the Australian standard and provide an empty shared space 2.4metre in width to facilitate people accessing and egressing their vehicles.

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<sup>2</sup> Vehicle template as recommended in AS/NZS2890.1: Off street parking 2004





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f) Provide for the implementation of parking precincts plans.

Consideration has been given to the draft traffic management and landscaping plans. It is proposed that staff parking associated with the Op Shop will be located in the angle parking proposed on William Street.

Table 4: Parking Requirements based on the Northern Midlands Council Planning Scheme 2015

Land Use	Parking Rates	Bicycle parking rates
<i>Multi purpose function room</i> 110m <sup>2</sup> Maximum capacity 100 people (Remaining ancillary uses within the hall except office)	Based on the acceptable solution for this use Church and Function Hall 1 space per 20m <sup>2</sup> of public area or 1 space per 4 seats whichever is greater Capacity 100 seats <b>25 spaces</b>	1 space per 50m <sup>2</sup> net floor area or 1 space per 40 seats whichever is greater. <b>2.5 (3 bicycle racks)</b>
Office 22m <sup>2</sup>	1 space per employee + 1 space per 50m <sup>2</sup> net floor area 2 staff (1 full time and 1 part time – 1 part time receptionist) 2 Full Time Equivalents <b>2 spaces</b>	1 space + 1 space per 500m <sup>2</sup> net floor area = 22m <sup>2</sup> <b>1 bike rack</b>
Church Seat Typical congregation = 8 Maximum Capacity at any time 100 seats	Maximum capacity 100 seats 1 space per 4 seats <b>25 spaces</b>	Church <b>(1 bike rack)</b> No requirement based on survey information provided by staff
Op shop (Floor area) Approximately 90m <sup>2</sup>	Retail and hire 1 space per 30m <sup>2</sup> of net floor area <b>3 spaces</b>	1 space per 100m <sup>2</sup> Net floor area = 90m <sup>2</sup> <b>1 bike rack</b>





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<b>TOTAL</b>	<b>50 (Church and Hall) + op shop 3 + office spaces (2 spaces )</b>	<b>6 bike racks (5 if no bicycle parking provided for Church</b>
	<b>TOTAL 55 parking spaces</b>	

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## 6.3 Proposed Parking Provision

It is proposed to provide 42 parking spaces on the site as indicated at Appendix A.

In line with the provision of table E6.6.1 Car Parking Numbers

### **Acceptable Solutions**

*The number of car parking spaces must not be less than the requirements of*

- a) Table E6.1 or
- b) A precinct plan contained in Table E6.6 Precinct Plans (except for dwellings in the General Residential Zone).

### **Performance Criteria**

*The number of car parking spaces provided must have regard to:*

- a) *The provisions of any relevant location specific car parking plan and*

There is no specific parking precinct plan associated with the Northern Midlands Planning Scheme. The Council has prepared a draft landscaping plan along the High Street road frontage which incorporates amongst other things truck parking and bicycle lane, as well as proposed angled parking on William Street.

- b) *The availability of public car parking spaces within reasonable walking distance of the site;*

There are a number of on street spaces in the vicinity of the site which can be utilised by the Church. An onsite survey showed there to be a significant number of on street spaces within 400 metres walking distance of the site. There is on street parallel parking available along the High Street, on the opposite side of the road, as well as the on-street parking availability on William Street as indicated in the photographs overleaf.





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Photograph 5: Showing the availability of on street parking on the High Street.

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- c) Any reduction in demand due to sharing of spaces by multiple uses either because of variations in peak demand or by efficiencies gained by consolidation;*

The Op Shop is open Tuesday to Friday, 10am – 4pm, and therefore, the proposed spaces associated with this use can be reasonably used by people visiting the function centre in the evening and for large funerals. Similarly, people visiting the Op Shop have the option of parking in the Church and function hall's car parking facility if necessary.

- d) The availability and frequency of public transport within reasonable walking distance of the site;*

There are a number of coach services (3 services daily providing links to Campbell Town from Monday to Friday, 2 services on Saturday, 3 on Sunday. These services provide a link to Hobart, Glenorchy, Bridgewater, Kempton, Melton Mowbray, Oatlands, Tunbridge, Ross, Conara Junction, Perth, Launceston (all stopping in Campbell Town).

There are several taxi services which also provide a service in Campbell Town to and from the Church and multipurpose hall as required.





- e) Site constraints such as existing buildings, slope, drainage, vegetation, and landscaping;*

This is a heritage site with a number of significant trees which need to be retained and protected as part of the unique landscape and impact on the street frontage.

- f) The availability, accessibility, and safety of on road parking , having regard to the nature of the roads, traffic management and other uses in the vicinity;*

There is some on street parking available in William Street and on the Midland Highway in the vicinity of the site. Some of the parking is angled parking located on William Street, a low volume road, which is more conducive to vehicles manoeuvring.

- g) An empirical assessment of the car parking demand;*

Howarth Fisher and Associates undertook a parking survey of the site, between 11am – 2pm on Thursday 15<sup>th</sup> July, 2021. There were no cars during the weekday survey period parked in the vicinity of the Church, given there were no services.

There was a peak parking demand of eight vehicles associated with the Op Shop.

Photograph 2, provided by 1 + 2 Architects, shows there to be a significant demand associated with funerals at the Church. However, typically the demand for parking is 8 spaces during Church services.

- h) The effect of streetscape, amenity and vehicle, pedestrian and cycle safety and convenience;*

The proposed parking supply will be sufficient for the typical demand associated with the church and function centre, (based on 2.2 people per vehicle average occupancy rates).

- i) The recommendations of a traffic impact assessment prepared for the proposal;*

This report constitutes a traffic impact assessment report, written to assess, amongst other things, the calculation and adequacy of the proposed parking supply.

- j) Any heritage values of the site;*

The site is subject to a heritage overlay and a heritage consultant forms part of the project team.

- k) For residential buildings and multiple dwellings, whether parking is adequate to meet the needs of the residents having regard to:*

- i) The size of the dwelling of the dwelling and the number of bedrooms and*
- ii) The pattern of parking in the locality and*
- iii) Any existing structure on the land.*

Not applicable.





The proposed layout of the parking can be found in **Appendix A** of this report.

#### **6.4 Dimensions and Manoeuvring**

In line with the requirement of the Northern Midlands Council Planning Scheme, 2015 the parking bay dimensions are 2.6 metres x 5.4 metres with a minimum 5.8 metre aisle.

#### **6.5 Circulation and Search Pattern**

It is proposed that the first section of the northern access into the site from the High Street operates in a two-way direction. There are two proposed gate posts to define the main access. The access to and from the car park will be a two-way linkage from the northern access.

The one-way gravel driveway turning circle will operate in a clockwise direction and can be used for picking up and dropping off purposes only. A drop off facility at the door to the Church is utilised for weddings and funerals as well as for drop off / pick up purposes by taxis and light vehicles.

There will be no proposed link provided between the northern and southern access. The southern driveway which will be utilised exclusively by vehicles going into and out of the Op Shop car park, as indicated on the plan at Appendix A of this report.

A pedestrian linkage will be provided from the car park to the Church and Midlands Anglican Parish Centre.

#### **6.6 Impact of the Development on On-Street Parking**

Given the proposed provision of car park and overflow car park proposed at the site there will be minimal impact on the on-street parking arrangement.

#### **6.7 Bicycle Parking Requirement**

The bicycle parking requirement for the site has been calculated in line with the provisions of the Northern Midlands Planning Scheme, 2015. There is a requirement for 5 bicycle parking spaces to be provided as part of the Midlands Anglican Parish Centre.





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Table 5: Bicycle parking number requirements.

## E6.6.2 Bicycle Parking Numbers

<b>Objective</b> To encourage cycling as a mode of transport within areas subject to urban speed zones by ensuring safe, secure and convenient parking for bicycles.	
Acceptable Solutions	Performance Criteria
<b>A1.1</b> Permanently accessible bicycle parking or storage spaces must be provided either on the site or within 50m of the site in accordance with the requirements of Table E6.1; or  <b>A1.2</b> The number of spaces must be in accordance with a parking precinct plan contained in Table E6.6: Precinct Parking Plans.	<b>P1</b> Permanently accessible bicycle parking or storage spaces must be provided having regard to the: <ul style="list-style-type: none"> <li>a) likely number and type of users of the site and their opportunities and likely preference for bicycle travel; and</li> <li>b) location of the site and the distance a cyclist would need to travel to reach the site; and</li> <li>c) availability and accessibility of existing and planned parking facilities for bicycles in the vicinity.</li> </ul>

Based on information by the Anglican staff there will be no requirement for bicycle parking associated with currently usage of the Church. There will be a requirement for bicycle parking associated with the multipurpose hall (5 bicycle parking spaces).





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## 6.8 Taxi Parking

Taxi drop off/pickup requirements are shown in the table below. One bay has been provided at the front door to the church within the turning circle

### E6.6.3 Taxi Drop-off and Pickup

<b>Objective</b> To ensure that taxis can adequately access developments.	
Acceptable Solutions	Performance Criteria
<b>A1</b> One dedicated taxi drop-off and pickup space must be provided for every 50 car spaces required by Table E6.1 or part thereof (except for dwellings in the General Residential Zone).	<b>P1</b> No performance criteria.

Accessible parking requirements are outlined below and two bays have been provided based on current demand.

### E6.7.4 Parking for Persons with a Disability

<b>Objective</b> To ensure adequate parking for persons with a disability.	
Acceptable Solutions	Performance Criteria
<b>A1</b> All spaces designated for use by persons with a disability must be located closest to the main entry point to the building.	<b>P1</b> The location and design of parking spaces considers the needs of disabled persons, having regard to: <ul style="list-style-type: none"> <li>(a) the topography of the site;</li> <li>(b) the location and type of relevant facilities on the site or in the vicinity;</li> <li>(c) the suitability of access pathways from parking spaces, and</li> <li>(d) applicable Australian Standards.</li> </ul>
<b>A2</b> Accessible car parking spaces for use by persons with disabilities must be designed and constructed in accordance with AS/NZ2890.6 – 2009 Parking facilities – Off-street parking for people with disabilities.	<b>P2.</b> No performance criteria.





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## 6.10 Motorcycle Parking Provision

Table 8: Motorcycle parking requirements

### E6.6.4 Motorbike Parking Provisions

Objective	
To ensure that motorbikes are adequately provided for in parking considerations.	
Acceptable Solutions	Performance Criteria
A1 One motorbike parking space must be provided for each 20 car spaces required by Table E6.1 or part thereof.	P1 No performance criteria.

Two motorcycle parking bays are required on the site and have been shown on the parking set out.





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## 6.11 Construction Requirements

Table 9: Car parking construction requirements

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

<b>Objective</b> To ensure that car parking spaces and access strips are constructed to an appropriate standard.	
Acceptable Solutions	Performance Criteria
<b>A1</b> All car parking, access strips manoeuvring and circulation spaces must be: <ul style="list-style-type: none"> <li>a) formed to an adequate level and drained; and</li> <li>b) except for a single dwelling, provided with an impervious all weather seal; and</li> <li>c) except for a single dwelling, line marked or provided with other clear physical means to delineate car spaces.</li> </ul>	<b>P1</b> All car parking, access strips manoeuvring and circulation spaces must be readily identifiable and constructed to ensure that they are useable in all weather conditions.

In line with the performance criteria, it is proposed to use a compacted crushed gravel, water permeable surface for paths and accessible bays. Given the landscaping considerations of the site, geo web has been proposed for the remainder of the car park and service bay. Both of these treatments are in line with water sensitive urban design principles and will minimise the impact of the surface on the significant trees whilst providing a trafficable surface for vehicles in all weathers.

Car parking design requirements are based on the requirements of AS2890.1 and are in line with acceptable solution outlined in the table overleaf.





## E6.7.2 Design and Layout of Car Parking

<p><b>Objective</b></p> <p>To ensure that car parking and manoeuvring space are designed and laid out to an appropriate standard.</p>	
Acceptable Solutions	Performance Criteria
<p>A1.1 Where providing for 4 or more spaces, parking areas (other than for parking located in garages and carports for dwellings in the General Residential Zone) must be located behind the building line; and</p> <p>A1.2 Within the General residential zone, provision for turning must not be located within the front setback for residential buildings or multiple dwellings.</p>	<p>P1 The location of car parking and manoeuvring spaces must not be detrimental to the streetscape or the amenity of the surrounding areas, having regard to:</p> <ul style="list-style-type: none"> <li>a) the layout of the site and the location of existing buildings; and</li> <li>b) views into the site from the road and adjoining public spaces; and</li> <li>c) the ability to access the site and the rear of buildings; and</li> <li>d) the layout of car parking in the vicinity; and</li> <li>e) the level of landscaping proposed for the car parking.</li> </ul>
<p>A2.1 Car parking and manoeuvring space must:</p> <ul style="list-style-type: none"> <li>a) have a gradient of 10% or less; and</li> <li>b) where providing for more than 4 cars, provide for vehicles to enter and exit the site in a forward direction; and</li> <li>c) have a width of vehicular access no less than prescribed in Table E6.2 and Table E6.3, and</li> </ul> <p>A2.2 The layout of car spaces and access ways must be designed in accordance with <i>Australian Standards AS 2890.1 - 2004 Parking Facilities, Part 1: Off Road Car Parking</i>.</p>	<p>P2 Car parking and manoeuvring space must:</p> <ul style="list-style-type: none"> <li>a) be convenient, safe and efficient to use having regard to matters such as slope, dimensions, layout and the expected number and type of vehicles; and</li> <li>b) provide adequate space to turn within the site unless reversing from the site would not adversely affect the safety and convenience of users and passing traffic.</li> </ul>





## 7. Assessment of Access

### 7.1 Existing Situation Access Width

There are currently two accesses at the site.

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The northern access was measured to be 5 metres wide widening out at the road frontage to approximately 8 metres at the frontage. The southern access was measured to be 5.5 metres wide flaring at the intersection with the frontage road.

### 7.2 Proposed Access Provision

The northern access will serve the parking area associated with the Church and Midlands Anglican Parish Centre, whilst the southern access will serve as the sole access and egress for the op shop.

The provision of an off-street parking facility will remove the existing requirement for vehicles to park in front of the op shop and reverse out onto the High Street as currently occurs.



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Photograph 7: Showing the parking provision associated with the Op Shop.

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The access provision will therefore be rationalised, as part of this redevelopment proposal.





## 7.3 Planning Scheme Requirements Access

As outlined in the Northern Midlands Council Planning Scheme, 2015, the accesses must comply with the following:

Table 11: Access requirements

<b>Objective</b> 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
<b>A1</b> 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.	<b>P1</b> 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.
<b>A2</b> For roads with a speed limit of more than 60km/h the development must not include a new access or junction.	<b>P2</b> For limited access roads and roads with a speed limit of more than 60km/h: <ul style="list-style-type: none"> <li>a) access to a category 1 road or limited access road must only be via an existing access or junction or the development must provide a significant social and economic benefit to the State or region; and</li> <li>b) any increase in use of an existing access or junction or development of a new access or junction to a limited access road or a category 1, 2 or 3 road must be dependent on the site for its unique resources, characteristics or locational attributes and an alternate site or access</li> </ul>

## 7.4 Planning Scheme Performance Criteria

There are currently two accesses (each separately providing access and egress into the site). In line with the acceptable solution, there is one proposed access/egress for the Church and Midlands Anglican Parish Centre and one access/egress associated with the Op Shop.





## 7.5 Australian Standard Requirement

### 7.5.1 Classification of Off-Street Car Parking Facility

In line with Australian Standard AS2890.1 Off-street car parking facilities the class of the proposed parking facility is determined from the table 1.1 below:

9

AS/NZS 2890.1:2004

TABLE 1.1  
CLASSIFICATION OF OFF-STREET CAR PARKING FACILITIES

User class	Required door opening	Required aisle width	Examples of uses (Note 1)
1	Front door, first stop	Minimum for single manoeuvre entry and exit	Employee and commuter parking (generally, all-day parking)
1A	Front door, first stop	Three-point turn entry and exit into 90° parking spaces only, otherwise as for User Class 1	Residential, domestic and employee parking
2	Full opening, all doors	Minimum for single manoeuvre entry and exit	Long-term city and town centre parking, sports facilities, entertainment centres, hotels, motels, airport visitors (generally medium-term parking)
3	Full opening, all doors	Minimum for single manoeuvre entry and exit	Short-term city and town centre parking, parking stations, hospital and medical centres
3A	Full opening, all doors	Additional allowance above minimum single manoeuvre width to facilitate entry and exit	Short term, high turnover parking at shopping centres
4	Size requirements are specified in AS/NZS 2890.6 (Note 2)		Parking for people with disabilities

From the Table 1.1, the type of proposed parking facility is a user class 2 medium term for a sports facility.

### 7.5.2 Category of Access Driveway

In line with AS2890.1, to determine access driveway widths and restrictions on their location along frontage road table 3.1 categorizes driveways according to –

- the class of parking facility as shown in table 1.1;
- the frontage road type, either arterial (including sub-arterial) or local (including collector); and
- the number of parking spaces served by the access driveway





TABLE 3.1  
SELECTION OF ACCESS FACILITY CATEGORY

Class of parking facility (see Table 1.1)	Frontage road type	Access facility category				
		Number of parking spaces (Note 1)				
		<25	25 to 100	101 to 300	301 to 600	>600
1, 1A	Arterial	1	2	3	4	5
	Local	1	1	2	3	4
2	Arterial	2	2	3	4	5
	Local	1	2	3	4	4
3, 3A	Arterial	2	3	4	4	5
	Local	1	2	3	4	4

NOTES:

- 1 When a car park has multiple access points, each access should be designed for the number of parking spaces effectively served by that access.
- 2 This Table does not imply that certain types of development are necessarily suitable for location on any particular frontage road type. In particular, access to arterial roads should be limited as far as practicable, and in some circumstances it may be preferable to allow left-turn-only movements into and out of the access driveway.

From table 3.1 above it can be seen that the proposed driveway of the user class 2 parking facility of parking spaces and with a arterial frontage road falls into a Category 2 driveway. In line with the Australian Standards this needs to be 6metres – 9metres wide combined. The access complies with this requirement.

The op shop car park access is a category 1 driveway, serving 6 bays, typically 3 - 5.5metres wide.





### **7.5.3 Access Driveway Widths Requirement**

In line with AS2890.1 the recommended width for the proposed category – 2 driveway is determined from Table 3.2, which is between 6.0m and 9.0m combined. If entry and exit are separate both entry and exit width should be 3.0 metres minimum.

### **7.6 Access Provision**

The northern access will serve the parking areas associated with the Church and new multi-purpose hall whilst the southern access will serve as the sole access and egress for the Op Shop and refuse collection / deliveries associated with the Op Shop.

The proposed accesses onto the frontage road have been designed to be 6 metres wide and are compliant with the requirements of the Australian Standard 2890.1.

The location of the access and egress points can be found on the plan at **Appendix A**.

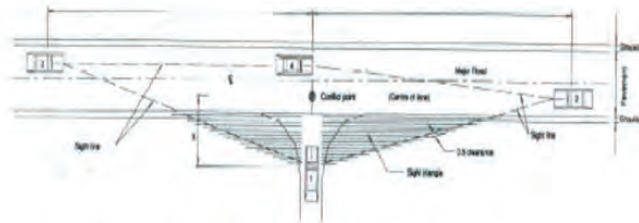


## 8. Assessment of Sight Distance

The sight distances have been assessed against the provision of the Northern Midlands Interim Planning Scheme, 2015.

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

<b>Objective</b> To ensure that use and development involving or adjacent to accesses, junctions and level crossings allows sufficient sight distance between vehicles and between vehicles and trains to enable safe movement of traffic.	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>
<b>A1</b> Sight distances at a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.7.4; and b) rail level crossings must comply with <i>AS1742.7 Manual of uniform traffic control devices - Railway crossings</i> , Standards Association of Australia; or c) If the access is a temporary access, the written consent of the relevant authority has been obtained.	<b>P1</b> The design, layout and location of an access, junction or rail level crossing must provide adequate sight distances to ensure the safe movement of vehicles.



**33.7** Figure E4.7.4 Sight Lines for Accesses and Junctions

X is the distance of the driver from the conflict point.  
 For category 1, 2 and 3 roads X = 7m minimum and for other roads X = 5m minimum.

**Table E4.7.4** Safe Intersection Sight Distance (SISD)

Vehicle Speed km/h	Safe Intersection Sight Distance (SISD) metres, for speed limit of:	
	60 km/h or less	Greater than 60 km/h
50	80	90
60	105	115





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Photograph 8: Sight Distance at the northern access to the site measured to be 200+ metres to the north.

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Photograph 9: Sight Distance at the northern access to the site measured to the south to be 125 metres.

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## Howarth Fisher and Associates



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Photograph 10: Sight Distance at the southern access to the site measured to the greater than 200 metres to the north.

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Photograph 11: Sight Distance at the southern access to the site measured to the greater than 200metres to the south.

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All sight distances comply with the provision of the acceptable solution contained within the Planning Scheme.





## 9. Sustainable Transport Options

### 9.1 Buses / Coaches

There are a few coach services (3 services weekdays providing links to Campbell Town, 2 services on Saturday, 3 on Sunday) operating and stopping at Campbell Town. These services provide a link to Hobart, Glenorchy, Bridgewater, Kempton, Melton Mowbray, Oatlands, Tunbridge, Ross, Conara Junction, Perth, Launceston (all stopping in Campbell Town).

### 9.2 Uber / taxis

There are taxi/uber services which can also provide a sustainable transport link to and from the Church and multi-purpose hall as required.

### 9.3 Bicycles

The Council have proposed a new on street bicycle lane as part of a new proposed landscaping/traffic management plan for the High Street. This will further improve the access to the site for cyclists. Bicycle parking will be provided as part of the Midlands Anglican Parish Centre in line with the performance criteria outlined in the Northern Midlands Planning Scheme.

### 9.4 Pedestrians

There are dedicated pedestrian linkages from the car park to the church. There is also a pedestrian footpath on the opposite side of the High Street that can be used by people accessing the site.

All of these sustainable transport options reduces dependence on car based trips, particularly in the instance of bicycle, walking and taxi/uber, for short distance trips.





## 10. Service Vehicle Access

### 10.1 Northern Midlands Interim Planning Scheme 2015 requirements.

An assessment has been made against the following provisions of the Northern Midlands Council Interim Planning Scheme, 2015.

Table 12: Loading and unloading of vehicles, drop off and pickup.

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

<b>Objective</b>  To ensure adequate access for people and goods delivery and collection and to prevent loss of amenity and adverse impacts on traffic flows.	
Acceptable Solutions	Performance Criteria
<b>A1</b> For retail, commercial, industrial, service industry or warehouse or storage uses:  a) at least one loading bay must be provided in accordance with Table E6.4; and  b) loading and bus bays and access strips must be designed in accordance with <i>Australian Standard AS/NZS 2890.3 2002</i> for the type of vehicles that will use the site.	<b>P1</b> For retail, commercial, industrial, service industry or warehouse or storage uses adequate space must be provided for loading and unloading the type of vehicles associated with delivering and collecting people and goods where these are expected on a regular basis.

A loading bay has been provided in line with the requirement of the Northern Midlands Interim Planning Scheme, 2015, associated with the Midlands Anglican Parish Centre.

The Autotrack paths of an 8.8metre medium rigid vehicle are provided to the loading bays associated with the multi-purpose hall. In addition, there is a requirement for a service bay associated with the Op Shop as shown on the Auto track paths located at Appendix A of this report. Provision has been made for a 6.4 small rigid van to service the Op Shop. Given there are only 6 bays it is proposed that servicing is undertaken before or after peak periods, before 10am when the shop opens or after 4pm when the shop closes to enable the 6.4 metre small rigid vehicle to manoeuvre within the car park area.





## Howarth Fisher and Associates



### **10.2 Department of State Growth and Northern Midlands Council**

In line with the requirements of the Northern Midlands Council Planning Scheme, Howarth Fisher and Associates have made initial contact with State Growth regarding the proposal and works on the highway. In line with standard practice, the Development Application in its entirety will be forwarded to Department of State Growth for comment and approval.

The Northern Midlands Council as planning authority are also aware of the proposal and will review the application as part of this Development Application process.





## 11. Conclusion and Recommendation

The proposed development has been assessed in relation to the following:

### Existing Situation

#### Trip Generation

The trip generation will typically peak when there is a function or community event at the Midlands Anglican Parish Centre.

It is anticipated that the Centre will be used for various uses through the week.

It has been advised that the Church trip generation on a Sunday is low, with approximately 8 vehicle trips to the site. There is a typical high demand for parking associated with the church for funerals. The car park will provide parking for approximately 100 visitors (based on an average vehicle occupancy rate of 2.2 people per vehicle).

#### Parking

The parking requirements have been calculated based on the requirement of the Northern Midlands Council Planning Scheme. Given there is a shortfall based on a calculation of all the individual land uses on the site an assessment against the performance criteria has been undertaken.

It is anticipated that the 42 spaces associated with the new development will be adequate for typical 100 person maximum capacity of the Midlands Anglican Parish Centre.

For the most part there will be a temporal distribution of peak demand (i.e there is not likely to be a major function at the same time as a large funeral).

#### Access

The access provisions are being rationalised to provide a safer and more efficient layout.

The main car park will be served by one access (providing both access and egress) whilst the op shop will have one access to an off street car park located to the rear of the building.

There will be no opportunity (as currently occurs for the Church visitors) to egress via the Southern access point and this will be solely used by op shop visitors and to using the open space grounds for picnics etc.

The rationalisation of accesses, along with the provision of dedicated off street parking will improve the existing ad hoc parking provision, including the observations of vehicles reversing onto the highway from the 90-degree angle spaces located in front of the op shop.

### Assessment of Sight Distance

The sight distance has been assessed based upon the requirements of the Northern Midlands Council Interim Planning Scheme. The sight distances from both accesses comply with the acceptable solution





# Howarth Fisher and Associates



## **Sustainable Transport Options**

There are a few coach services (3 services on weekdays providing links to Campbell Town, 2 services on Saturday, 3 on Sunday) operating and stopping at Campbell Town. These services provide a link to Hobart, Glenorchy, Bridgewater, Kempton, Melton Mowbray, Oatlands, Tunbridge, Ross, Conara Junction, Perth, Launceston (via Campbell Town).

There are taxi/uber services which can also provide a sustainable transport link to and from the Church and multipurpose hall as required.

The Council have proposed a new on street bicycle lane as part of a new proposed landscaping/traffic management plan for the High Street. This will further improve the access to the site for cyclists. Bicycle parking will be provided as part of the new multi-purpose hall facility in line with the performance criteria outlined in the Northern Midlands Planning Scheme.

## **Pedestrians**

There are dedicated pedestrian linkages between the proposed car park to the Church and multipurpose hall. The High Street also has a good network of footpaths currently located on the opposite side of the High Street that can be used by people accessing the site. There are also traffic islands located on the High Street which facilitate the staging of crossing. The Church site is just located within a 50km speed zone which is more conducive to providing a safe pedestrian crossing environment. It should also be noted that the site is located in the vicinity of a large residential catchment, making walking an attractive option for visitors and staff residing nearby (especially for younger people attending functions at the hall).

## **Service Vehicle Access**

A service bay has been provided in line with the requirement of the Northern Midlands Interim Planning Scheme, 2015, associated with the Midlands Anglican Parish Centre.

The Autotrack paths of an 8.8metre medium rigid vehicle are provided to the loading bay associated with the multi-purpose hall. In addition, there is a requirement for a service bay associated with the Op Shop as shown on the Autotrack paths located at Appendix A of this report. Provision has been made for a 6.4 small rigid van to service the Op Shop. Given there are only 6 bays it is proposed that servicing is undertaken before or after peak periods, before 10am when the shop opens or after 4pm when the shop closes.

## **Liaison with Northern Midlands Council and the Department of State Growth**

In line with standard practice, the Development Application in its entirety will be forwarded to Department of State Growth for comment and approval.

The Northern Midlands Council as planning authority are also aware of the proposal and will review the application as part of this Development Application process.

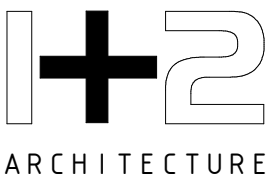




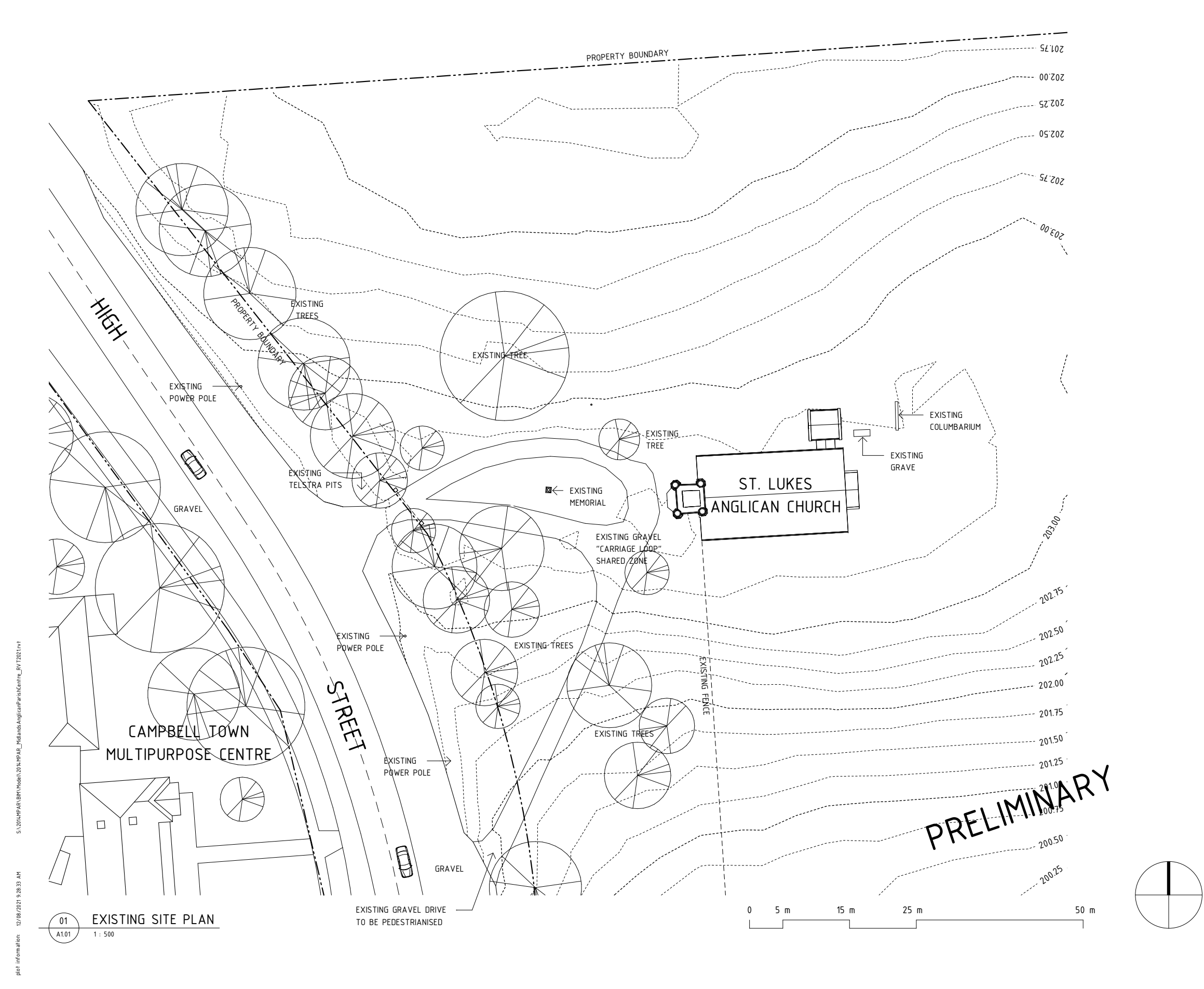
Appendix B

**AUTOTRACK PATHS/CAR PARK**

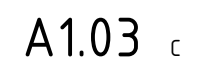




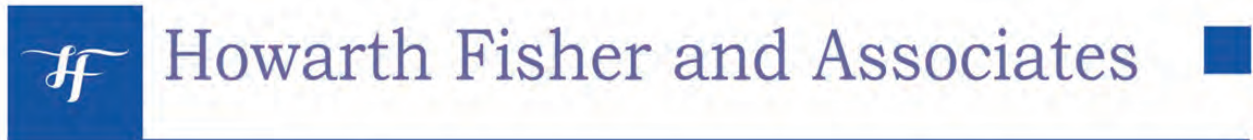
rev.	desc.	date
THIS DOCUMENT IS COPYRIGHT AND MAY NOT BE REPRODUCED WITHOUT THE WRITTEN CONSENT OF 1 PLUS 2 ARCHITECTURE PTY. LTD. TASMANIA 7000 27-29 MELVILLE STREET HOBART 03 6234 8122 E MAIL@1PLUS2ARCHITECTURE.COM		
project	MIDLANDS ANGLICAN PARISH CENTRE	
address	71-73 HIGH STREET CAMPBELL TOWN, TAS 7210	
code	2014MPAR	
drawing	SITE PLAN - EXISTING	
scale	1 : 500 @ A3	
number	A1.01	











Appendix B

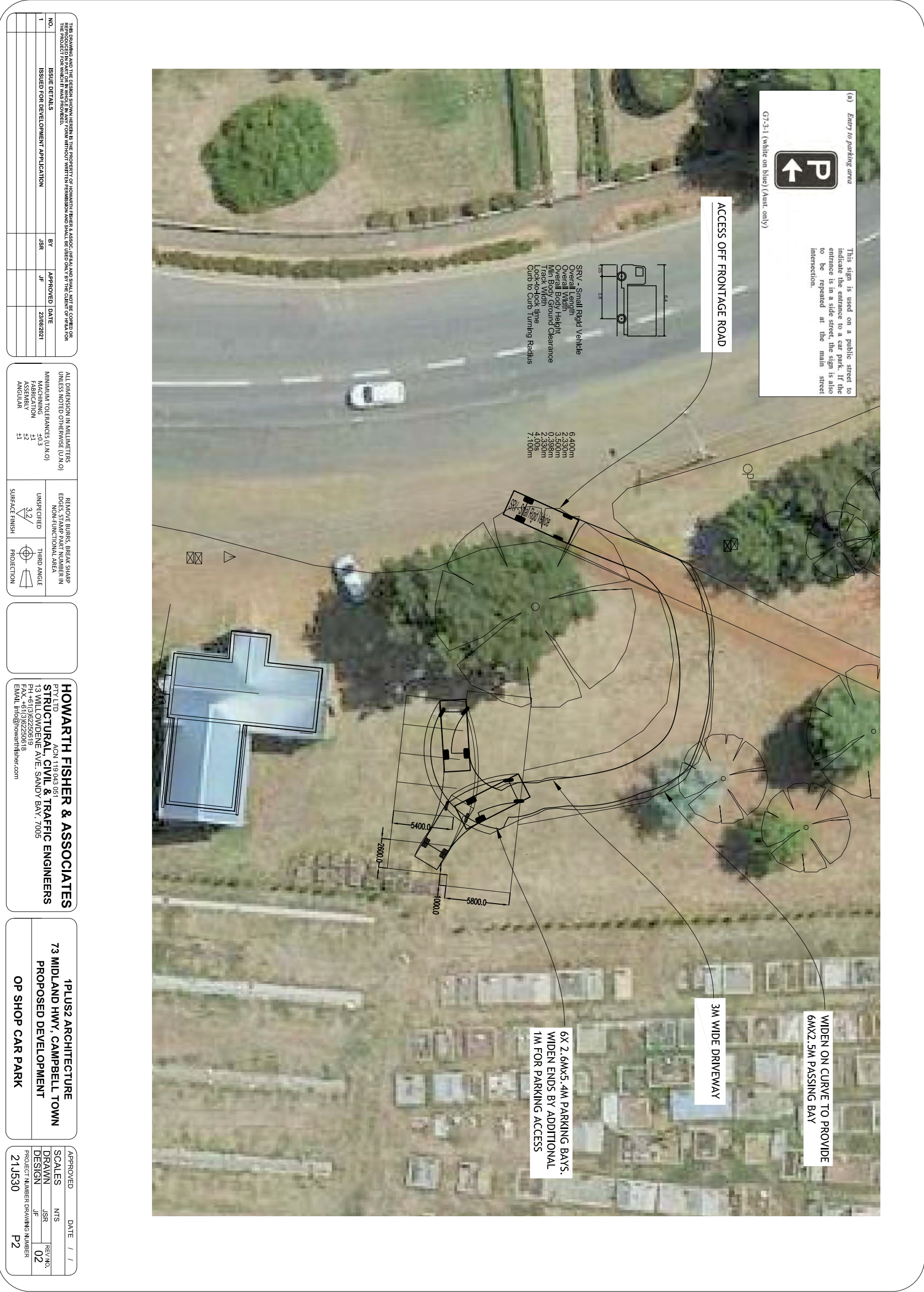
**AUTOTRACK PATHS/CAR PARK**





APPROVED	DATE / /	
SCALES	NTS	
DRAWN	JSR	REV. NO. 03
DESIGN	JF	
PROJECT NUMBER DRAWING NUMBER		
21J530		P1









THIS DRAWING AND THE DESIGN SHOWN HEREIN IS THE PROPERTY OF HOWARTH FISHER & ASSOC. (HFA) AND SHALL NOT BE COPIED OR REPRODUCED IN ANY FORM OR BY ANY MEANS WITHOUT WRITTEN PERMISSION AND SHALL BE USED ONLY BY THE CLIENT OF HFA FOR THE PURPOSES FOR WHICH IT WAS PROVIDED.				
NO.	ISSUE DETAILS	BY	APPROVED	DATE
1	ISSUED FOR DEVELOPMENT APPLICATION	JSR	JF	04/08/2021

ALL DIMENSIONS IN MILLIMETERS UNLESS NOTED OTHERWISE (U.N.O.)	
MINIMUM TOLERANCES (U.N.O.)	
MACHINING	±0.3
ASSEMBLY	±1
WELDING	±2
CASTING	±3
ANALYSIS	
REMOVE BURRS, BREAK SHARP EDGES, NON-FUNCTIONAL AREA	
UNSPECIFIED	3/2
SURFACE FINISH	
THIRD ANGLE	
PROJECTION	

**HOWARTH FISHER & ASSOCIATES**  
PTY LTD  
ACN 119 043 051  
**STRUCTURAL, CIVIL & TRAFFIC ENGINEERS**  
13 WILLOWDEN AVE, SANDY BAY, 7005  
PH: +61(3)82250619  
FAX: +61(3)82250618  
EMAIL: info@howarthfisher.com

**14PLUS2 ARCHITECTURE**  
**73 MIDLAND HWY, CAMPBELL TOWN**  
**PROPOSED DEVELOPMENT**  
**8.8 m TRUCK PATH**

APPROVED	DATE	/	/
NTS			
DRAWN	JSR	REV	NO.
DESIGN	JF		01
PROJECT NUMBER	DRAWING NUMBER		
20J530	P3		







Our ref: PLN-21-0229

21 September 2021



Fred Ward  
27-29 Melville St  
HOBART TAS 7000  
By email: mail@1plus2architecture.com

Dear Mr Ward

**Planning Application PLN-21-0229- Additional Information Required  
71-73 High Street, Campbell Town**

Thank you for your application, which has been reviewed by Council's planners.

The following information is required to allow consideration of your application under the *Northern Midlands Interim Planning Scheme 2013*:

- The location, capacity and connection points of existing and proposed water, sewer and stormwater services.

This information is required under section 54 of the *Land Use Planning and Approvals Act 1993*. In accordance with section 54 (2) of the Act, the statutory period for determining the application will not recommence until the requested information has been satisfactorily supplied.

Please send any emails to [planning@nmc.tas.gov.au](mailto:planning@nmc.tas.gov.au) including the reference **PLN-21-0229**.

If you have any questions, please contact me on 6397 7301, or e-mail [planning@nmc.tas.gov.au](mailto:planning@nmc.tas.gov.au)

Yours sincerely

A handwritten signature in black ink, appearing to read 'P. Godier'.

Paul Godier  
**Senior Planner**



HYDRAULIC SERVICES DRAWINGS  
MIDLANDS ANGLICAN PARISH  
71 - 73 HIGH STREET  
CAMPBELL TOWN TAS 7210

H0.01	INDEX	A	22/09/2021
H0.02	HYDRAULIC NOTES	A	22/09/2021
H0.03	WORKPLACE HEALTH & SAFETY NOTES	A	22/09/2021
H1.01	SITE SERVICES PLAN - 1	A	22/09/2021
H1.02	SITE SERVICES PLAN - 2	A	22/09/2021

			DRAWN:	SL			Lower Ground 199 Macquarie Street Hobart TAS 7000 03 6234 8666 mail@aldanmark.com.au www.aldanmark.com.au	CLIENT:	MIDLANDS ANGLICAN PARISH	PROJECT:	MIDLANDS ANGLICAN PARISH CENTRE	SHEET: INDEX		
			CHECKED:	TW				ADDRESS:	71 - 73 HIGH STREET CAMPBELL TOWN TAS 7210	ISSUE:	PRELIMINARY	SCALE:	TOTAL SHEETS: 5	SIZE: A3
			DESIGN:	SL								PROJECT No.	SHEET No.	REV No.
A	DEVELOPMENT APPROVAL	22/09/2021	DESIGN CHECK:	TW								21E29-9	H0.01	A
REV.	DESCRIPTION	DATE	APPROVAL											



HYDRAULIC SERVICES - GENERAL NOTES

GENERAL NOTES:

- 1. THESE DRAWING ARE TO BE READ IN CONJUNCTION WITH ARCHITECTURAL DRAWINGS, PROJECT CONTRACT AND SPECIFICATIONS. STANDARDS REFERENCES ARE THE MOST RECENT VERSION.
- 2. SEWER, STORMWATER AND WATER SERVICES SHALL BE IN ACCORDANCE WITH THE NCC VOL 3 (PCA), AS3500, WSAA CODES, TASWATER AND TO LOCAL AUTHORITY APPROVAL.
- 3. IT IS ASSUMED THAT ADJACENT TO THE DEVELOPMENT SITE IS ADEQUATE INFRASTRUCTURE PROVIDED BY THE LOCAL AUTHORITY AND OTHER STATUTORY AUTHORITIES TO SUPPLY ROAD ACCESS, WATER AND POWER AS REQUIRED BY THIS DESIGN; AND THERE IS ADEQUATE INFRASTRUCTURE OR ENVIRONMENTAL CAPACITY TO RECEIVE STORMWATER AND SEWERAGE DRAINAGE. PARTICULAR ASSUMPTIONS ARE DESCRIBED IN THE FOLLOWING SECTIONS.
- 4. THE LOCATION OF EXISTING SERVICES AND CONNECTION POINTS WHERE SHOWN ON PLANS ARE APPROXIMATE ONLY AND SHALL BE CONFIRMED ON SITE.
- 5. FOLLOWING AGREEMENT WITH THE SUPERINTENDANT, TERMINATE AND ABANDON REDUNDANT EXISTING SERVICES DISCOVERED DURING CONSTRUCTION AND MAKE A NOTE ON AS-CONSTRUCTED DRAWING.
- 6. LOCATE ALL EXISTING GAS, ELECTRICAL, TELECOMMUNICATIONS, WATER MAINS, SEWER MAINS AND STORMWATER MAINS ETC. PRIOR TO THE COMMENCEMENT OF CONSTRUCTION AND ADVISE THE SUPERINTENDANT OF ANYTHING THAT APPEARS NOT BE HAVE BEEN CONSIDERED IN THE DESIGN.
- 7. CONFIRM ALL LEVELS ON SITE PRIOR TO THE COMMENCEMENT OF WORKS.
- 8. HYDRAULIC LAYOUT TO BE COORDINATED WITH OTHER SERVICES. HYDRAULIC LAYOUT AS SHOWN IS NOTIONAL, LAYOUT TO BE CONFIRMED ON SITE.
- 9. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT A VALID BUILDING AND PLUMBING PERMIT AND START WORKS NOTICE IS IN PLACE FOR THE WORK AND THAT THE BUILDING SURVEYOR IS NOTIFIED OF ALL SITE INSPECTION REQUESTS.
- 10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DAMAGES CAUSED BY HIS SUB-CONTRACTORS, ANY SERVICE DAMAGED IS TO BE REINSTATED IMMEDIATELY.
- 11. ON COMPLETION OF WORKS PROVIDE THREE SETS OF AS-CONSTRUCTED DRAWINGS AND SERVICE MANUALS ALONG WITH ELECTRONIC DRAWING FILES IN PDF AND DWG FORMATS SUITABLE FOR READING WITH A RECENT VERSION OF ADOBE/AUTOCAD TO THE SUPERINTENDANT.
- 12. THE CONTRACTOR IS RESPONSIBLE FOR ORGANISING ALL SITE INSPECTIONS AND OBSERVING ALL HOLD POINTS NOMINATED WITHIN THE CONTRACT, BY THE BUILDING SURVEYOR OR PLUMBING SURVEYOR.
- 13. NOMINAL DIAMETERS FOR PIPES (DN) REFER TO THE INSIDE DIAMETER (ID BORE)
- 14. CONCEAL ALL PIPEWORK IN CEILING SPACE, DUCTS, CAVITIES, WALL CHASES, CUPBOARDS ETC. UNLESS OTHERWISE APPROVED.
- 15. THE CONTRACTOR SHALL ALLOW TO COORDINATE WITH MECHANICAL AND REFRIDGERATION SERVICES AND PROVIDE TUNDISHES CONNECTED TO SEWER OR STORMWATER AS APPROPRIATE TO ALL CONDENSATE DRAINAGE AND RELIEF VALVES. ALLOW TO PROVIDE AND INSTALL MAG IN-WALL TUNDISHES WITH STAINLESS STEEL COVER WINDOW (SUPPLIED BY MA GRIFFITH) OR EQUAL APPROVED TYPE.
- 16. TRENCHING FOR FLEXIBLE PIPEWORK SHALL BE IN ACCORDANCE WITH AS2566 AND AS3500.
- 17. ALL PIPEWORK UNDER TRAFFICABLE AREAS, SLABS OR PAVEMENTS IS TO BE FULLY BACKFILLED WITH COMPACTED FCR.

STORMWATER NOTES:

- 1. STORMWATER PIPE INFRASTRUCTURE HAS BEEN DESIGNED TO CONVEY A 20 YEAR ANNUAL EXCEEDANCE POSSIBILITY (5% AEP) AT A 5 MINUTE STORM DURATION, WITH OVERLAND FLOW PATHS PROVIDED FOR 1:100 YEAR ANNUAL EXCEEDANCE PROBABILITY (1% AEP). IT IS ASSUMED THAT THE DOWNSTREAM INFRASTRUCTURE AND/OR ENVIRONMENT CAN SAFELY RECEIVE THE 5% AEP EVENT WITH A 5 MINUTE STORM DURATION.
- 2. ALL MATERIALS AND WORK IS TO BE CARRIED OUT IN ACCORDANCE WITH AS3500, NCC VOL 3 (PCA), COUNCIL STANDARD DRAWINGS AND SPECIFICATION AND TO THE SATISFACTION OF COUNCIL'S DEVELOPMENT ENGINEER.
- 3. ALL PIPEWORK SHALL BE MINIMUM DN100 DWV SN6 AT 1:100 GRADE (1.00%) UNLESS NOMINATED OTHERWISE ON PLANS
- 4. MINIMUM GRADE OF PAVED AREAS AND PIPEWORK SHALL BE 1 IN 100 UNLESS NOTED OTHERWISE.
- 5. INSTALL ALL AG DRAINS TO THE REQUIREMENTS OF AS3500 AND THE NCC
- 6. PROVIDE INSPECTION OPENINGS TO ALL DRAINAGE PIPEWORK IN ACCORDANCE WITH AS3500 REQUIREMENTS EVEN IF NOT SHOWN IN DRAWINGS.
- 7. PIPE AND CHANNEL INFRASTRUCTURE HAS BEEN DESIGNED TO CONVEY 20 YEAR ANNUAL EXCEEDANCE POSSIBILITY (5% AEP) STORMS, WITH OVERLAND FLOW PATHS PROVIDED FOR 1% AEP STORMS. IT IS ASSUMED THAT WATER FLOWING ONTO THE DEVELOPMENT SITE IS CONTAINED WITHIN LOCAL AUTHORITY INFRASTRUCTURE FOR 5% AEP STORMS AND THE ROAD RESERVE FOR 1% AEP STORMS.
- 8. ALL MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE LOCAL AUTHORITY'S BY-LAWS AND AS/NZS3500.
- 9. STORMWATER TRENCHES, PIPE BEDDING AND BACK FILLING TO COMPLY WITH THE CONCRETE PIPE ASSOCIATION OF AUSTRALIA INSTALLATION REQUIREMENTS FOR TYPE HS2 SUPPORT.
- 10. BELOW GROUND PIPEWORK AND FITTINGS TO BE DWV SN6. JOINTS SHALL BE OF SOLVENT CEMENT TYPE OR FLEXIBLE JOINTS MADE WITH APPROVED RUBBER RINGS.
- 11. PIPEWORK SHALL BE LAID IN POSITION AND AT THE GRADES SHOWN.
- 12. MINIMUM GRADE OF PIPEWORK SHALL BE 1 IN 100 UNLESS NOTED OTHERWISE (U.N.O.).
- 13. MINIMUM SIZE OF PIPEWORK SHALL BE DN100.
- 14. SURFACE WATER DRAINS, CATCHPITS/GRATED PITS, AND JUNCTION BOXES SHALL BE CONSTRUCTED AS DETAILED OR AS SPECIFIED BY THE MANUFACTURER.
- 15. ALL MANHOLES TO BE LOCATED CLEAR OF FUTURE FENCELINES.

SEWER NOTES:

- 1. ALL MATERIALS AND WORK IS TO BE CARRIED OUT IN ACCORDANCE WITH AS3500, NCC VOL 3 (PCA), TASMANIAN APPENDIX OF THE NCC VOL 3 (PCA), COUNCIL STANDARD DRAWINGS AND SPECIFICATION AND TO THE SATISFACTION OF COUNCIL'S DEVELOPMENT ENGINEER.
- 2. CONFIRM THE LOCATION AND LEVEL OF THE NOMINATED OUTLET PRIOR TO TRENCH EXCAVATION OR LAYING OF ANY DRAINS. ASCERTAIN FROM TASWATER ALL NECESSARY CONNECTION REQUIREMENTS AND INSTALL ALL WORK FOR CONNECTION IN ACCORDANCE WITH THESE REQUIREMENTS.
- 3. SEWER TRENCHES, PIPE BEDDING AND BACK FILLING TO COMPLY WITH AS2566 & AS3500.2
- 4. ALL PIPEWORK SHALL BE ADEQUATELY SUPPORTED TO AS3500.
- 5. PIPEWORK SHALL BE CONSTRUCTED OF DWV SN6 U.N.O. PIPEWORK RECEIVING HOT DISCHARGES SHALL BE CONSTRUCTED OF HIGH DENSITY POLYETHYLENE (HDPE) OR COPPER TYPE 'B'.
- 6. PIPEWORK SHALL HAVE BE MINIMUM CLASS SN6 UNLESS NOMINATED OTHERWISE ON PLANS.
- 7. PIPEWORK SHALL BE PRESSURE TESTED PROGRESSIVELY TO ENSURE NO LEAKS.
- 8. ALL PIPEWORK SHALL BE CONCEALED IN WALLS, VOID SPACE OR DUCTS UNLESS NOTED OTHERWISE.
- 9. MINIMUM GRADE OF PIPEWORK SHALL BE 1:40 FOR BRANCHES AND 1 IN 60 FOR DRAINS UNLESS NOTED OTHERWISE.
- 10. MINIMUM SIZE OF BRANCH DN65 AND MINIMUM SIZE OF DRAINS SHALL BE DN100.
- 11. WHERE FLOOR WASTE GULLIES ARE INDICATED, THE FLOORS SHALL BE GRADED TOWARDS THE OUTLET. FLOOR WASTE GULLIES CONNECTED TO LAUNDRY FIXTURES SHALL BE ANTI-FOAM TYPE.
- 12. ALL FITTINGS TO BE ISOLATED BY AN APPROVED TRAP PRIOR TO CONNECTION TO THE SEWER LINE.
- 13. PROVIDE AIR ADMITTANCE VALVES AND ATMOSPHERIC VENTS IN ACCORDANCE WITH AS3500 REQUIREMENTS.
- 14. INSPECTION OPENINGS SHALL BE PROVIDED IN ACCORDANCE WITH AS3500.
- 15. ONE OVERFLOW RELIEF GULLY SHALL BE PROVIDED FOR THE SITE WHICH SHALL BE PRIMED BY AN EXTERNAL WATER SOURCE.
- 16. WHERE PIPEWORK PENETRATES FIRE RATED WALLS OR FLOORS, A FIRE STOP COLLAR SHALL BE INSTALLED. ALL WORK SHALL BE STRICTLY INSTALLED TO THE MANUFACTURER'S RECOMMENDATIONS. NO SEWER CONNECTIONS SHALL BE MADE WITHIN RESTRICTED ZONES OF STACKS AS PER AS3500.
- 17. INSTALL LONG RADIUS BENDS AT THE BASE OF ALL STACKS AS PER AS3500 AND INCLUDE ALL BRACKETS AND SUPPORTS.

WATER NOTES:

- 1. WATER SERVICES TO BE CONSTRUCTED IN ACCORDANCE WITH AS3500 PARTS 1 AND 4 AND TO THE SATISFACTION OF COUNCILS (OR TAS WATER FOR EXTERNAL) DEVELOPMENT ENGINEER
- 2. ALL CONNECTIONS TO EXISTING MAINS TO BE CARRIED OUT BY TASWATER AT CONTRACTORS COST UNLESS NOMINATED OTHERWISE ON PLANS.
- 3. GENERAL MATERIALS, INSTALLATION & TESTING SHALL COMPLY WITH AS3500 PARTS 1 AND 4.
- 4. ALL COPPER PIPEWORK SHALL BE HARD DRAWN TUBING TYPE 'B' CONFORMING TO AS 1432.
- 5. AS AN ALTERNATIVE TO SILVER SOLDERED JOINTS, PRESS FITTED JOINTS MAY BE USED. ALLOW TO USE THE VIEGA PROPRESS SYSTEM WITH INSTALLATION IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS AND SPECIFICATIONS.
- 6. ALL PIPEWORK SHALL BE CONCEALED WHERE POSSIBLE. WHERE PIPEWORK IS EXPOSED IT SHALL BE CHROME PLATED.
- 7. WHERE PIPEWORK IS IN CONTACT WITH DISSIMILAR METALS, THE METALS SHALL BE INSULATED AGAINST BI-METAL CORROSION
- 8. MINIMUM COVER TO BE 750mm UNDER TRAFFICABLE AREAS; 600mm ELSEWHERE UNLESS NOMINATED OTHERWISE ON PLANS.
- 9. PROVIDE STOP VALVES AT ALL BRANCH OFFTAKES.
- 10. ALL TRENCHES UNDER TRAFFICABLE AREAS, INCLUDING DRIVEWAYS, TO BE BACKFILLED WITH COMPACTED FCR.
- 11. ELECTROMAGNETIC TRACKING TAPE TO BE PLACED OVER ALL TRENCHES CONTAINING WATER PIPES 50Ø OR GREATER ABOVE HAUNCHING.
- 12. ALL ISOLATION VALVES SHALL BE POSITIONED IN APPROVED ACCESSIBLE LOCATIONS. VALVES LOCATED IN DUCTS OR WALLS SHALL BE POSITIONED BEHIND APPROVED TYPE ACCESS COVERS.
- 13. ALL SCREWED STOP VALVES SHALL HAVE UNION COUPLINGS AND BE ACCESSIBLE. GROUP VALVES WHEREVER POSSIBLE.
- 14. ALL COPPER PIPEWORK SHALL BE HARD DRAWN TUBING TYPE 'B' CONFORMING TO AS 1432.
- 15. ALL POLYETHYLENE PIPEWORK SHALL BE PN16 PE100 CONFORMING TO AS 4130.
- 16. THRUST BLOCKS SHALL BE INSTALLED AS REQUIRED BY WSAA AND AS3500.
- 17. HOT WATER TO BE STORED AT MINIMUM 60°C WITH TEMPERING DEVICE INSTALLED TO LIMIT OUTLET TEMPERATURE TO, 50°C TO ABLUTION AREAS, 60°C TO KITCHEN SINK, CLEANERS SINK AND LAUNDRY TROUGH AND TEMPERED TO 45°C WITH THERMOSTATIC MIXING VALVES IN DISABLED, CHILD CARE AND AGED CARE FACILITIES
- 18. TEMPERED, COLD WATER, HOT WATER PIPEWORK AND VALVES SHALL BE LAGGED AS PER AS/NZS 3500.4:2018 SECTION 8 FOR CLIMATE REGION B. HOT WATER CIRCULATING LINE TO BE LAGGED WITH SECTIONAL ROCKWOOL WITH FOIL OUTER COVER. EXTERNAL LAGGING TO BE UV PROTECTED, AND LAGGING EXPOSED TO MOISTURE NEEDS TO BE MOISTURE PROTECTED. SOLAR FLOW AND RETURN LAGGING SHOULD BE RATED FOR TEMPERATURES UP TO 150°C, OTHER LAGGING RATED TO 105°C. ALL LAGGING SHOULD BE FIRE RATED TO NCC REQUIREMENTS, PVC FREE, ZERO OZONE DEPLETING POTENTIAL, LOW VOLATILE ORGANIC COMPOUNDS.
- 19. ONE PRESSURE RELIEF VALVE SET TO 500 KPA SHALL BE PROVIDED TO ALL WATER PIPES AT THE POINT OF ENTRY INTO A BUILDING
- 20. HOSE BIB COCKS SHALL BE 600mm ABOVE FINISHED SURFACE LEVEL AND SHALL BE 20mm IN SIZE, U.N.O., AND FITTED WITH APPROVED VACUUM BREAKERS. THE PLUMBER SHALL ARRANGE FOR ALL INSPECTIONS AND TESTING OF SERVICES REQUIRED BY THE LOCAL AUTHORITY PRIOR TO CONCEALMENT. PRESSURE TEST HOT AND COLD WATER SERVICES TO 1.5 TIMES NORMAL WORKING PRESSURE AND FIRE SERVICES TO 1700 KPA MINIMUM PRESSURE PRIOR TO CONNECTION TO EXISTING SERVICES. PUMP EQUIPMENT SHALL BE REMOVED WHILST TESTING IS CARRIED OUT.
- 21. ALL TEMPERING AND THERMOSTATIC MIXING VALVES SHALL BE EASILY LOCATED FOR SAFE OH&S ACCESS.
- 22. FOLLOWING COMPLETION OF THE WORKS, FLUSH ALL PIPING SYSTEMS AND LEAVE FREE OF FOREIGN MATTER, CLEAN OUT AERATORS, STRAINERS, FILTERS, ETC., FLOW AND PRESSURE TEST ALL HYDRANTS AND HOSE REELS.

BUILDING HYDRAULICS:

- 1. ALL MATERIALS AND WORKMANSHIP TO BE DONE IN ACCORDANCE WITH AS3500, NCC VOL 3 (PCA), TASMANIAN APPENDIX OF THE NCC VOL 3 (PCA) AND LOCAL AUTHORITY REQUIREMENTS.
- 2. ALL DRAINAGE PIPEWORK SHALL BE DWV CLASS SN6 U.N.O., ALL WASTE AND VENT SHALL BE DWV CLASS PIPE.
- 3. DURING CONSTRUCTION TEMPORARILY SEAL ALL OPEN ENDS OF PIPES AND VALVES TO PREVENT ENTRY OF FOREIGN MATTER. DO NOT USE RAGS, PAPER OR WOODEN PLUGS.
- 4. SUPPLY AND INSTALL ALL FIXTURES, VALVES, TAPWARE AND SUNDRY ITEMS AS SCHEDULED WITHIN THE SPECIFICATION.
- 5. PROVIDE FIRE STOPS AS REQUIRED.
- 6. CONTRACT DRAWINGS ARE DIAGRAMMATIC AND AS SUCH SHOW THE INTENT OF DESIGN. INSTALLATION TO BE AS PER AS/NZS3500. ALLOW FOR ALL BENDS, OFFSETS AND OTHER MEASURES AS NECESSARY TO AVOID INTERFERENCE WITH THE STRUCTURE AND/OR OTHER BUILDING SERVICES.
- 7. REFER TO ARCHITECTS DEMOLITION PLAN FOR REMOVAL OF EXISTING FIXTURES AND FITTINGS. THE REMOVAL OF EXISTING PLUMBING FIXTURES SHALL INCLUDE ALL ASSOCIATED WASTE AND VENT PIPES, FLOOR DRAINS, WATER SERVICE PIPEWORK BRACKETS, SUPPORTS, ETC AND SEAL OFF EXISTING SERVICES. SEAL OFF AND MAKE GOOD ALL FLOOR, WALL AND ROOF PENETRATIONS.
- 8. THE LOCATION OF EXISTING SERVICES WHERE SHOWN ARE APPROXIMATE ONLY AND SHALL BE CONFIRMED ON SITE. WHERE POSSIBLE, DETERMINE LOCATION OF EXISTING POWER, TELSTRA, WATER AND DRAINAGE SERVICES PRIOR TO COMMENCING NEW WORK.
- 9. ALL PENETRATIONS THROUGH EXISTING SUSPENDED FLOOR SLABS SHALL BE DRILLED TO LOCATIONS APPROVED BY THE STRUCTURAL ENGINEER. DRILL PILOT HOLE PRIOR TO CORE DRILLING TO ENSURE CLEARANCE OF BEAMS AND OTHER SERVICES IN SLAB. ALL PENETRATIONS SHALL BE CORE DRILLED TO SUIT PIPE SIZE. ALLOWANCE FOR 10 MM CLEARANCES SHALL BE MADE FOR FIRE PROOFING.
- 10. REFER TO ARCHITECTURAL DRAWINGS FOR LOCATION OF FIRE AND SMOKE STOP WALLS. ALL PIPE PENETRATIONS SHALL BE SEALED WITH TWO HOUR FIRE STOP SEALANT. INSTALL FIRE STOP COLLARS TO PVC-U OR DWV PIPEWORK PASSING THROUGH FLOORS AND FIRE WALLS IN ACCORDANCE WITH THE MANUFACTURERS WRITTEN INSTRUCTIONS.
- 11. PROVIDE SERVICE IDENTIFICATION AND DIRECTION OF FLOW MARKERS TO PIPEWORK IN ACCORDANCE WITH AS1345.
- 12. MAKE GOOD ALL DISTURBED SURFACES TO MATCH EXISTING.
- 13. MAINTAIN SERVICES TO EXISTING FIXTURES AT ALL TIMES. WHERE CHANGEOVER IS REQUIRED, LIAISE WITH THE ARCHITECT PRIOR TO THE SHUTTING DOWN OF ANY SERVICE.
- 14. CONTRACTOR TO PROVIDE ALL DOCUMENTS, APPROVALS, CERTIFICATES, WARRANTIES, LOG BOOKS, ETC. UPON COMPLETION OF WORKS TO THE ARCHITECT. ALL FEES AND INSPECTIONS TO BE INCLUDED AND ARRANGED BY THE CONTRACTOR.
- 15. REFER TO THE ARCHITECTS DRAWINGS FOR SANITARY FIXTURE AND TAP SELECTIONS. SUPPLY AND FIX ACCESSORIES NECESSARY FOR THE CORRECT INSTALLATION OF THE FIXTURES AND EQUIPMENT.

TRADE WASTE:

- 1. ALL TASWATER TRADE WASTE INSTALLATIONS FOR COMMERCIAL KITCHENS SHALL HAVE NON BYPASSABLE DRY BASKET ARRESTORS FITTED TO ALL SINKS & FLOOR WASTES.
- 2. DEPARTMENT OF EDUCATION KIOSKS AND HOME ECONOMICS CLASRRoomS SHALL HAVE NON BYPASSABLE DRY BASKET ARRESTORS FITTED TO ALL SINKS & FLOOR WASTES. ALL SINKS IN GENERAL LEARNING CLASRRoomS SHALL BE FITTED WITH NON BYPASSABLE DRY BASKET ARRESTORS.
- 3. ALL TRADE WASTE INSTALLATIONS SHALL BE INSTALLED TO ADHERE TO THE NCC VOL 3 (PCA) TASMANIAN APPENDIX AND TASWATER'S TRADE WASTE GUIDELINES

TASWATER NOTES:

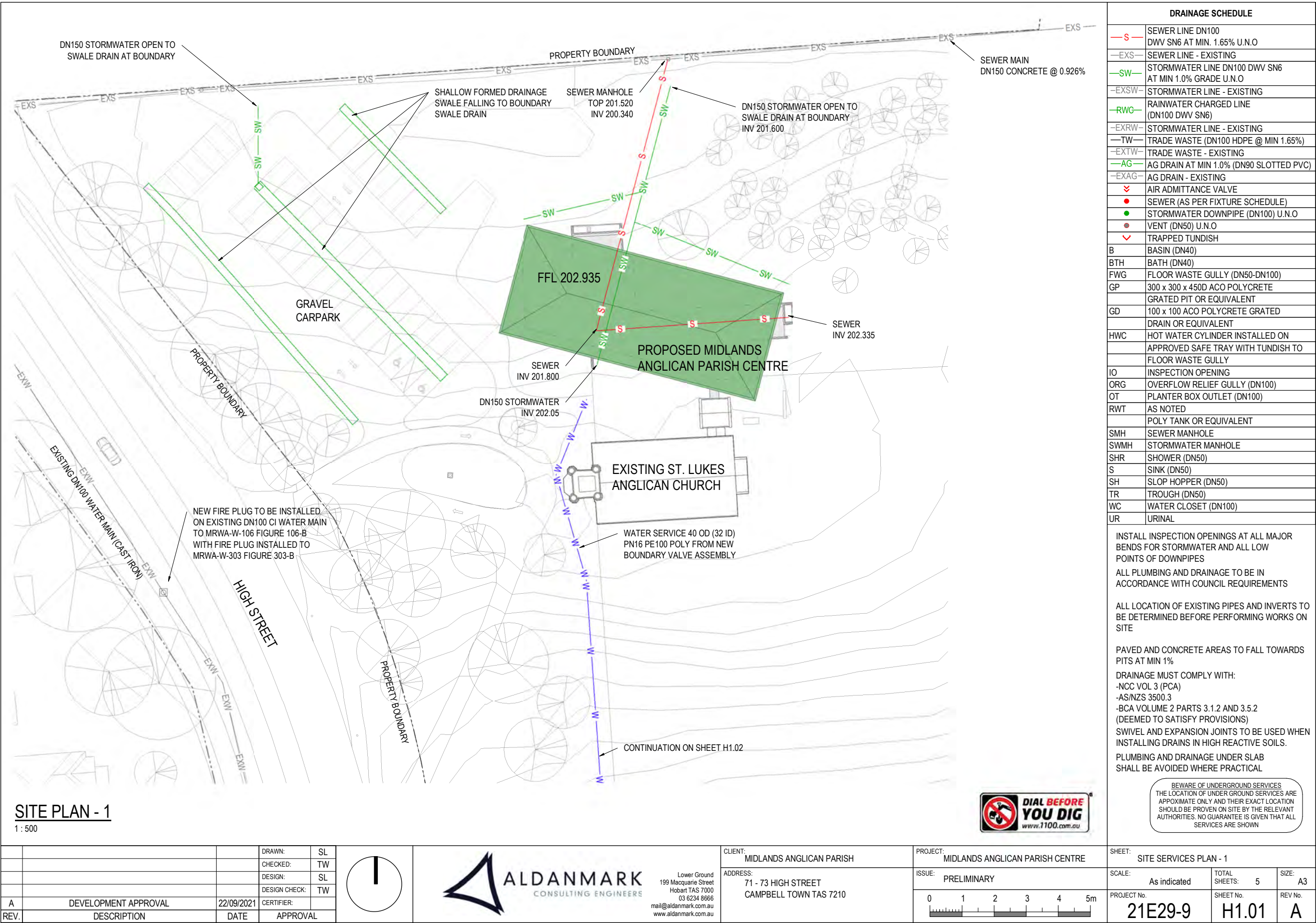
- 1. ALL WORKS OUTSIDE OF THE PROPERTY BOUNDARY WILL BECOME TASWATER ASSETS.
- 2. ENSURE ALL WORKS ARE INSTALLED IN ACCORDANCE WITH THE APPROVED DRAWINGS AND SPECIFICATIONS NOTED WITHIN THE DRAWINGS AND ISSUED PERMITS
- 3. ALLOW TO ORGANISE ALL APPLICATIONS TO UNDERTAKE TASWATER WORKS AS NOTED IN THE APPROVAL DOCUMENTS AND UNDERTAKE ALL REQUIRED INSPECTIONS DURING CONSTRUCTION.
- 4. ALL WORKS ASSOCIATED WITH PUBLIC SEWER AND WATER IS TO BE CARRIED OUT IN ACCORDANCE WITH THE WSA PARTS 02 & 03 (WATER AND SEWERAGE CODES OF AUSTRALIA) AND TO THE SATISFACTION OF TASWATER.
- 5. ALL CONNECTIONS TO EXISTING MAINS TO BE CARRIED OUT BY THE REGULATING AUTHORITY AT COST TO BUILDER UNLESS APPROVED OTHERWISE.

			DRAWN:	SL			Lower Ground 199 Macquarie Street Hobart TAS 7000 03 6234 8666 mail@aldanmark.com.au www.aldanmark.com.au	CLIENT: MIDLANDS ANGLICAN PARISH	PROJECT: MIDLANDS ANGLICAN PARISH CENTRE	SHEET: HYDRAULIC NOTES			
			CHECKED:	TW						SCALE:	TOTAL SHEETS: 5	SIZE: A3	
			DESIGN:	SL						ISSUE: PRELIMINARY	PROJECT No.	SHEET No.	REV No.
A	DEVELOPMENT APPROVAL	22/09/2021	DESIGN CHECK:	TW							21E29-9	H0.02	A
REV.	DESCRIPTION	DATE	CERTIFIER:	APPROVAL									

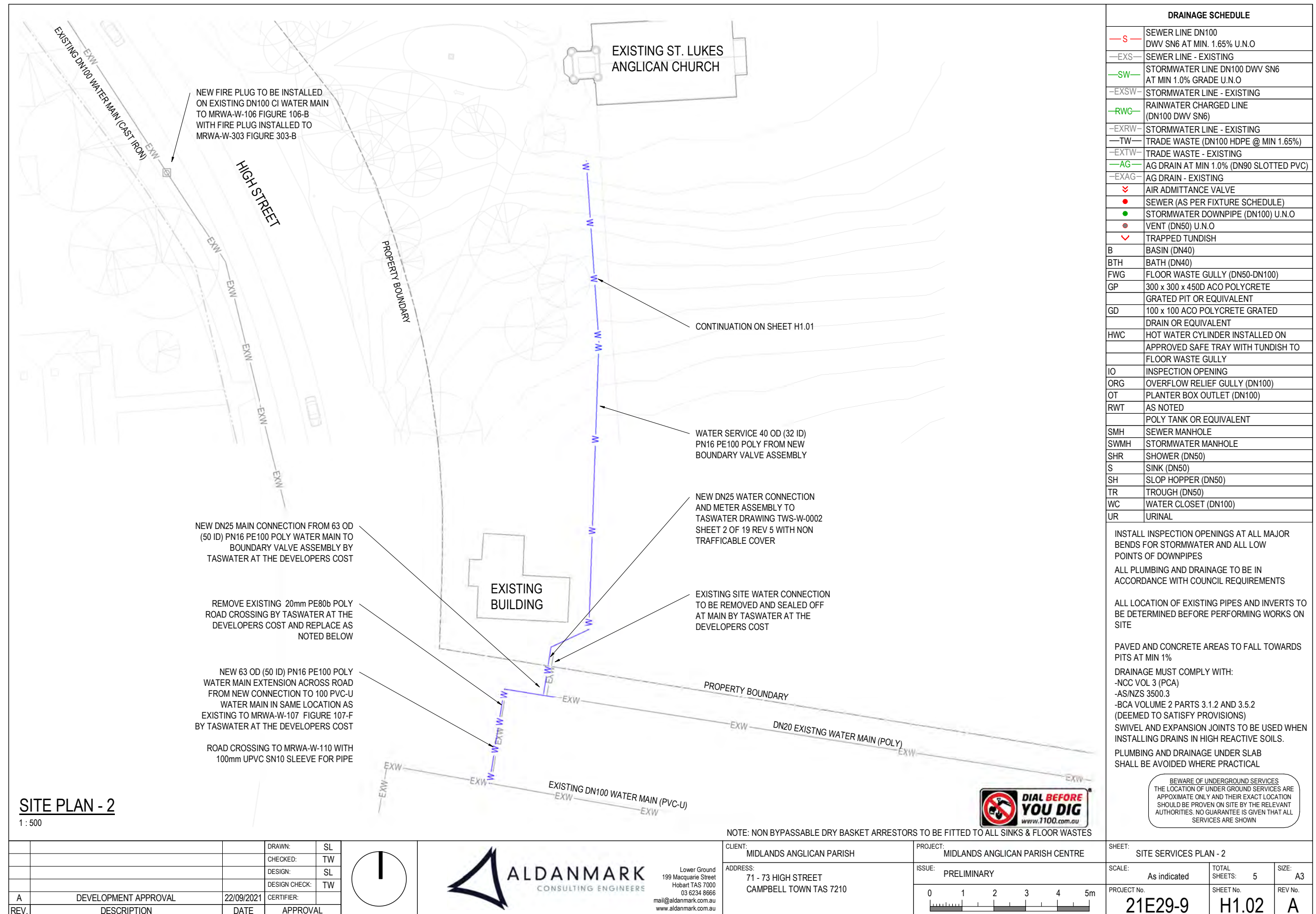
















Tasmanian Heritage Council  
GPO Box 618 Hobart Tasmania 7000  
Tel: 1300 850 332  
enquiries@heritage.tas.gov.au  
www.heritage.tas.gov.au

PLANNING REF: PLN-21-0229  
THC WORKS REF: #6677  
REGISTERED PLACE NO: #4947  
FILE NO: 15-00-25THC  
APPLICANT: I + 2 Architecture Pty Ltd  
DATE: 2 November 2021

## NOTICE OF HERITAGE DECISION

*(Historic Cultural Heritage Act 1995)*

The Place: St Luke's Anglican Church and Cemetery,  
71-73 High Street, Campbell Town.  
Proposed Works: New Parish Centre building, minor alterations to existing church  
building, provision for vehicle access and parking, and landscaping.

Under section 39(6)(b) of the *Historic Cultural Heritage Act 1995*, the Heritage Council gives notice that it consents to the discretionary permit being granted in accordance with the documentation submitted with Development Application PLN-21-0229, advertised on 16/10/2021, subject to the following conditions:

1. **The new openings into the heritage masonry must be carried out using traditional construction techniques that form dressed openings into the heritage masonry i.e., not saw-cut, using traditional lime mortar that does not contain cement.**

Reason for condition

To ensure that the materials used for the new works are compatible with and do not unnecessarily diminish the integrity of the heritage fabric.

2. **(i) A final landscaping plan must be submitted to Heritage Tasmania and must be to the satisfaction of the Works Manager prior to the commencement of work. This plan must include details for all proposed new fencing and signs. The plan must also clearly identify all trees and historic plantings that will be removed and must include details for appropriate replacement plantings. Additionally, the plan must detail car-parking, and landscaping in the vicinity of the new development and church entry, as described as 'Phase One' of the Landscape Master Plan by Playstreet.**

**(ii) Once endorsed the landscaping plan for 'Phase One' must be fully implemented prior to the occupancy of the new Parish Centre, or to an alternative timeframe as agreed to by the Works Manager.**

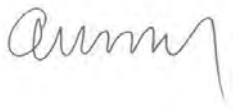
Reason for condition

To ensure that the landscape values and historic setting of the place are conserved, consistent with the 'appropriate outcomes' of Section 13 of the Heritage Council's *Works Guidelines*.



Please ensure the details of this notice, including conditions, are included in any permit issued, and forward a copy of the permit or decision of refusal to the Heritage Council for our records.

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

A handwritten signature in dark ink, appearing to read 'Genevieve Lilley', with a stylized, flowing script.

Genevieve Lilley

**Chair**

*Under delegation of the Tasmanian Heritage Council*



NORTHERN MIDLANDS COUNCIL

**REPORT FROM:** HERITAGE ADVISER, DAVID DENMAN  
**DATE:** 27 September 2021  
**REF NO:** PLN-21-0229; 302300.82  
**SITE:** 71-73 High Street, Campbell Town  
**PROPOSAL:** New building (formal and informal meeting areas, food preparation and service facilities, multi-purpose room, church administration offices, amenities), alterations to existing church building, provision for vehicle access and parking (Community meeting & entertainment use class) (Heritage Listed, Heritage Precinct, Road & Railway Assets Code)  
**APPLICANT:** 1+2 Architecture Pty Ltd  
**REASON FOR REFERRAL:** HERITAGE PRECINCT  
HERITAGE-LISTED PLACE  
*Local Historic Heritage Code*  
*Heritage Precincts Specific Area Plan*

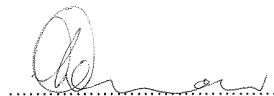
Do you have any objections to the proposal: **No**

The proposed new development has been guided by a detailed CMP and carefully considered commensurate with the high heritage value of the existing church building and site. The development is a respectful response to the existing historic buildings and landscape and will make a positive contribution to the long-term use and maintenance of the place.

Email referral as word document to David Denman – [david@denman.studio](mailto:david@denman.studio)

Attach public exhibition documents

Subject line: Heritage referral PLN-21-0229 - 71-73 High Street, Campbell Town



David Denman (Heritage Adviser)

Date: 8/10/2021



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

**E13.1 Purpose**

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

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

**E13.2 Application of the Code**

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

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

**E13.3 Use or Development Exempt from this Code**

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

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

Comment:

The subject site is within a *Heritage Precinct*.

The subject place is heritage listed.

**E13.5 USE STANDARDS**

**E13.5.1 Alternative Use of heritage buildings**



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

Comment: Satisfies the performance criteria.

### **E13.6 DEVELOPMENT STANDARDS**

#### **E13.6.1 Demolition**

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

Comment: There is only two small areas of demolition to a later addition to the church building. The fabric affected has moderate heritage value and is therefore considered acceptable.

#### **E13.6.2 Subdivision and development density**

<i>Objective: To ensure that subdivision and development density does not impact on the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.</i>	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>



<p>A1 No acceptable solution.</p>	<p>P1 Subdivision must:</p> <ul style="list-style-type: none"> <li>a) be consistent with and reflect the historic development pattern of the precinct or area; and</li> <li>b) not facilitate buildings or a building pattern unsympathetic to the character or layout of buildings and lots in the area; and</li> <li>c) not result in the separation of building or structures from their original context where this leads to a loss of historic heritage significance; and</li> <li>d) not require the removal of vegetation, significant trees of garden settings where this is assessed as detrimental to conserving the historic heritage significance of a place or heritage precinct; and</li> <li>e) not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</li> </ul>
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Comment: N/a

#### E13.6.3 Site Cover

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

Acceptable Solutions	Performance Criteria
<p>A1 Site coverage must be in accordance with the acceptable development criterion for site coverage within a precinct identified in Table E13.1: Heritage Precincts, if any.</p>	<p>P1 The site coverage must:</p> <ul style="list-style-type: none"> <li>a) be appropriate to maintaining the character and appearance of the building or place, and the appearance of adjacent buildings and the area; and</li> <li>b) not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</li> </ul>

Comment: The thorough site analysis based on the CMP has determined the site cover and location of the new additions, to ensure the existing character and appearance of the heritage buildings are maintained.

#### E13.6.4 Height and Bulk of Buildings

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

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



	<i>not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</i>
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Comment: The height and bulk of the proposed additions have been designed to ensure the importance, character and appearance of the existing heritage buildings are not adversely impacted.

#### **E13.6.5 Fences**

*Objective: To ensure that fences are designed to be sympathetic to, and not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.*

<b>Acceptable Solutions</b>	<b>Performance Criteria</b>
A1 New fences must be in accordance with the acceptable development criteria for fence type and materials within a precinct identified in Table E13.1: Heritage Precincts, if any.	P1 New fences must: <ul style="list-style-type: none"> <li>a) be designed to be complementary to the architectural style of the dominant buildings on the site or</li> <li>b) be consistent with the dominant fencing style in the heritage precinct; and</li> <li>c) not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</li> </ul>

Comment: Satisfies the performance criteria.

#### **E13.6.6 Roof Form and Materials**

*Objective: To ensure that roof form and materials are designed to be sympathetic to, and not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.*

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

Comment: The simple hipped roof form is a low pitched contemporary design that will respect the historic heritage significance, design and period of construction of the exiting church.

#### **E13.6.7 Wall materials**

*Objective: To ensure that wall materials are designed to be sympathetic to, and not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.*

<b>Acceptable Solutions</b>	<b>Performance Criteria</b>
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A1 Wall materials must be in accordance with the acceptable development criteria for wall materials within a precinct identified in Table E13.1: Heritage Precincts, if any.	P1 Wall material for new buildings and structures must: a) be complementary to wall materials of the dominant buildings on the site or in the precinct; and b) not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.
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Comment: The red brick walls with complement the existing church.

#### **E13.6.8 Siting of Buildings and Structures**

*Objective: To ensure that the siting of buildings, does not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.*

<b>Acceptable Solutions</b>	<b>Performance Criteria</b>
A1 New buildings and structures must be in accordance with the acceptable development criteria for setbacks of buildings and structures to the road within a precinct identified in Table E13.1: Heritage Precincts, if any.	P1 The front setback for new buildings or structure must: a) be consistent with the setback of surrounding buildings; and b) be set at a distance that does not detract from the historic heritage significance of the place; and c) not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.

Comment: The thorough site analysis based on the CMP has determined the siting of the proposed additions and car park. They are set at a distance that does not detract from the historic heritage significance of the place.

#### **E13.6.9 Outbuildings and Structures**

*Objective: To ensure that the siting of outbuildings and structures does not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.*

<b>Acceptable Solutions</b>	<b>Performance Criteria</b>
A1 Outbuildings and structures must be: a) set back an equal or greater distance from the principal frontage than the principal buildings on the site; and b) in accordance with the acceptable development criteria for roof form, wall material and site coverage within a precinct identified in Table E13.1: Heritage Precincts, if any.	P1 New outbuildings and structures must be designed and located; a) to be subservient to the primary buildings on the site; and b) to not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.

Comment: N/a

#### **E13.6.10 Access Strips and Parking**

*Objective: To ensure that access and parking does not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within*



<i>identified heritage precincts.</i>	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>
<p>A1 Car parking areas for non-residential purposes must be:</p> <p>a) located behind the primary buildings on the site; or</p> <p>b) in accordance with the acceptable development criteria for access and parking as within a precinct identified in Table 1: Heritage Precincts, if any.</p>	<p>P1 Car parking areas for non-residential purposes must not:</p> <p>a) result in the loss of building fabric or the removal of gardens or vegetated areas where this would be detrimental to the setting of a building or its historic heritage significance; and</p> <p>b) detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</p>

Comment: The thorough site analysis based on the CMP has determined the location of the proposed car park and will not be detrimental to the setting of the building or its historic heritage significance.

#### **E13.6.11 Places of Archaeological Significance**

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

Comment: The proposal allows for the possibility of encountering archaeological remains.

#### **E13.6.12 Tree and Vegetation Removal**

<i>Objective: To ensure that the removal, destruction or lopping of trees or the removal of vegetation does not detract from the historic heritage significance of local heritage places and the ability to achieve management objectives within identified heritage precincts.</i>	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>
<p>A1 No acceptable solution.</p>	<p>P1 The removal of vegetation must not:</p> <p>a) unreasonably impact on the historic cultural significance of the place; and</p> <p>b) detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</p>

Comment: Satisfies the performance criteria.



**E13.6.13 Signage**

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

<b>Acceptable Solutions</b>	<b>Performance Criteria</b>
A1 Must be a sign identifying the number, use, heritage significance, name or occupation of the owners of the property not greater than 0.2m <sup>2</sup> .	<p>P1 New signs must be of a size and location to ensure that:</p> <ul style="list-style-type: none"> <li>a) period details, windows, doors and other architectural details are not covered or removed; and</li> <li>b) heritage fabric is not removed or destroyed through attaching signage; and</li> <li>c) the signage does not detract from the setting of a heritage place or does not unreasonably impact on the view of the place from public viewpoints; and</li> <li>d) signage does not detract from meeting the management objectives of a precinct identified in Table E13.1: Heritage Precincts, if any.</li> </ul>

**Comment:** N/a

**E13.6.14 Maintenance and Repair****Objective**

To ensure that maintenance and repair of buildings is undertaken to be sympathetic to, and not detract from the [historic cultural heritage significance](#) of local heritage places and precincts.

**Acceptable Solution**

New materials and finishes used in the maintenance and repair of buildings match the materials and finishes that are being replaced.

**Comment:** This proposal will guarantee the on-going maintenance of the buildings and site.

**Table E13.1: Local Heritage Precincts**

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

<b>Existing Character Statement - Description and Significance</b>
<p><b>EVANDALE HERITAGE PRECINCT CHARACTER STATEMENT</b></p> <p>The Evandale Heritage Precinct is unique because it is the core of an intact nineteenth century townscape, with its rich and significant built fabric and village atmosphere. Its historic charm, tree lined streets and quiet rural setting all contribute to its unique character. Its traditional buildings are an impressive mix of nineteenth and early twentieth century architectural styles while its prominent elements are its significant trees, the Water Tower and the Church spires. The original street pattern is an important setting for the Precinct, with views along traditional streetscapes, creating an historic village atmosphere that is still largely intact. Period residential buildings, significant trees, picket fences, hedgerows and cottage gardens are all complementary, contributing to the ambience of a nineteenth century village. The main roads into and out of Evandale create elevated views to the surrounding countryside which give context to the town and the Precinct, and contribute to its character. The quiet village feel of the town is complemented by a mix of businesses meeting local needs, tourism and historic interpretation. Evandale's heritage ambience has been acknowledged, embraced and built on</p>



by many of those who live in or visit the village.

**ROSS HERITAGE PRECINCT CHARACTER STATEMENT**

*The Ross Heritage Precinct is unique because it is the intact core of a nineteenth century townscape, with its rich and significant built fabric and the village atmosphere. Its historic charm, wide tree lined streets and quiet rural environment all contribute to its unique character. Its traditional buildings comprise simple colonial forms that are predominantly one storey, while the prominent elements are its significant trees and Church spires. Most commercial activities are located in Church Street as the main axis of the village, which directs attention to the War Memorial and the Uniting Church on the hill. The existing and original street pattern creates linear views out to the surrounding countryside. The quiet rural feel of the township is complemented by a mix of businesses serving local needs, tourism and historic interpretation. Ross' heritage ambience has been acknowledged, embraced and built on by many of those who live in or visit the village.*

**PERTH HERITAGE PRECINCT CHARACTER STATEMENT**

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

**LONGFORD HERITAGE PRECINCT CHARACTER STATEMENT**

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

**CAMPBELL TOWN HERITAGE PRECINCT CHARACTER STATEMENT**

*The Campbell Town Heritage Precinct is unique because it is the core of a substantially intact nineteenth century townscape, with its significant built fabric, and its atmosphere of a traditional resting place on the main road between the north and south. Its wide main street, historic buildings and resting places for travellers all contribute to its unique character. High Street has remained as the main commercial focus for the town, continuing to serve the needs of residents, visitors and the agricultural community. The War Memorial to the north marks the*



<p><i>approach to the business area which terminates at the historic bridge over the Elizabeth River; a significant landscape feature. Traditional buildings in the Precinct include impressive examples of colonial architecture. The historic Valentine's Park is the original foreground for 'The Grange' and provides a public outdoor resting place for visitors and locals at the heart of the town. Campbell Town's heritage ambience has been acknowledged, embraced and built on by many of those who live in or visit the town.</i></p>
<p><b>Management Objectives</b></p>
<p><i>To ensure that new buildings, additions to existing buildings, and other developments which are within the Heritage Precincts do not adversely impact on the heritage qualities of the streetscape, but contribute positively to the Precinct.</i></p> <p><i>To ensure developments within street reservations in the towns and villages having Heritage Precincts do not to adversely impact on the character of the streetscape but contribute positively to the Heritage Precincts in each settlement.</i></p>

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



<b>Assessment against F2.0 (Heritage Precincts Specific Area Plan)</b>	
<b>F2.1</b>	<b>Purpose of Specific Area Plan</b>
F2.1.1	<i>In addition to, and consistent with, the purpose of E13.0 Local Historic Heritage Code, the purpose of this Specific Area Plan is to ensure that development makes a <b>positive contribution to the streetscape</b> within the Heritage Precincts.</i>
<b>F2.2</b>	<b>Application of Specific Area Plan</b>
F2.2.1	<i>This Specific Area Plan applies to those areas of land designated as Heritage Precincts on the Planning Scheme maps.</i>
F2.2.2	<i>The following development is exempt from this Specific Area Plan:</i>
a)	<i>works required to comply with an Emergency Order issued under section 162 of the Building Act 2000;</i>
b)	<i>electricity, optic fibre and telecommunications cables, and water, sewerage, drainage connections and gas lines to individual buildings;</i>
c)	<i>maintenance and repairs that do not involve removal, replacement or concealment of any external building fabric;</i>
d)	<i>repainting of an exterior surface that has been previously painted, in a colour similar to that existing;</i>
e)	<i>the planting, clearing or modification of vegetation for safety reasons where the work is required for the removal of dead wood, or treatment of disease, or required to remove unacceptable risk to the public or private safety, or where vegetation is causing or threatening to cause damage to a building or structure; and</i>
f)	<i>the maintenance of gardens, unless there is a specific listing for the garden in Table E13.1 or Table E13.2.</i>
<b>F2.3</b>	<b>Definitions</b>
F2.3.1	<b>Streetscape</b> <i>For the purpose of this specific area plan 'streetscape' refers to the street reservation and all design elements within it, and that area of a private property from the street reservation; including the whole of the frontage, front setback, building façade, porch or verandah, roof form, and side fences; and includes the front elevation of a garage, carport or outbuilding visible from the street (refer Figure F2.1 and F2.2).</i>
F2.3.2	<b>Heritage-Listed Building</b> <i>For the purpose of this Plan 'heritage-listed building' refers to a building listed in Table F2.1 or listed on the Tasmanian Heritage Register.</i>
<b>F2.4</b>	<b>Requirements for Design Statement</b>
F2.4.1	<i>In addition to the requirements of clause 8.1.3, a design statement is required in support of the application for any new building, extension, alteration or addition, to ensure that development achieves consistency with the existing streetscape and common built forms that create the character of the streetscape.</i>
F2.4.2	<i>The design statement must identify and describe, as relevant to the application, setbacks, orientation, scale, roof forms, plan form, verandah styles, conservatories, architectural details, entrances and doors, windows, roof covering, roof plumbing, external wall materials, paint colours, outbuildings, fences and gates within the streetscape. The elements described must be shown to be the basis for the design of any new development.</i>



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



**F2.5 STANDARDS FOR DEVELOPMENT****F2.5.1 Setbacks**

*Objective: To ensure that the predominant front setback of the existing buildings in the streetscape is maintained, and to ensure that the impact of garages and carports on the streetscape is minimised.*

**Acceptable Solutions & performance criteria**

A1 The predominant front setback as identified in the design statement must be maintained for all new buildings, extensions, alterations or additions (refer Figure F2.4 & F2.8).	<p>P1 The front setback must be compatible with the historic cultural heritage significance of a local heritage place or precinct, having regard to:</p> <ul style="list-style-type: none"> <li>a) the cultural heritage values of the local heritage place, its setting and the precinct;</li> <li>b) the topography of the site;</li> <li>c) the size, shape, and orientation of the lot;</li> <li>d) the setbacks of other buildings in the surrounding area;</li> <li>e) the historic cultural heritage significance of adjacent places; and</li> <li>f) the streetscape.</li> </ul>
A2 New carports and garages, whether attached or detached, must be set back a minimum of 3 metres behind the line of the front wall of the house which it adjoins (refer Figure F2.3, & F2.7).	<p>P2 The setback of new carports and garages from the line of the front wall of the house which it adjoins must be compatible with the historic cultural heritage significance of a local heritage place or precinct, having regard to:</p> <ul style="list-style-type: none"> <li>a) the cultural heritage values of the local heritage place, its setting and the precinct;</li> <li>b) the topography of the site;</li> <li>c) the size, shape, and orientation of the lot;</li> <li>d) the setbacks of other buildings in the surrounding area;</li> <li>e) the historic cultural heritage significance of adjacent places; and</li> <li>f) the streetscape.</li> </ul>
A3 Side setback reductions must be to one boundary only, in order to maintain the appearance of the original streetscape spacing.	<p>P3 Side setbacks must be compatible with the historic cultural heritage significance of a local heritage place or precinct, having regard to:</p> <ul style="list-style-type: none"> <li>a) the cultural heritage values of the local heritage place, its setting and the precinct;</li> <li>b) the topography of the site;</li> <li>c) the size, shape, and orientation of the lot;</li> <li>d) the setbacks of other buildings in the surrounding area;</li> <li>e) the historic cultural heritage significance of adjacent places; and</li> <li>f) the streetscape.</li> </ul>

Comment: The thorough site analysis based on the CMP has determined the siting and setbacks of the proposed additions and car park. They are set at a distance that does not detract from the historic heritage significance of the place.

**F2.5.2 Orientation**

*Objective: To ensure that new buildings, extensions, alterations and additions respect the*



<i>established predominant orientation within the streetscape.</i>		
<b>Acceptable Solutions &amp; performance criteria</b>		
A1	All new buildings, extensions, alterations or additions must be orientated:	P1 Orientation of all new buildings, extensions, alteration or additions must be compatible with the historic cultural heritage significance of a local heritage place or precinct, having regard to:
a)	perpendicular to the street frontage (refer Figure F2.5, F2.6, & F2.8); or	a) the cultural heritage values of the local heritage place, its setting and the precinct;
b)	Where the design statement identifies that the predominant orientation of buildings within the street is other than perpendicular to the street, to conform to the established pattern in the street; and	b) the topography of the site;
c)	A new building must not be on an angle to an adjoining heritage-listed building (refer Figure F2.5).	c) the size, shape, and orientation of the lot;
		d) the setbacks of other buildings in the surrounding area;
		e) the historic cultural heritage significance of adjacent places; and
		f) the streetscape.

**Comment:** The orientation of the proposed addition has been guided by the CMP and therefore meets the performance criteria.

### **F2.5.3 Scale**

<i>Objective: To ensure that all new buildings respect the established scale of buildings in the streetscape, adhere to a similar scale, are proportional to their lot size and allow an existing original main building form to dominate when viewed from public spaces.</i>	
<b>Acceptable Solutions (no performance criteria)</b>	
A1	Single storey developments must have a maximum height from floor level to eaves of 3 metres (refer Figure F2.14).
A2	Where a second storey is proposed it must be incorporated into the roof space using dormer windows, or roof windows, or gable end windows, so as not to detract from original two storey heritage-listed buildings (refer Figure F2.13 & F2.15).
A3	Ground floor additions located in the area between the rear and front walls of the existing house must not exceed 50% of the floor area of the original main house.

**Comment:** The scale of the proposed additions has been guided by the CMP and meets the Acceptable Solutions.



**F2.5.4 Roof Forms**

**Objective:** To ensure that the roof form and elements respect those of the existing main building and the streetscape.

<b>Acceptable Solutions &amp; performance criteria</b>	
A1.1 The roof form for new buildings, extensions, alterations, and additions must, if visible from the street, be in the form of hip or gable, with a pitch between 25 – 40 degrees (refer Figure F2.14 & F2.18), or match the existing building, and	P1 The roof form of all new buildings, extensions, alteration or additions must be compatible with the historic cultural heritage significance of a local heritage place or precinct, having regard to:
A1.2 Eaves overhang must be a maximum of 300mm excluding guttering, or match the existing building.	a) the cultural heritage values of the local heritage place, its setting and the precinct;
	b) the design, period of construction and materials of the dominant building on site;
	c) the dominant roofing style and materials in the setting; and
	d) the streetscape.
A2 Where there is a need to use the roof space, dormer windows are acceptable and must be in a style that reflects the period setting of the existing main building on the site, or the setting if the site is vacant (refer Figure F2.15).	
A3 Where used, chimneys must be in a style that reflects the period setting of the existing main building on the site, or the setting if the site is vacant.	
A4 Metal cowls must not be used where they will be seen from the street.	

**Comment:** The simple hipped roof form is a low-pitched contemporary design that will respect the historic heritage significance, design and period of construction of the exiting church.

**F2.5.5 Plan Form**

**Objective:** To ensure that new buildings, alterations, additions and extensions respect the setting, original plan form, shape and scale of the existing main building on the site or of adjoining heritage-listed buildings.

<b>Acceptable Solutions</b>	<b>Performance Criteria</b>
A1.1 Alterations and additions to pre-1940 buildings must retain the original plan form of the existing main building; or	P1 Original main buildings must remain visually dominant over any additions when viewed from public spaces.
A1.2 The plan form of additions must be rectilinear or consistent with the existing house design and dimensions.	
A2 The plan form of new buildings must be rectilinear (refer Figure F2.9).	P2 No performance criteria

**Comment:** The plan form of the proposed additions has been guided by the CMP and meets the Performance Criteria..

**F2.5.6 External Walls**

<b>Objective:</b> To ensure that wall materials used are compatible with the streetscape.	
<b>Acceptable Solutions</b>	<b>Performance Criteria</b>
A1.1 Materials used in additions must match those of the existing	P1 Wall materials



<p>construction, except in additions to stone or brick buildings; and</p> <p>A1.2 External walls must be clad in:</p> <p>a) traditional bull-nosed timber weatherboards; if treated pine boards are used to replace damaged weatherboards they must be painted; thin profile compressed board weatherboards must not be used; or</p> <p>b) brickwork, with mortar of a natural colour and struck flush with the brickwork (must not be deeply raked), including:</p> <ul style="list-style-type: none"> <li>• painted standard size bricks; or</li> <li>• standard size natural clay bricks that blend with the colour and size of the traditional local bricks; or</li> <li>• standard brickwork rendered in traditional style; or</li> <li>• if a heritage-listed building, second-hand traditional local bricks.</li> </ul> <p>Heavily-tumbled clinker bricks must not be used; or</p> <p>c) concrete blocks specifically chosen to blend with local dressed stone, or rendered and painted;</p> <p>d) concrete blocks in natural concrete finish must not be used.</p> <p>A1.3 Cladding materials designed to imitate traditional materials such as brick, stone and weatherboards must not be used.</p>	<p>must be compatible with the historic cultural heritage significance of a local heritage place or precinct, having regard to:</p> <p>a) the cultural heritage values of the local heritage place, its setting and the precinct;</p> <p>b) the design, period of construction and materials of the dominant building on site;</p> <p>c) the dominant wall materials in the setting; and</p> <p>d) the streetscape.</p>
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Comment: The red brick walls with complement the existing church, therefore, meets the Performance Criteria.

#### **F2.5.7 Entrances and Doors**

<i>Objective: To ensure that the form and detail of the front entry is consistent with the streetscape.</i>		
<b>Acceptable Solutions &amp; performance criteria</b>		
A1.1 The position, shape and size of original door and window openings must be retained where they are prominent from public spaces; and	P1	Entrances and doors must be compatible with the historic cultural heritage significance of a local heritage place or precinct, having regard to:
A1.2 The front entrance location must be in the front wall facing the street, and be located within the central third of the front wall of the house; and	a)	the cultural heritage values of the local heritage place, its setting and the precinct;
A1.3 Modern front doors with horizontal glazing or similar styles must not be used (refer Figure F2.21).	b)	the design, period of construction and materials of the dominant building on site; and
	c)	the streetscape.

Comment: Meets the Performance Criteria

#### **F2.5.8 Windows**

<i>Objective: To ensure that window form and details are consistent with the streetscape.</i>	
<b>Acceptable Solutions &amp; performance criteria</b>	
A1 Window heads must be a minimum of 300mm below the eaves line, or match the existing.	
<b>Solid-void ratio</b>	



A2	Front façade windows must conform to the solid/void ratio (refer Figure F2.24 & F2.25).	P2	For commercial buildings, the solid/void ratio of front façade windows must be compatible with that of heritage-listed commercial buildings in the precinct.
<b>Window sashes</b>			
A3	Window sashes must be double hung, casement, awning or fixed appropriate to the period and style of the building (refer Figure F2.22 & F2.23).		
A4	Traditional style multi-pane sashes, when used, must conform to the traditional pattern of six or eight vertical panes per sash with traditional size and profile glazing bars.		
A5	Horizontally sliding sashes must not be used.		
A6	Corner windows to front facades must not be used.		
<b>Window Construction Materials</b>			
A7	Clear glass must be used.		
A8	Reflective and tinted glass and coatings must not be used where visible from public places.		
A9	Additions to heritage-listed buildings must have timber window frames, where visible from public spaces.		
A10	Painted aluminium must only be used where it cannot be seen from the street and in new buildings, or where used in existing buildings	P10	Window frames must be compatible with the historic cultural heritage significance of a local heritage place or precinct, having regard to the cultural heritage values of the local heritage place, its setting and the precinct.
A11	Glazing bars must be of a size and profile appropriate for the period of the building		
A12	Stick-on aluminium glazing-bars must not be used		
A13	All windows in brick or masonry buildings must have projecting brick or stone sills, or match the existing.		
<b>French Doors, Bay Windows and Glass Panelling</b>			
A14	French doors and bay windows must be appropriate for the original building style and must be of a design reflected in buildings of a similar period.		
A15	Where two bay windows are required, they must be symmetrically placed.		
A16	Large areas of glass panelling must:		
a)	Be divided by large vertical mullions to suggest a vertical orientation; and		
b)	Be necessary to enhance the utility of the property or protect the historic fabric; and		
c)	Not detract from the historic values of the original building.		

Comment: Meets the Performance Criteria

#### **F2.5.9 Roof Covering**

Objective: To ensure that roof materials are compatible with the streetscape.	
<b>Acceptable Solutions (no performance criteria)</b>	
A1.1	Roofing of additions, alterations and extensions must match that of the existing building; and
A1.2	Roof coverings must be:
	a) corrugated iron sheeting in grey tones, brown tones, dark red, or galvanized iron
	or
	b) slate or modern equivalents, shingle and low-profile tiles, where compatible with the style and period of the main building on the site and the setting. Tile colours must be:



<ul style="list-style-type: none"> <li>• dark gray; or</li> <li>• light grey; or</li> <li>• brown tones; or</li> <li>• dark red;</li> </ul> <p>or</p> <p>c) traditional metal tray tiles where compatible with the style and period of the main building on the site.</p> <p>d) for additions, alterations and extensions, match that of the existing building.</p>
A2 Must not be klip-lock steel deck and similar high rib tray sheeting.

Comment: Meets the Performance Criteria

#### **F2.5.10 Roof Plumbing**

<i>Objective: To ensure that roof plumbing and fittings are compatible with the streetscape.</i>	
<b>Acceptable Solutions (no performance criteria)</b>	
A1.1	Gutters must be OG, D mould, or Half Round profiles (refer Figure F2.26), or match the existing guttering; and
A1.2	Downpipes must be zincalume natural, colorbond round, or PVC round painted.
A2	Downpipes must not be square-line gutter profile or rectangular downpipes (refer Figure F2.27), or match the existing downpipes.

Comment: Acceptable for the architectural style.

#### **F2.5.11 Verandahs**

<i>Objective: To ensure that traditional forms of sun and weather protection are used, consistent with the streetscape.</i>	
<b>Acceptable Solutions &amp; performance criteria</b>	
<b>Original Verandahs</b>	
A1	Original verandahs must be retained.
<b>Replacement of Missing Verandahs</b>	
A2.1	The replacement of a missing verandah must be consistent with the form and detail of the original verandah; or
A2.2	If details of the original verandah are not available:
a)	The verandah roof must join the wall line below the eaves line of the building (refer Figure F2.19); and
b)	Verandah posts and roof profile must be consistent with that in use by the surrounding buildings of a similar period.
P2	Verandahs must be compatible with the historic cultural heritage significance of a local heritage place or precinct, having regard to:
a)	the cultural heritage values of the local heritage place, its setting and the precinct;
b)	the design, period of construction and materials of the dominant building on site; and
c)	the streetscape.
<b>New Verandahs</b>	
A3	A new verandah, where one has not previously existed, must be consistent with the design and period of construction of the dominant existing building on the site or, for vacant sites, those of the dominant design and period within the precinct.

Comment: No verandah proposed



**F2.5.12 Architectural Details**

<i>Objective: To ensure that the architectural details are consistent with the historic period and style of the main building on the site, and the streetscape.</i>	
<b>Acceptable Solutions (no performance criteria)</b>	
<b>Original Detailing</b>	
A1	<i>Original details and ornaments, such as architraves, fascia's and mouldings, are an essential part of the building's character and must not be removed beyond the extent of any alteration, addition or extension.</i>
<b>Non-original Detailing</b>	
A2.1	<i>Non-original elements must be consistent with the original architectural style of the dominant existing building on the site or, for vacant sites, be consistent with the existing streetscape; and</i>
A2.1	<i>Non-original elements must not detract from or dominate the original qualities of the building, nor should they suggest a past use which is not historically accurate.</i>

Comment: **Acceptable for the contemporary architectural style.**

**F2.5.13 Outbuildings**

<i>Objective: To ensure that outbuildings do not reduce the dominance of the original building or distract from its period character.</i>	
<b>Acceptable Solutions &amp; performance criteria</b>	
A1	<p><i>The roof form of outbuildings must, if visible from the street, be in the form of hip or gable, with a maximum span of 6.5m and a pitch between 22.5 – 40 degrees.</i></p> <p>P1 <i>The roof form of outbuildings, if visible from the street, must be compatible with the historic cultural heritage significance of a local heritage place or precinct, having regard to:</i></p> <ul style="list-style-type: none"> <li>a) <i>the cultural heritage values of the local heritage place, its setting and the precinct;</i></li> <li>b) <i>the design, period of construction and materials of the dominant building on site;</i></li> <li>c) <i>the dominant roofing style and materials in the setting; and</i></li> <li>d) <i>the streetscape.</i></li> </ul>
A2	<i>Outbuildings must be designed, in both scale and appearance, to be subservient to the primary buildings on the site.</i>
A3	<i>Outbuildings must not be located in front of existing heritage-listed buildings, and must be setback a minimum of 3 metres behind the line of the front wall of the house that is set furthest back from the street (refer Figure F2.1 &amp; F2.3).</i>
A4	<i>Any garage, including those conjoined to the main building, must be designed in the form of an outbuilding, with an independent roof form.</i>
A5	<i>Those parts of Outbuildings visible from the street must be consistent, in both materials and style, with those of any existing heritage-listed building on-site.</i>
A6	<i>Where visible from the street, the eaves height of outbuildings must not exceed 3m and the roof form and pitch must be the same as that of the main house.</i>

Comment: **N/A**



**F2.5.14 Conservatories**

<i>Objective: To ensure new conservatories respect traditional location, form and construction.</i>	
<b>Acceptable Solutions (no performance criteria)</b>	
A1	Conservatories must not be located at the front of a building.
A2	The scale, form, materials, and colours of a conservatory addition must respect the established style and period of the existing building.

Comment: **N/A**

**F2.5.15 Fences and Gates**

<i>Objective: To ensure that original fences are retained and restored where possible and that the design and materials of any replacement complement the setting and the architectural style of the main building on the site.</i>	
<b>Acceptable Solutions &amp; performance criteria</b>	
A1.1 Replacement of front fence must be in the same design, materials and scale; or A1.2 a) Front fence must be a timber vertical picket, masonry to match the house, heritage style woven wire, galvanized tubular fencing, other than looped, or iron palisade fence with a maximum height of 1500mm. b) Side and rear fences must be vertical timber palings to a maximum height of 1800mm.	P1 Fences must be compatible with the historic cultural heritage significance of a local heritage place or precinct, having regard to: a) the cultural heritage values of the local heritage place, its setting and the precinct; b) the architectural style of the dominant building on the site; c) the dominant fencing style in the setting; and d) the original or previous fences on the site.
A2	Gates must match the fence, both in materials and design.
A3	Screen fences used to separate the front garden from the rear of the house must be of timber or lattice.
A4	Fences must not be: a) horizontal or diagonal timber slat fences; or b) plastic covered wire mesh; or c) flat metal sheet or corrugated sheets; or d) plywood and cement sheet.

Comment: **Meets the Performance Criteria**

**F2.5.16 Paint Colours**

<i>Objective: To ensure that new colour schemes maintain a sense of harmony with the street or area in which they are located.</i>	
<b>Acceptable Solutions &amp; performance criteria</b>	
A1.1 Colour schemes must be drawn from heritage-listed buildings within the precinct; or A1.2 Colour schemes must be drawn from the following: a) Walls – Off white, creams, beige, tans, fawn and ochre. b) Window & Door frames – white, off white, Indian red, light browns, tans, olive green and deep Brunswick	P1 Colour schemes must be compatible with the local historic heritage significance of the local heritage place or precinct having regard to the character and appearance of



green.	the existing place or precinct.
c) Fascia & Barge Boards - white, off white Indian red, light browns, tans, olive green and deep Brunswick green	
d) Roof & Gutters – deep Indian red, light and dark grey.	
A2 There must be a contrast between the wall colour and trim colours.	
A3 Previously unpainted brickwork must not be painted, except in the case of post-1960 buildings.	

Comment: Meets the Performance Criteria

#### **F2.5.17 Lighting**

Objective: To ensure that modern domestic equipment and wiring do not intrude on the character of the streetscape
<b>Acceptable Solutions (no performance criteria)</b>
A1 Wiring or conduit to new lighting is not located on the front face of a building.

Comment: Meets the Performance Criteria

#### **F2.5.18 Maintenance and Repair**

Objective: To ensure that maintenance and repair of buildings is undertaken to be sympathetic to, and not detract from the historic cultural heritage significance of heritage precincts.
<b>Acceptable Solution (no performance criteria)</b>
New materials and finishes used in the maintenance and repair of buildings match the materials and finishes that are being replaced.

Comment: This proposal will guarantee the on-going maintenance of the buildings and site

### **F2.6 USE STANDARDS**

#### **F2.6.1 Alternative Use of heritage buildings**

Objective: To ensure that the use of heritage buildings provides for their conservation.	
Acceptable Solutions	Performance Criteria
A1 No acceptable solution.	<p>P1 Notwithstanding Clause 8.9, a permit may be granted for any use of a building listed in table F2.1 where:</p> <p>a) it can be demonstrated that the proposed use will not adversely impact on the significance of a heritage place; and</p> <p>b) the amenity impacts of both the proposed use on the surrounding areas and from the surrounding area on the proposed use are considered acceptable; and</p> <p>c) a report by heritage professional states that it is necessary for conservation purposes or the continued maintenance of the building or where there is an overriding public benefit.</p>

Comment: N/a



**E15.0 Signs Code**

**E15.5.2 Heritage Precincts**

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

<b>Acceptable Solutions</b>	<b>Performance Criteria</b>
A1 No acceptable solution	P1 If within the Heritage Precincts Specific Area Plan, shall be consistent with the Character Statements.

Comment: Meets the Performance Criteria






## Submission to Planning Authority Notice

<b>Council Planning Permit No.</b>	PLN-21-0229	<b>Council notice date</b>	27/09/2021
<b>TasWater details</b>			
<b>TasWater Reference No.</b>	TWDA 2021/01636-NMC	<b>Date of response</b>	30/09/2021
<b>TasWater Contact</b>	David Boyle	<b>Phone No.</b>	0436 629 652
<b>Response issued to</b>			
<b>Council name</b>	NORTHERN MIDLANDS COUNCIL		
<b>Contact details</b>	Planning@nmc.tas.gov.au		
<b>Development details</b>			
<b>Address</b>	71-73 HIGH ST, CAMPBELL TOWN	<b>Property ID (PID)</b>	3180051
<b>Description of development</b>	New mixed-use building and alterations to existing church building		
<b>Schedule of drawings/documents</b>			
<b>Prepared by</b>	<b>Drawing/document No.</b>	<b>Revision No.</b>	<b>Date of Issue</b>
Aldanmark	21E29-9 H1.01 & H1.02	A	22/09/2021
<b>Conditions</b>			
<p>Pursuant to the <i>Water and Sewerage Industry Act 2008 (TAS)</i> Section 56P(1) TasWater imposes the following conditions on the permit for this application:</p> <p><b>CONNECTIONS, METERING &amp; BACKFLOW</b></p> <ol style="list-style-type: none"> <li>1. A suitably sized water supply with metered connections and sewerage system and connections to each lot of the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit.</li> <li>2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost.</li> <li>3. Prior to commencing construction /use of the development, any water connection utilised for construction/the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater.</li> </ol> <p><b>TRADE WASTE</b></p> <ol style="list-style-type: none"> <li>1. Prior to the commencement of operation the developer/property owner must obtain Consent to discharge Trade Waste from TasWater.</li> <li>2. The developer must install appropriately sized and suitable pre-treatment devices prior to gaining Consent to discharge.</li> <li>3. The Developer/property owner must comply with all TasWater conditions prescribed in the Trade Waste Consent.</li> </ol> <p><b>DEVELOPMENT ASSESSMENT FEES</b></p> <ol style="list-style-type: none"> <li>4. The applicant or landowner as the case may be, must pay a development assessment fee of \$363.57 to TasWater, as approved by the Economic Regulator and the fee will be indexed, until the date paid to TasWater.</li> </ol> <p>The payment is required within 30 days of the issue of an invoice by TasWater.</p>			





Advice			
<p><b>General</b></p> <p>For information on TasWater development standards, please visit <a href="http://www.taswater.com.au/Development/Development-Standards">http://www.taswater.com.au/Development/Development-Standards</a></p> <p>For application forms please visit <a href="http://www.taswater.com.au/Development/Forms">http://www.taswater.com.au/Development/Forms</a></p> <p><b>Advice to Planning Authority (Council) and developer on fire coverage</b></p> <p>TasWater cannot provide a supply of water for the purposes of firefighting to parts of this title.</p> <p><b>Trade Waste</b></p> <p>Prior to any Building and/or Plumbing work being undertaken, the applicant will require a Certificate for Certifiable Work (Building and/or Plumbing). The Certificate for Certifiable Work (Building and/or Plumbing) must accompany all documentation submitted to Council. Documentation must include a floor and site plan with:</p> <ul style="list-style-type: none"> <li>Location of all pre-treatment devices i.e. grease arrestor;</li> <li>Schematic drawings and specification (including the size and type) of any proposed pre-treatment device and drainage design; and</li> <li>Location of an accessible sampling point in accordance with the TasWater Trade Waste Sampling Specifications for sampling discharge.</li> </ul> <p>At the time of submitting the Certificate for Certifiable Work (Building and/or Plumbing) a Trade Waste Application form is also required.</p> <p>If the nature of the business changes or the business is sold, TasWater is to be informed in order that pre-treatment may be reassessed.</p> <p>The application forms are available at <a href="http://www.taswater.com.au/Customers/Liquid-Trade-waste/Commercial">http://www.taswater.com.au/Customers/Liquid-Trade-waste/Commercial</a></p>			
Declaration			
<p>The drawings/documents and conditions stated above constitute TasWater's Submission to Planning Authority Notice.</p>			
<p><b>Authorised by</b></p>  <p><b>Jason Taylor</b> Development Assessment Manager</p>			
TasWater Contact Details			
Phone	13 6992	Email	development@taswater.com.au
Mail	GPO Box 1393 Hobart TAS 7001	Web	www.taswater.com.au



**From:** "Hills, Garry" <Garry.Hills@stategrowth.tas.gov.au>  
**Sent:** Fri, 8 Oct 2021 15:43:47 +1100  
**To:** "NMC Planning" <planning@nmc.tas.gov.au>  
**Subject:** RE: Referral to Department of State Growth of Planning Application PLN-21-0229 - 71-73 High Street, Campbell Town TAS 7210

Our Ref: D21/251137

Hello Karen, thanks for your referral regarding the above.

I advise that the Department accept the recommendations of the supplied Traffic Impact Assessment and do not object to the proposal. However it is noted that modification to accesses are required.

In this regard it will be appreciated if you can arrange to include the below as a condition (and subsequent note) on any permit issued by Council;

- Upgrade of the existing accesses shall be undertaken to meet current Department of State Growth specifications. Namely, sealing of the accesses between the road seal edge and the property boundary. The main northern site access shall be a minimum of 6 m wide at the property boundary to allow for two-way entry and exit by light vehicles. The existing southern 'op shop' access shall be realigned so it is perpendicular to High Street and is a minimum of 4 m in width at the property boundary. Basic engineering drawings showing the extent of the accesses and associated works must be provided to the Department of State Growth for review and acceptance as part of a works permit application per the details noted below.

NOTE: A valid works permit is required for all works undertaken in the State Road (Tasman Highway) reservation. Details of the permit process and application forms can be found at:

[www.transport.tas.gov.au/roads\\_and\\_traffic\\_management/permits\\_and\\_bookings/new\\_or\\_altered\\_access\\_onto\\_a\\_road\\_driveways](http://www.transport.tas.gov.au/roads_and_traffic_management/permits_and_bookings/new_or_altered_access_onto_a_road_driveways). Applications must be received by the Department of State Growth a minimum of twenty (20) business days prior to the expected commencement date for works in order to allow sufficient time for the application to be assessed. No works are to be undertaken until a written permit has been issued.

Let me know if you need any further information.

Cheers, Garry

**Garry Hills** | Principal Analyst Traffic Engineering  
Infrastructure Tasmania Division | Department of State Growth  
GPO Box 536, Hobart TAS 7001



Phone: (03) 6777 1940  
[www.stategrowth.tas.gov.au](http://www.stategrowth.tas.gov.au)

DEPARTMENT OF STATE GROWTH COURAGE TO MAKE A DIFFERENCE THROUGH:



---

**From:** NMC Planning <planning@nmc.tas.gov.au>  
**Sent:** Monday, 27 September 2021 2:34 PM  
**To:** Development <Development@stategrowth.tas.gov.au>  
**Subject:** Referral to Department of State Growth of Planning Application PLN-21-0229 - 71-73 High Street, Campbell Town TAS 7210

Good afternoon  
Please see attached referral for your action  
Kind regards  
Karen  
*Karen Jenkins*



Administration Officer - Community & Development |  
Northern Midlands Council  
Council Office, 13 Smith Street (PO Box 156), Longford Tasmania  
7301  
T: (03) 6397 7303 | F: (03) 6397 7331  
E: [karen.jenkins@nmc.tas.gov.au](mailto:karen.jenkins@nmc.tas.gov.au) | W:  
[www.northernmidlands.tas.gov.au](http://www.northernmidlands.tas.gov.au)

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## REFERRAL OF DEVELOPMENT APPLICATION PLN-21-0229 TO WORKS &amp; INFRASTRUCTURE DEPARTMENT

**Property/Subdivision No:** 302300.82**Date:** 27 September 2021**Applicant:** 1+2 Architecture Pty Ltd**Proposal:** New building (formal and informal meeting areas, food preparation and service facilities, multi-purpose room, church administration offices, amenities), alterations to existing church building, provision for vehicle access and parking (Community meeting & entertainment use class) (Heritage Listed, Heritage Precinct, Road & Railway Assets Code)**Location:** 71-73 High Street, Campbell Town

W&amp;I referral PLN-21-0229, 71-73 High Street, Campbell Town

Planning admin: W&I fees paid.**Jonathan - if you require further information, advise planning section as soon as possible – there are only 14 days from receipt of permitted applications and 21 days from receipt of discretionary applications to stop the clock.**

Please inspect the property and advise regarding stormwater/drainage, access, traffic, and any other engineering concerns.

Is there is a house on one of the lots?	Yes No
Is it connected to all Council services?	Yes No
Are any changes / works required to the house lot?	Yes No
Are the discharge points for stormwater, infrastructure that is maintained by Council? (This requires a check to ensure the downstream infrastructure is entirely owned, maintained, operated by Council and have been taken over as Council assets.)	Yes No

**Stormwater:**

Does the physical location of stormwater services match the location shown on the plan? (Requires an on-site inspection)	Yes No
Is the property connected to Council's stormwater services?	Yes No
If so, where is the current connection/s?	
Can all lots access stormwater services?	Yes No
If so, are any works required?	Yes, as follows No
Is stormwater detention required	Yes No
Has a stormwater detention design been submitted	Yes No
If so, is it designed for 20- year ARI with overland flow path to road or any other low risk Council approved place of discharge.	Yes No
If no to above , has the design for 100 – year ARI been done.	Yes



	No
If yes to any of the above, does it comply with Councils stormwater policy	Yes No
Is the design approved by works & infrastructure	Yes No
Please quote drawing numbers and any other relate documentation (email etc.)	#:
Additional Comments/information	Yes, as follows No
<b>Stormwater works required:</b>	
Works to be in accordance with Standard Drawing TSD-SW25 – a 100mm stormwater connection.	
Multiple Dwellings: Works to be in accordance with Standards – a 150mm stormwater connection	
Is there kerb and gutter at the front of the property?	Yes No
Are any kerb-and-gutter works required?	Yes, as follows No
<b>Road Access:</b>	
Does the property have access to a made road?	Yes No
If so, is the existing access suitable?	Yes No
Does the new lot/s have access to a made road?	Yes No
If so, are any works required?	Yes, see below No
Is off-street parking available/provided?	Yes No
<b>Road / access works required:</b>	
Works to be in accordance with Standard Drawing TSD R09 - concrete driveway crossover & hotmix sealed apron from the edge of ... Street/Road to the property boundary of Lot/s ...	
<b>OR</b>	
<ul style="list-style-type: none"> <li>standard rural access (SD-...)</li> </ul>	
<p>Ross - Headwalls for any piped driveway crossing must be constructed from sandstone and compatible with Heritage character – details to be provided with the Crossover approval letter.</p> <p>(Note: In Ross, hotmix sealed driveways in the main street, gravel elsewhere.)</p>	
Is an application for vehicular crossing form required?	Yes No
Is a footpath required?	Yes No
Extra information required regarding driveway approach and departure angles	Yes No



Are any road works required?	Yes, as follows No
Are street trees required?	Yes No
Additional Comments:	An Engineer's design is / is not required.

Engineer's comment:

**Jonathan - please provide some comment on the application to include in the assessment report – delete the yellow bits.**

***If a standard small subdivision:***

Council services for this subdivision can be addressed by standard conditions.

***OR, if complicated***

Council services for this subdivision can be addressed by standard conditions for ... and additional conditions for ....

***Plus extra if very complicated***

**Delete if not required:**

Condition for when new roads are created:

1. Where a new road is created, Council is to be supplied with a preferred name(s) including background information on why that name has been chosen, as well as a second preference if the first is not accepted by Council. This should be done prior to the plans being sent for sealing;
2. The developer is responsible for installing new street signage where required, including any required regulatory signage.

**Jonathan - make changes below including deleting conditions not required:**

## **WORKS & INFRASTRUCTURE DEPARTMENT CONDITIONS**

### **STANDARD CONDITIONS FOR SMALL SUBDIVISIONS**

#### W.1 Stormwater

Each lot must be provided with a connection to the Council's stormwater system, constructed in accordance with Council standards and to the satisfaction of Council's Works & Infrastructure Department.

#### W.2 Access (Urban)

- a) A concrete driveway crossover and hotmix sealed apron (or concrete apron where the footpath is constructed from concrete) must be constructed from the edge of ... Street/Road to the property boundary of Lot/s ... in accordance with Council standards.
- b) Access works must not commence until an application for vehicular crossing has been approved by Council.

#### W.2 Access (Rural)

- a) A driveway crossover and hotmix sealed apron must be constructed from the edge of ... Street/Road to the property boundary of Lot/s ... in accordance with Council standards.
- b) Access works must not commence until an application for vehicular crossing has been approved by Council.



W.2 Access (Heritage)

- a) A driveway crossover must be constructed from the edge of ... Street/Road to the property boundary of Lot/s ... in accordance with Council standards.
- b) Access works must not commence until an application for vehicular crossing has been approved by Council.
- c) **Ross:** Headwalls for any piped driveway crossing must be constructed from sandstone and compatible with Heritage character – details to be provided with the vehicular crossing approval letter.

W.3 As constructed information

As Constructed Plans and Asset Management Information must be provided in accordance with Council's standard requirements.

W.4 Municipal standards & certification of works

Unless otherwise specified within a condition, all works must comply with the Municipal Standards including specifications and standard drawings. Any design must be completed in accordance with Council's subdivision design guidelines to the satisfaction of the Works & Infrastructure Department. Any construction, including maintenance periods, must also be completed to the approval of the Works & Infrastructure Department.

W.5 Works in Council road reserve

- a) Works must not be undertaken within the public road reserve, including crossovers, driveways or kerb and guttering, without prior approval for the works by the Works Manager.
- b) Twenty-four (24) hours notice must be given to the Works & Infrastructure Department to inspect works within road reserve, and before placement of concrete or seal. Failure to do so may result in rejection of the vehicular access or other works and its reconstruction.

W.5 Works in State road reserve

- a) The developer must obtain a permit from the Department State Growth for any works to be undertaken within the State Road reservation, including any works necessary in relation to access construction, stormwater drainage and/or traffic management control and devices from the proposal.
- b) Application requirements and forms can be found at [transport.tas.gov.au/road/permits](https://transport.tas.gov.au/road/permits), applications must be submitted at least twenty-eight (28) days prior to any scheduled works. In accordance with the Roads and Jetties Act 1935, works must not be commenced within the State Road reservation until a permit has been issued.

W.6 Separation of stormwater services

- a) All existing stormwater pipes and connections must be located.
- b) Where required, pipes are to be rerouted to provide an independent system for each lot.
- c) Certification must be provided that stormwater services have been separated between the lots.

W.7 Easements to be created

Easements must be created over all Council owned services in favour of the Northern Midlands Council. Such easements must be created on the final plan to the satisfaction of the General Manager.

W.8 Pollutants

- a) The developer/property owner must ensure that pollutants such as mud, silt or chemicals are not released from the site.
- b) Prior to the commencement of the development authorised by this permit the developer/property owner must install all necessary silt fences and cut-off drains to prevent soil, gravel and other debris from escaping the site. Material or debris must not be transported onto the road reserve (including the nature strip, footpath and



road pavement). Any material that is deposited on the road reserve must be removed by the developer/property owner. Should Council be required to clean or carry out works on any of their infrastructure as a result of pollutants being released from the site the cost of these works may be charged to the developer/property owner.

#### W.9 Nature strips

Any new nature strips, or areas of nature strip that are disturbed during construction, must be topped with 100mm of good quality topsoil and sown with grass. Grass must be established and free of weeds prior to Council accepting the development.

### **STANDARD CONDITIONS FOR MULTIPLE DWELLINGS**

#### W.1 Stormwater

- a) Each dwelling must be provided with a connection to the Council's stormwater system, constructed in accordance with Council standards and to the satisfaction of Council's Works & Infrastructure Department.
- b) Concentrated stormwater must not be discharged into neighbouring properties
- c) Landscaping and hardstand areas must not interfere with natural stormwater run-off from neighbouring properties.
- d) All driveways and hardstand areas must be designed to allow stormwater run-off to be adequately drained to the Council stormwater system.
- e) Prior to the issue of a building permit, or the commencement of development authorised by this permit, the applicant must design and provide plans for underground stormwater drainage to collect stormwater from the driveways and roofed area of buildings. The system must connect through properly-jointed pipes to the stormwater main, inter-allotment drainage or other lawful point of discharge to the satisfaction of the Plumbing Inspector. The plan must show that hydraulic separation of stormwater pipes and connections between the dwellings has been achieved. (LEAVE IN IF THEY COULD BE SUBDIVIDED IN FUTURE)
- f) A plumbing permit is required prior to commencing any plumbing or civil works within the property.

#### W.2 Access

- a) A concrete driveway crossover and hotmix sealed apron (or concrete apron if the footpath is constructed from concrete) must be constructed for each dwelling from the edge of ... Street/Road to the property boundary in accordance with Council standards.
- b) Access works must not commence until an application for vehicular crossing has been approved by Council.
- c) All works must be done in accordance with Council Standard Drawing TSD-R09 and to the satisfaction of the Works Manager.
- d) **Ross:** Headwalls for any piped driveway crossing must be constructed from sandstone and compatible with Heritage character – details to be provided with the vehicular crossover approval letter.

#### W.3 Municipal standards & approvals

Unless otherwise specified within a condition, all works must comply with the Municipal Standards including specifications and standard drawings. All works must be constructed to the satisfaction of Council. Where works are required to be designed prior to construction, such designs and specifications must be approved by Council prior to commencement of any *in situ* works.

#### W.4 Works in Council road reserve

- a) Works must not be undertaken within the public road reserve, including crossovers, driveways or kerb and guttering, without prior approval for the works by the Works Manager.



- b) Twenty-four (24) hours notice must be given to the Works & Infrastructure Department to inspect works within road reserve, and before placement of concrete or seal. Failure to do so may result in rejection of the vehicular access or other works and its reconstruction.

W.4 Works in State road reserve

- a) The developer must obtain a permit from the Department State Growth for any works to be undertaken within the State Road reservation, including any works necessary in relation to access construction, stormwater drainage and/or traffic management control and devices from the proposal.
- b) Application requirements and forms can be found at [transport.tas.gov.au/road/permits](http://transport.tas.gov.au/road/permits), applications must be submitted at least twenty-eight (28) days prior to any scheduled works. In accordance with the *Roads and Jetties Act 1935*, works must not be commenced within the State Road reservation until a permit has been issued.

W.5 Pollutants

- a) The developer/property owner must ensure that pollutants such as mud, silt or chemicals are not released from the site.
- b) Prior to the commencement of development authorised by this permit the developer/property owner must install all necessary silt fences and cut-off drains to prevent soil, gravel and other debris from escaping the site. Material or debris must not be transported onto the road reserve (including the nature strip, footpath and road pavement). Any material that is deposited on the road reserve must be removed by the developer/property owner. Should Council be required to clean or carry out works on any of their infrastructure as a result of pollutants being released from the site the cost of these works may be charged to the developer/property owner.

W.6 Works damage bond

- a) Prior to the issue of a building permit, or the commencement of development authorised by this permit, a \$500 bond (for small proposals) / \$1000 bond (for large proposals) must be provided to Council, which will be refunded if Council's infrastructure is not damaged.
- b) This bond is not taken in place of the Building Department's construction compliance bond.
- c) The nature strip, crossover, apron and kerb and gutter and stormwater infrastructure must be reinstated to Council's standards if damaged.
- d) The bond will be returned after building completion if no damage has been done to Council's infrastructure and all engineering works are done to the satisfaction of the Works & Infrastructure Department.

W.7 Nature strips

Any new nature strips, or areas of nature strip that are disturbed during construction, must be topped with 100mm of good quality topsoil and sown with grass. Grass must be established and free of weeds prior to Council accepting the development.

*Jonathan Galbraith (Engineering Officer)*

*Leigh McCullagh (Works Manager)*

*Date:*



**Paul Godier**

---

**From:** Jennifer Jarvis <Jennifer.Jarvis@tasrail.com.au>  
**Sent:** Monday, 4 October 2021 5:01 PM  
**To:** NMC Planning  
**Subject:** Attention Planning Department  
**Attachments:** Possible Railway Culvert Upgrade Request; TasRail Snip image showing drain.JPG; V2021TasRail Standard Notes - Op Lines.docx

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

**Your Reference PLN-21-0229 – 71 High Street Campbell Town – New Building**

Thank you for notifying TasRail of the above planning application.

We have reviewed the available documentation and make the following comments:

- TasRail is concerned by the absence of information related to stormwater discharge/other run-off. TasRail suspects the intent is for stormwater run-off to discharge into the existing open swale drain and although not shown in full on the plans submitted, we suspect this is the existing open drain that runs under the road, through an existing culvert and discharging into TasRail's open drain.
- TasRail draws NMC Planning to the attached email trail between Gandy & Roberts which confirms TasRail's view that the existing culvert is undersized for the current water loading. It should be noted that standing water represents a significant risk to the railway formation and track assets with high potential to cause a derailment.
- TasRail is therefore requesting more details about intentions for stormwater to support this application as well as for the planned future development of the site as shown on the submitted documents. The existing open railway drain was not designed to take residential urban run-off and therefore TasRail is concerned to ensure the current situation is not exacerbated. TasRail strongly recommends that future development of this land be subject to the 3<sup>rd</sup> party or Council funding upgrade of the existing culvert given the cost to design, procure and construct such works will be substantial.
- TasRail also requests that a copy of the attached TasRail Standard Notes be provided to the applicant to inform about matters relevant to developing/residing/operating on land adjoining an operational rail corridor.

Kind regards

Jennifer Jarvis



Manager Group Property & Compliance | Property  
Phone: 03 6335 2603 | Mobile: 0428 139 238  
11 Techno Park Drive, Kings Meadows, Tasmania, 7249  
[Jennifer.Jarvis@tasrail.com.au](mailto:Jennifer.Jarvis@tasrail.com.au)

*'Tasmania's trusted provider of safe and dependable rail logistics solutions'*





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**Paul Godier**

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**From:** Jennifer Jarvis <Jennifer.Jarvis@tasrail.com.au>  
**Sent:** Monday, 4 October 2021 4:39 PM  
**To:** Jennifer Jarvis  
**Subject:** Possible Railway Culvert Upgrade Request

---

**From:** Jennifer Jarvis  
**Sent:** Wednesday, 24 February 2021 3:36 PM  
**To:** Josh Farner <jfarner@gandyandroberts.com.au>  
**Subject:** RE: 20.0440 - 71-73 High Street Campbell Town - Possible Railway Culvert Upgrade Information Request

Hello Josh, thanks for the follow-up.

It's not possible to provide you with any sort of approval/agreement from TasRail for the proposal, or any sort of estimate of potential cost without a detailed design and supporting information such as hydrology modelling/report to confirm the capacity and proposed culvert design.

Costs will also be influenced by the location, timing etc.

Council will need to engage TasRail to install the culvert at Council's cost. This will require commercial discussion and agreement.

As any culvert under the railway will ultimately need to become a TasRail asset, there will also need to be a licence agreement between the owner of the asset (I assume Council) and TasRail.

Apologies I can't offer more info at this stage but prefer not to guess as to likely cost.

Kind regards

---

**From:** Josh Farner <[jfarner@gandyandroberts.com.au](mailto:jfarner@gandyandroberts.com.au)>  
**Sent:** Thursday, 18 February 2021 3:53 PM  
**To:** Jennifer Jarvis <[Jennifer.Jarvis@tasrail.com.au](mailto:Jennifer.Jarvis@tasrail.com.au)>  
**Cc:** Allison Alexander <[Allison.Alexander@tasrail.com.au](mailto:Allison.Alexander@tasrail.com.au)>; Simon Palmer <[Simon@gandyandroberts.com.au](mailto:Simon@gandyandroberts.com.au)>  
**Subject:** RE: 20.0440 - 71-73 High Street Campbell Town - Possible Railway Culvert Upgrade Information Request

Hi Jennifer,

Thank you very much for your response. My apologies, yes, the correct address is 71-73 High Street.

The flood waters impacting this site are as a result of the Council stormwater catchment. In order to allow the free passage of water, we would require a culvert with approximate dimensions of 1.2 m wide x 0.6 m high, for a length of around 20 m. I wonder if you know of any similar projects and could please provide any high-level indication of potential cost?

Thank you for your suggestion to email [property@tasrail.com.au](mailto:property@tasrail.com.au). Currently we are just seeking a very high-level estimate of potential cost to determine whether the proposed development may be at all feasible for the client, so any information you can provide on this would be much appreciated.



Currently, as shown below, Council have modelled stormwater to dam against the side of the railway formation under a 1% AEP flood event, so providing means for the stormwater to connect from one side to the other may be of benefit to TasRail.

If there is any further information I can provide please don't hesitate to ask, and if you would like to chat please feel free to call.

Thanks again,

**Josh Farner**  
Civil Engineer

**GANDY AND ROBERTS**  
**CONSULTING ENGINEERS**

ph 03 6223 8877  
fx 03 6223 7183  
159 Davey St Hobart TAS 7000  
[jfarner@gandyandroberts.com.au](mailto:jfarner@gandyandroberts.com.au)  
[www.gandyandroberts.com.au](http://www.gandyandroberts.com.au)

---

**From:** Jennifer Jarvis <[Jennifer.Jarvis@tasrail.com.au](mailto:Jennifer.Jarvis@tasrail.com.au)>  
**Sent:** Thursday, 18 February 2021 3:13 PM  
**To:** Josh Farner <[jfarner@gandyandroberts.com.au](mailto:jfarner@gandyandroberts.com.au)>  
**Cc:** Allison Alexander <[Allison.Alexander@tasrail.com.au](mailto:Allison.Alexander@tasrail.com.au)>  
**Subject:** RE: 20.0440 - 71-73 Main Street Campbell Town - Possible Railway Culvert Upgrade Information Request

Dear Josh, thank you for your email enquiry.

We assume you mean 71-73 High Street Campbell Town – as we cannot identify a Main Street Campbell Street.

Difficult to provide you with specific information based on the limited information you have provided, but generally speaking, TasRail assets are not designed or maintained to take urban stormwater. It is acknowledged there are a number of legacy situations around the State where historic arrangements may have provided otherwise, but these are not consistent with contemporary laws and regulations.

As a general rule, TasRail would prefer stormwater to be independent of the railway, because water entering the rail corridor as well as standing water and flood risk impact the integrity of the rail formation and present significant derailment risk. I note the Campbell Town area is already prone to flooding..

However, TasRail will give consideration to the installation of underground infrastructure (such as a stormwater pipeline needing to connect from one side of the railway to the other). The design and installation would need to comply with AS4799 but to a depth of 2 metres. The works would need to be subject to a TasRail Permit for Works, and a Licence Agreement in place between the pipeline owner and TasRail to permit the pipeline to be on rail land. If the stormwater is to support a development, as a general rule we would ask for hydrology modelling and evidence that the proposal is sufficient to meet demand into the future. If a new or larger culvert is required then TasRail would need to review and agree with the drawings/design and TasRail would need to install the asset – with the proponent meeting all costs.

As I understand it, the Urban Drainage Act 2013 does provide for a council to enter into a commercial agreement with a third party for this purpose.

My best suggestion is that if the Northern Midlands Council (or a private developer who will transfer these assets to Council on completion of the development) wish to explore an upgraded or new culvert under the railway, they should make approach to TasRail by emailing [property@tasrail.com.au](mailto:property@tasrail.com.au) with supporting documentation including a hydrology report and a design concept. This would enable TasRail to assess the request and advise accordingly. If



agreement is likely, then there will need to be a commercial proposal that covers not only the capital cost but also ongoing maintenance etc.

Apologies if this is not that helpful, but without the detail it's difficult to be specific.

Regards

---

**From:** Josh Farner <[jfarner@gandyandroberts.com.au](mailto:jfarner@gandyandroberts.com.au)>

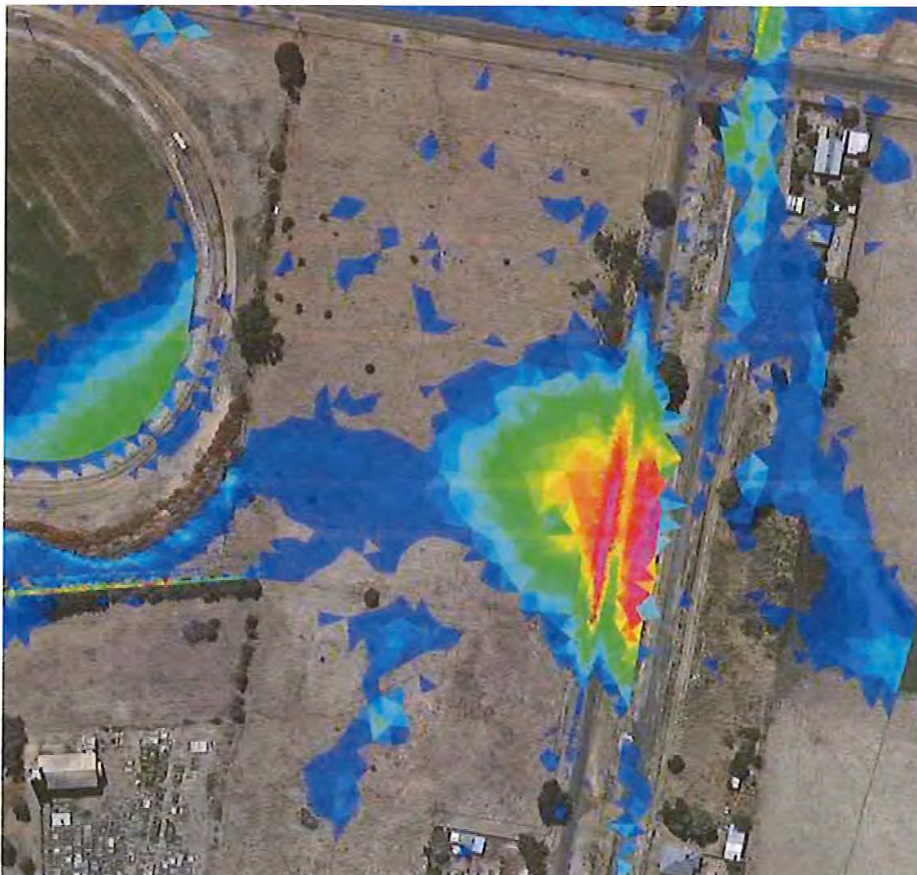
**Sent:** Friday, 12 February 2021 3:26 PM

**To:** Online Enquiries <[onlineenquiries@tasrail.com.au](mailto:onlineenquiries@tasrail.com.au)>

**Subject:** 20.0440 - 71-73 Main Street Campbell Town - Possible Railway Culvert Upgrade Information Request

Hi,

I am currently looking at a proposed development project that is impacted by stormwater flooding due to an undersized railway culvert underneath the South Line in Campbell Town. An extract of the inundation map in the proposed development area is shown below.





In order to undertake the proposed development, an upgrade of the existing railway culvert would have to be undertaken. I am writing to please enquire whether TasRail have undertaken any similar projects recently, and whether I might be able to please request information on any similar upgrades. Specifically, I am trying to estimate the potential cost of such works, and would very much appreciate any information you might be able to provide that would assist in this regard.

Thank you. Please don't hesitate to get in touch if you would like to discuss further.

Kind regards,

**Josh Farner**  
Civil Engineer

**GANDY AND ROBERTS**  
**CONSULTING ENGINEERS**

ph 03 6223 8877  
fx 03 6223 7183  
159 Davey St Hobart TAS 7000  
[jfarner@gandyandroberts.com.au](mailto:jfarner@gandyandroberts.com.au)  
[www.gandyandroberts.com.au](http://www.gandyandroberts.com.au)



TasRail Standard Notes (V2021)

- Where a building or other development is proposed to be located at a setback distance less than 50 metres from the boundary of the rail corridor, the occupants are likely to be exposed to train horn noise and vibration, noting that TasRail Freight Rail Services operate 24/7 and the configuration, frequency and time of these services is subject to change at any time.
- Landowners, builders/developers and prospective residents should undertake appropriate due diligence to ensure they are aware of potential exposure to train horn noise and vibration, particularly in relation to building design, material specifications and lifestyle. The train horn is a safety device that is required to be sounded twice per level crossing being on approach and on entry. The minimum duration of each train horn blow is one second. The train driver also has the discretion to sound the horn at any time he/she perceives a risk.
- Using or creating an unauthorised railway crossing or stock crossing is unsafe and strictly prohibited. If the proposed development interfaces with a rail crossing and/or rail corridor land it is recommended you contact [property@tasrail.com.au](mailto:property@tasrail.com.au) to discuss the proposed interface ahead of the planning process. Consideration should also be given to the orientation and siting of above ground structures on adjoining land as well as landscaping to ensure there is no potential to obscure or obstruct the line of sight with respect to a railway crossing.
- Stormwater or effluent is not permitted to be discharged onto rail land or into the rail drainage system. Should there be a requirement for a service or asset to be installed on rail land in order to connect into an authorised stormwater or other outlet, a separate TasRail Permit is required and will only be approved subject to terms and conditions (costs apply). A Permit Application Form is available by contacting [property@tasrail.com.au](mailto:property@tasrail.com.au)
- Any excavation within 3 metres of the rail boundary line requires a separate TasRail Permit from [property@tasrail.com.au](mailto:property@tasrail.com.au) in accordance with s44 of the *Rail Infrastructure Act 2009*. A minimum of seven (7) business days notice is required, but earlier engagement is recommended
- Rail land is not for private use and should not be encroached for any purpose including for gardens, storage, keeping of animals etc. Dumping of rubbish including green waste into the rail corridor is not permitted.
- No obstruction, installation or works of any kind are permitted inside railway land for any purpose including for structures, unauthorised vehicles, drainage, water pipes, stormwater discharge, electrical or service infrastructure, storage of materials, vegetation clearing, inspections etc.
- As per the *Rail Infrastructure Act 2007*, the Rail Infrastructure Manager (TasRail) may remove and dispose of unauthorised or unlawful service infrastructure and take such other action as it sees fit. Where this occurs, TasRail may recover its costs of doing so as a debt due to TasRail from that person and retain if applicable any proceeds of disposal. No action lies against TasRail for removing or disposing of the unauthorised or unlawful service infrastructure.
- No persons should enter rail land without formal authorisation from TasRail in the form of a TasRail Permit issued by [property@tasrail.com.au](mailto:property@tasrail.com.au)
- As railway land is Crown Land, the Rail Infrastructure Manager is not required to contribute to the cost of boundary fencing.



Brett and Michaela Wright  
The Grange Estate  
7 William Street  
Campbell Town TAS 7210

The General Manager  
Northern Midlands Council  
13 Smith Street  
Longford TAS 7210

To the General Manager

**RE: Objection to Proposed Development PLN-21-0229 - 71-73 High Street  
Campbell Town**

We have recently received a notification of a planning application for the above site. After careful consideration we are making the following objections in accordance with *section 57(5) of the Land Use and Planning Approvals Act 1993* and other relevant guidelines and legislation:

1. The plan was prepared with limited research due to time and budgetary constraints.
2. Limited funding did **NOT** allow for extensive historical research into phases of development of the site.
3. The research that was done was based on secondary information, **NOT** primary material.
4. A site investigation was undertaken for built and landscape heritage elements however, the opinions and recommendations within the report were **IGNORED**.
5. In the words of the Northern Midlands Council in their Interim Planning Scheme 2013, they stated *The Campbell Town Heritage Precinct is unique because it is the core of a substantially intact nineteenth century townscape, with its significant built fabric.....Traditional buildings in the Precinct include impressive examples of colonial architecture.....Campbell Town's heritage ambience has been acknowledged...* As such, any development that covers an entire side of an historic building cannot be allowed.
6. Section 4.3 of the application states that the site is included on the State Heritage Register and the local council Heritage Schedule. Consequently, there was a Significance Assessment completed to ensure that the proposed site retains said significance. Despite the assessment confirming that the site meets **ALL** of the criteria deeming it of major significance, the application does **NOT** specify how it will maintain the importance of the site, nor how it will mitigate the constraints that the significance will impose.



7. The application states that the development in the proposed location is unlikely to be visible from town. This is in direct contradiction to the drawing plans that shows the proposed building protruding in front of the Church.
8. The curtilage includes the Church, the old school hall, the cemetery, and surrounding land. Should development occur on this setting, it will significantly impact the following:
  - a. The important elements of the place and the relationship between these components;
  - b. The look of the immediate and broader settings;
  - c. Views to and from the Church; and
  - d. The historical and visual relationship between the Church and its surroundings.
9. It is stated in the planning application that the requirement of the proposed development is to seek the facilities to ensure that the Church has future use **AS A CHURCH**, specifically: office facilities, toilets; and a kitchen. This contradicts the planning request for an entirely new building which incorporates those facilities, in addition to other amenities **NOT** essential to religious/church requirements.
10. The Client requirement also states that it is seeking this development to take the pressure the Church to undergo sometimes quite radical change. Yet **ANOTHER** contradiction within the planning application.

In conclusion, it is evidenced that the limited research and budget has restricted the planning application from providing full and accurate details and can only be described as fundamentally flawed. In addition, the proposed development will adversely affect the cultural significance of Campbell Town, the proposed building will adversely affect the significance of the heritage site and the form and appearance of the proposed building is **NOT** in keeping with the character and appearance of adjacent buildings and the heritage place. As such, it cannot be approved.

We are happy to discuss our concerns further if required.

Yours sincerely

Brett and Michaela Wright

October 2021





2<sup>nd</sup> November 2021

The General Manager  
Northern Midlands Council  
13 Smith Street Longford 7031

Re [St Lukes Church](#)  
[71-73 High St Campbell Town, Proposed church facility - DA submission](#)

I write as the heritage architect and consultant on the project in response to the single submission that has been made in relation to this application.

Having worked on many hundreds of heritage sites including over 50 significant church buildings, it is rare to have only a single submission to a proposal. My experience is that where there are real issues of concern that there are usually a number of submissions made. I would take the level of response to be a general affirmation of the project or at least an indication that the local community does not have concerns about the heritage value of the site being affected by this proposal. I also note that as the site is a State heritage item that the Tasmanian Heritage Council will also make an assessment and that will form part of the overall review of the project.

It is clear that the author of the submission is of the view that development of any form should not take place on this site and that the purpose of the site for church activities should not be considered. The various comments made all conclude with the same outcome noting that some of the comments made do not appear to make sense.

For clarity, it is correct and was stated in the submission heritage document that the project has been undertaken on a reduced budget and within a quite tight time frame. The document produced, which was also very clear in stating that it was based on largely secondary sources, exceeded significantly the budget allowance and the report was written to address the site and not in relation to a budget limitation, however that is not a matter for consideration in making an assessment and has no bearing on whether the assessment is sufficient for Council and the Heritage Council to make a determination.

I have written well over 100 conservation management plans and many hundreds of statements for a wide range of significant buildings from world heritage sites to local sites and confirm that the assessment provided is considered, well-researched and addresses the matters that Council need to consider in making an assessment of the proposal.

7 Broughton Street Drummoyne NSW 2047  
E pdavies @ heritage-architects.com.au

PO Box 296 Balmain NSW 2041  
ABN 65 074 633 015

T + 61 2 9818 5941  
Nominated Architect Paul Davies Reg No. 6653



If Northern Midlands Council or the Tasmanian Heritage Council require any further information to allow a proper assessment to be made, we are more than happy to provide it in writing or in discussion. However, that has not been requested to date and we believe there is a sound basis to understand the site and how it developed and on which to make an assessment of the application.

Interestingly, there is relatively little historic information available about the church and site. There are some drawings (but very few), a small range of early photos, but almost no documentary evidence about the site. Consequently, the assessment we prepared while using the sources that have been well-researched over a long period of time, also looked at and analysed the site itself and how it relates within the town setting. This is a sound and proper approach to heritage analysis.

It is also important to see a site such as this within a long historical context. The land that included the now adjacent oval and facilities, graveyard and the paddocks to the east was granted for church purposes. A church was built, later a Sunday school hall was built and it can be imagined that there were ideas to build a rectory and perhaps other church facilities over time. The graveyard use expanded to the south, the oval was excised from the site and the church has occupied only part of the site for church activities including burials. That is the historical pattern of development of church sites. The proposed addition of a church facility at this point is no different to adding the Sunday School Hall in the past, it is part of the slow evolution of church sites as they meet the demands of their local communities. The proposal is within the purpose of the land use and is consistent with the ongoing life and use of the parish.

The matters to be considered are not whether development can take place but is the proposal sound in the siting of a new element, the form of a new element, the integration of access and parking, the addition of landscaping etc.

All of this has to be assessed against the planning scheme provisions related to heritage. This is an objective process where matters of significance, use and potential impacts are set out and considered. As the place has high heritage significance the design and siting and related elements are the critical elements to consider and assess.

The heritage issues that need to be and have been considered are:

- does the work physically impact the church building and if it does is this acceptable;
- does it affect the graveyard;
- do the church and sunday school hall buildings remain the dominant visual and spatial elements of the site and;
- is the hierarchy of built form appropriate so that a new element is subservient, secondary and respectful.



It is our view, having carefully considered the site and the proposal and having given guidance during the design process, that the application is sound, has very low heritage impact, provides a needed facility for the future of the place and resolves access, parking and landscape with care and finesse.

The proposal has no unacceptable impacts on heritage values and is a very finely designed building in its own right which is another key aspect of working on significant sites.

I refrain from addressing the various detailed comments as I can see no value or purpose as they all simply oppose any change to the site.

Please do not hesitate to contact me if you require any further explanation, input or response.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'Paul Davies', with a long vertical line extending downwards from the start of the signature.

Paul Davies  
B Arch MBEnv Bldg Cons AIA  
Chartered Architect  
Heritage Consultant



PLANNING APPLICATION  
Proposal

AMENDED

Description of proposal: 44 Lot Subdivision

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

(attach additional sheets if necessary)

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

1. Barbara Court 2. 3.

Site address: 145-173 Marlborough St, unmade street (Queen St), 344 Cressy Rd,  
119 Catherine St & Marlborough St, Cressy Rd, Catherine St and  
Cracroft St road reserves, Longford

157278/2, 173613/1, 173613/2, 104455/4, 104455/3  
CT no: .....

Estimated cost of project \$ 500,000 (include cost of landscaping,  
car parks etc for commercial/industrial uses)

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

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

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

(attach additional sheets if necessary)

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

EXHIBITED





## RESULT OF SEARCH

RECORDER OF TITLES

*Issued Pursuant to the Land Titles Act 1980*



### SEARCH OF TORRENS TITLE

VOLUME	FOLIO
157278	2
EDITION	DATE OF ISSUE
2	20-Jun-2021

SEARCH DATE : 17-Sep-2021

SEARCH TIME : 11.07 AM

### DESCRIPTION OF LAND

Town of LONGFORD

Lot 2 on Sealed Plan 157278

Derivation : Part of Lot 2 Sec I.i. (3.599ha) Gtd to Walter  
Roderick Learoyd & Pamela Mary Clark

Prior CT 238019/2

### SCHEDULE 1

M892513 ASSENT to ANNA PATRICIA HAYWARD Registered  
20-Jun-2021 at 12.01 PM

### SCHEDULE 2

Reservations and conditions in the Crown Grant if any  
SP157278 EASEMENTS in Schedule of Easements  
SP157278 FENCING COVENANT in Schedule of Easements  
M716532 CAVEAT by Carlton Patrick Dixon Registered  
29-Aug-2018 at noon

### UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

**EXHIBITED**

Page 1 of 1









# SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



<p><b>SCHEDULE OF EASEMENTS</b></p> <p><b>NOTE:</b> THE SCHEDULE MUST BE SIGNED BY THE OWNERS &amp; MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.</p>	<p>Registered Number</p> <p><b>SP 157278</b></p>
---	--

PAGE 1 OF 1 PAGE/S

## EASEMENTS AND PROFITS

Each lot on the plan is together with:-

- (1) such rights of drainage over the drainage easements shown on the plan (if any) as may be necessary to drain the stormwater and other surplus water from such lot; and
- (2) any easements or profits a prendre described hereunder.

Each lot on the plan is subject to:-

- (1) such rights of drainage over the drainage easements shown on the plan (if any) as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan; and
- (2) any easements or profits a prendre described hereunder.

The direction of the flow of water through the drainage easements shown on the plan is indicated by arrows.

Lot 2 on the Plan is subject to such rights of drainage over that portion of land marked "Drainage Easement 3.50 wide" shown on the Plan in favour of The Crown. The Crown land referred to herein is at the date hereof known as the Longford Race Course.

~~The area of Lot 1 on the Plan as bounded by "A B C" can not be serviced by sewer gravity system.~~

## Fencing Covenant

The owner of each Lot shown on the Plan covenants with the Vendor that the Vendor shall not be required to fence.

**SIGNED by NANCY PATRICIA STUBBS**

as the registered proprietor of the land  
comprised in Certificate of Title Volume  
238019 Folio 2 in the presence of:

*MS Stubbs*

Witness: *MS Stubbs*

Print Name: *Michelle Smith*

Occupation: *law clerk*

Address: *Suite 15, Coulter Court*

*87-91 Brisbane St  
Launceston*

(USE ANNEXURE PAGES FOR CONTINUATION)

<p>SUBDIVIDER: <i>Nancy Patricia Stubbs</i></p> <p>FOLIO REF: <i>238019/2</i></p> <p>SOLICITOR &amp; REFERENCE: <i>Rae &amp; Partners (Scott Chellis)</i></p>	<p>PLAN SEALED BY: <i>Northern midlands Council</i></p> <p>DATE: <i>14 JUNE 2009</i></p> <p><i>27/003/528</i></p> <p>REF NO. <i>P08-243</i></p> <p><i>[Signature]</i> Council Delegate</p>
<p><b>NOTE:</b> The Council Delegate must sign the Certificate for the purposes of identification.</p>	

**EXHIBITED**





## RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



### SEARCH OF TORRENS TITLE

VOLUME 173613	FOLIO 1
EDITION 2	DATE OF ISSUE 28-Sep-2017

SEARCH DATE : 17-Sep-2021

SEARCH TIME : 11.07 AM

### DESCRIPTION OF LAND

Town of LONGFORD

Lot 1 on Sealed Plan 173613

Derivation : Part of Lot 3, 7.194ha (Sec. Ii) Gtd to Walter  
Roderick Learoyd & Pamela Mary Clark

Prior CTs 135118/1, 135118/2 and 135118/3

### SCHEDULE 1

M654945 TRANSFER to TWISTED HOTELS PTY LTD Registered  
28-Sep-2017 at 12.01 PM

### SCHEDULE 2

Reservations and conditions in the Crown Grant if any

SP173613 EASEMENTS in Schedule of Easements

SP173613 FENCING PROVISION in Schedule of Easements

SP135118 FENCING PROVISION in Schedule of Easements

E88374 AGREEMENT pursuant to Section 71 of the Land Use

Planning and Approvals Act 1993 Registered

10-Aug-2017 at noon

E107502 MORTGAGE to Westpac Banking Corporation Registered

28-Sep-2017 at 12.02 PM

### UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

**EXHIBITED**





## RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



### SEARCH OF TORRENS TITLE

VOLUME 173613	FOLIO 2
EDITION 3	DATE OF ISSUE 15-Feb-2018

SEARCH DATE : 17-Sep-2021

SEARCH TIME : 11.08 AM

### DESCRIPTION OF LAND

Town of LONGFORD

Lot 2 on Sealed Plan 173613

Derivation : Part of Lot 3, 7.194ha (Sec. Ii) Gtd to Walter  
Roderick Learoyd & Pamela Mary Clark

Prior CTs 135118/1 and 135118/2

### SCHEDULE 1

M677197 TRANSFER to ZEEKAP (NO 102) PTY LTD and NEW NORFOLK  
HOTELS PTY LTD as tenants in common in equal shares  
Registered 15-Feb-2018 at noon

### SCHEDULE 2

Reservations and conditions in the Crown Grant if any

SP173613 FENCING PROVISION in Schedule of Easements

SP135118 FENCING PROVISION in Schedule of Easements

E88374 AGREEMENT pursuant to Section 71 of the Land Use

Planning and Approvals Act 1993 Registered

10-Aug-2017 at noon

E122581 MORTGAGE to Westpac Banking Corporation Registered

15-Feb-2018 at 12.01 PM

### UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

**EXHIBITED**





## RESULT OF SEARCH

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



### SEARCH OF TORRENS TITLE

VOLUME 173613	FOLIO 6
EDITION 2	DATE OF ISSUE 02-Oct-2017

SEARCH DATE : 17-Sep-2021

SEARCH TIME : 11.08 AM

### DESCRIPTION OF LAND

Town of LONGFORD

Lot 6 on Sealed Plan 173613

Derivation : Part of Lot 3, 7.194ha (Sec. Ii) Gtd to Walter  
Roderick Learoyd & Pamela Mary Clark

Prior CTs 135118/2, 135118/3 and 135118/1

### SCHEDULE 1

A735038 TRANSFER to GEORGE EDWARD BLACKER and MARLENE JOYCE  
BLACKER

### SCHEDULE 2

Reservations and conditions in the Crown Grant if any

SP173613 EASEMENTS in Schedule of Easements

SP173613 FENCING PROVISION in Schedule of Easements

SP135118 FENCING PROVISION in Schedule of Easements

E88374 AGREEMENT pursuant to Section 71 of the Land Use

Planning and Approvals Act 1993 Registered

10-Aug-2017 at noon

### UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

**EXHIBITED**

Page 1 of 1





# FOLIO PLAN

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



OWNER G.E. & M.J. BLACKER FOLIO REFERENCE F/R 135118-1, F/R 135118-2 F/R 135118-3 GRANTEE WHOLE OF LOT 3, Sec.II, 7,194ha GTD WALTER RODERICK LEAROYD & PAMELA MARY CLARK		<b>PLAN OF SURVEY</b> BY SURVEYOR PAUL HODGETTS of MICHELL HODGETTS SURVEYORS 3 DOWLING STREET, LAUNCESTON, 7250 LOCATION <b>TOWN OF LONGFORD</b> Sec.II SCALE 1:1500 LENGTHS IN METRES		REGISTERED NUMBER <b>SP173613</b> APPROVED EFFECTIVE FROM 10 AUG 2017 <i>Alice Kawa</i> Recorder of Titles
MAPSHEET MUNICIPAL CODE No. 123 (5039-43)	LAST UPI No.	LAST PLAN No. SP-135118	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN	

(SP112949)  
 (32-31 NS.)  
 (P167605)  
 (P110574)  
 (P111673)  
 (026599)  
 (41-15 DO.)  
 (P124312)

COUNCIL DELEGATE *[Signature]* DATE 31.7.2017

**EXHIBITED**

Search Date: 05 Aug 2021

Search Time: 04:16 PM

Volume Number: 173613

Revision Number: 01

Page 1 of 1

Department of Primary Industries, Parks, Water and Environment

[www.thelist.tas.gov.au](http://www.thelist.tas.gov.au)





# SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



<b>SCHEDULE OF EASEMENTS</b>  <b>NOTE: THE SCHEDULE MUST BE SIGNED BY THE OWNERS &amp; MORTGAGEES OF THE LAND AFFECTED. SIGNATURES MUST BE ATTESTED.</b>	Registered Number  <b>SP 1736 13</b>
--	--

PAGE 1 OF 1 PAGE

## EASEMENTS AND PROFITS

Each lot on the plan is together with:-

- (1) such rights of drainage over the drainage easements shown on the plan (if any) as may be necessary to drain the stormwater and other surplus water from such lot; and
- (2) any easements or profits a prendre described hereunder.

Each lot on the plan is subject to:-

- (1) such rights of drainage over the drainage easements shown on the plan (if any) as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan; and
- (2) any easements or profits a prendre described hereunder.

The direction of the flow of water through the drainage easements shown on the plan is indicated by arrows.

Lot 1 is subject to a right of drainage (appurtenant to Northern Midlands Council) over the land marked DRAINAGE EASEMENT 3.00 WIDE passing through that lot on the plan

Lot 6 is subject to a right of drainage (appurtenant to Northern Midlands Council) over the land marked DRAINAGE EASEMENT 3.00 WIDE passing through that lot on the plan

## FENCING PROVISION

In respect to the lots on the plan the vendor (George Edward Blacker and Marlene Joyce Blacker) shall not be required to fence

Signed by the said GEORGE EDWARD BLACKER & MARLENE JOYCE BLACKER being the registered proprietor of Folios 135118/1-3 in the presence of-

Witness: .....

Print Full name: *George Edward Blacker*

Postal Address: *177 WILMORRE LANE  
DARWIN 7301*

*G E Blacker*  
x  
*M J Blacker*  
x  
*177 W*

(USE ANNEXURE PAGES FOR CONTINUATION)

SUBDIVIDER: G E & M J BLACKER FOLIO REF: 135118/1-3 SOLICITOR: RAE & PARTNERS (MLK)	PLAN SEALED BY: NORTHERN MIDLANDS COUNCIL DATE: 31-7-2017 P13-140 REF NO. 27/003/689  Council Delegate
<b>NOTE: The Council Delegate must sign the Certificate for the purposes of identification.</b>	

EXHIBITED





## RESULT OF SEARCH

RECORDER OF TITLES

*Issued Pursuant to the Land Titles Act 1980*



### SEARCH OF TORRENS TITLE

VOLUME 104455	FOLIO 3
EDITION 3	DATE OF ISSUE 24-Dec-2004

SEARCH DATE : 17-Sep-2021

SEARCH TIME : 11.08 AM

### DESCRIPTION OF LAND

Town of LONGFORD

Lot 3 on Sealed Plan 104455

Derivation : Part of Lot 3 Sec. H.H. Gtd. to W.Pitt

Prior CT 3146/12

### SCHEDULE 1

C493169 TRANSFER to RAYMOND JOHN BEAN and BERYL MARGARET BEAN  
Registered 24-Dec-2004 at noon

### SCHEDULE 2

Reservations and conditions in the Crown Grant if any  
SP104455 EASEMENTS in Schedule of Easements

### UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

**EXHIBITED**



**RESULT OF SEARCH**

RECORDER OF TITLES

*Issued Pursuant to the Land Titles Act 1980*

## SEARCH OF TORRENS TITLE

VOLUME 104455	FOLIO 4
EDITION 2	DATE OF ISSUE 13-Jun-1995

SEARCH DATE : 17-Sep-2021

SEARCH TIME : 11.09 AM

DESCRIPTION OF LAND

Town of LONGFORD

Lot 4 on Sealed Plan 104455

(formerly Lots 1 &amp; 2 on SP104455)

Derivation : Part of Lot 3 Sec. H.H. Gtd. to W.Pitt

Prior CTs 3146/12 and 3146/13

SCHEDULE 1

B875198 TRANSFER to ROY DAVID CONNELL Registered  
13-Jun-1995 at noon

SCHEDULE 2

Reservations and conditions in the Crown Grant if any

SP104455 EASEMENTS in Schedule of Easements

SP104455 COVENANTS in Schedule of Easements

UNREGISTERED DEALINGS AND NOTATIONS

No unregistered dealings or other notations

**EXHIBITED**

Page 1 of 1



# FOLIO PLAN

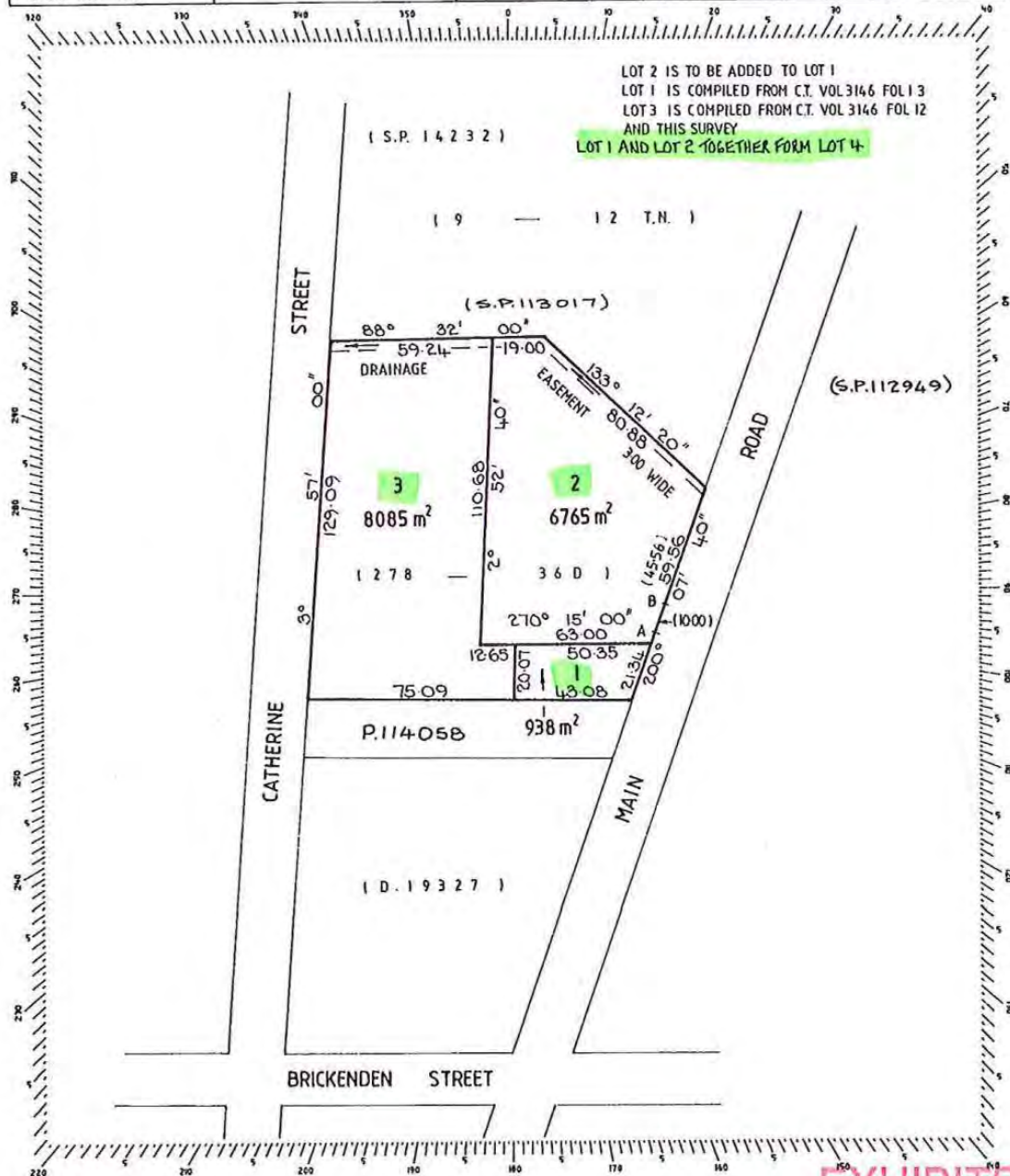
RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980

SP104455

(2348) 84/48

OWNER <del>TEX JOHN CONNELL</del> <del>ROY DAVID CONNELL</del> <del>MARTIN DAVID CONNELL</del> FOLIO REFERENCE C.T. VOL 3146 FOL 12 C.T. VOL 3146 FOL 13 GRANTEE PART OF LOT 3, 4, 1 & 10 <sup>D</sup> GRANTED TO WILLIAM PITT		<b>PLAN OF SURVEY</b> BY SURVEYOR M. S. GIUDICI OF COHEN & ASSOCIATES PTY. LTD., LAUNCESTON LOCATION TOWN OF LONGFORD SECTION HH SCALE 1:1500 LENGTHS IN METRES		REGISTERED NUMBER <b>SP104455</b> APPROVED EFFECTIVE FROM 3 MAY 1993  Recorder of Titles
STATE MUNICIPAL CODE No. 56	LAST UPI No. 2871 2872	LAST SURVEY PLAN No. 278-36 D	ALL EXISTING SURVEY NUMBERS TO BE CROSS REFERENCED ON THIS PLAN	



EXHIBITED





# SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



REGISTERED NUMBER

104455



## SCHEDULE OF EASEMENTS

NOTE:—The Town Clerk or Council Clerk must sign the certificate on the back page for the purpose of identification.

The Schedule must be signed by the owners and mortgagees of the land affected. Signatures should be attested.

### EASEMENTS AND PROFITS

Each lot on the plan is together with:—

- (1) such rights of drainage over the drainage easements shewn on the plan (if any) as may be necessary to drain the stormwater and other surplus water from such lot; and
- (2) any easements or profits à prendre described hereunder.

Each lot on the plan is subject to:—

- (1) such rights of drainage over the drainage easements shewn on the plan (if any) as passing through such lot as may be necessary to drain the stormwater and other surplus water from any other lot on the plan; and
- (2) any easements or profits à prendre described hereunder.

The direction of the flow of water through the drainage easements shewn on the plan is indicated by arrows.

Lots 2 and 3 on the Plan are each subject to a right of drainage in favour of Her Majesty the Queen over the strip of land shown 3.00 wide on the said Lots 2 and 3 on the Plan.

Lots 1 and 2 on the Plan are together with a right of drainage over the said strip of land shown 3.00 wide on the said Lot 3 on the Plan.

Lot 3 on the Plan is subject to a right of drainage appurtenant to Lots 1 and 2 on the Plan over the strip of land shown 3.00 wide on the said Lot 3 on the Plan.

### COVENANT

The owner of Lots 1 and 2 on the Plan covenants with the

EXHIBITED





## SCHEDULE OF EASEMENTS

RECORDER OF TITLES

*Issued Pursuant to the Land Titles Act 1980*



vendor [Roy David Connell] and the owner or owners for the time being of the said Lot 3 on the Plan to the intent that the burden of this covenant may run with and bind the covenantors Lots and every part thereof and that the benefit thereof shall be annexed to and devolve with each and every part of the said Lot 3 on the Plan to observe the stipulation not to use any part of the said Lots 1 and 2 on the Plan as an access to the road shown "Main Road" on the Plan except between the positions marked A B on the Plan.

EXHIBITED





# SCHEDULE OF EASEMENTS

RECORDER OF TITLES

Issued Pursuant to the Land Titles Act 1980



SIGNED by ROY DAVID CONNELL as Registered ]

Owner in Certificate of Title Volume ]

3146 Folio 12 in the presence of:- ]

*Attest*  
*ROGER DICKER / RECORDER*  
*31 SEP 2019 AT 10:00 AM*

*Roy David Connell*

SIGNED by MARTIN DAVID CONNELL as ]

Registered Owner in Certificate of Title ]

Volume 3146 Folio 13 in the presence of:- ]

*Attest*  
*ROGER DICKER / RECORDER*  
*31 SEP 2019 AT 10:00 AM*

*Martin David Connell*

This is the schedule of easements attached to the plan of ROY DAVID CONNELL AND MARTIN DAVID CONNELL  
 (Insert Subdivider's Full Name)

..... affecting land in

CERTIFICATES OF TITLE VOLUME 3146 FOLIOS 12 AND 13  
 (Insert Title Reference)

Municipality of Longford

Sealed by ..... on 5/3/19

Solicitor's Reference PMcM:LJL

014 3134

*G. D. Connell*  
 Council Clerk/Town Clerk

**EXHIBITED**



**COMMERCIAL PROJECT DELIVERY**

Project + Development + Construction Management



PO Box 210

Newstead TAS 7250

**July 1, 2021**

Northern Midlands Council  
P.O Box 156  
Longford, TAS, 7301

Attn: Des Jennings

Dear Des

**Consent for Cash in Lieu of Public Open Space – 145-172 Marlborough Street, Longford**

I wish to formally request General Manager's Consent the lodgement of an application for subdivision at 145-172 Marlborough Street, Longford for the component which includes drainage works in the Catherine Street Road Reserve.

It is understood that at this stage, the consent for the making of the application is based on the developer being responsible for costs associated with the stormwater system upgrades.

Yours faithfully

Chloe Lyne  
Planning and Development Consultant  
Commercial Project Delivery  
Mobile: +61 (0)408 397 393  
[www.cpdelivery.com.au](http://www.cpdelivery.com.au)

**EXHIBITED**



**From:** [Chloe Lyne](#)  
**To:** [Carlton Dixon](#)  
**Subject:** FW: Crown Landowner Consent SRA-21-75 - Application - Carlton Dixon - 153-173 Marlborough St, Longford  
**Date:** Thursday, 24 June 2021 9:24:00 AM  
**Attachments:** [image001.png](#)  
[image003.png](#)

---

IS this the one?

Kind Regards

Chloe Lyne  
Planning and Development Consultant  
MPIA, RPIA  
Commercial Project Delivery  
Mobile – 0408 397 393  
[www.cpdelivery.com.au](http://www.cpdelivery.com.au)

**COMMERCIAL PROJECT DELIVERY**  
Project + Construction Management

---

**From:** Carlton Dixon <[cdixon@bmail.com.au](mailto:cdixon@bmail.com.au)>  
**Sent:** Tuesday, 23 February 2021 4:07 PM  
**To:** Chloe Lyne <[chloe@cpdelivery.com.au](mailto:chloe@cpdelivery.com.au)>  
**Subject:** FW: Crown Landowner Consent SRA-21-75 - Application - Carlton Dixon - 153-173 Marlborough St, Longford

F y i

Kind regards

Carlton Dixon  
Investment & Lending Manager  
Butler McIntyre Mortgage Fund  
20 Murray St, Hobart, Tas, 7000  
Tel: 03 6222 9430  
Mobile 0488992827  
Web: [www.bmail.com.au](http://www.bmail.com.au)

**Butler**McIntyre  
INVESTMENTS LTD

---

**From:** Permits <[permits@stategrowth.tas.gov.au](mailto:permits@stategrowth.tas.gov.au)>  
**Sent:** Tuesday, 23 February 2021 3:23 PM  
**To:** Carlton Dixon <[cdixon@bmail.com.au](mailto:cdixon@bmail.com.au)>  
**Subject:** Crown Landowner Consent SRA-21-75 - Application - Carlton Dixon - 153-173

EXHIBITED



Marlborough St, Longford

Good afternoon Carlton,

Thank you for your application.

It has been determined that in this instance Crown Landowner Consent is not required, however you will be required to apply for a Service Works Permit when you are nearing construction.

Please see link below for submitting a Service Works Permit application:

[https://www.transport.tas.gov.au/roads\\_and\\_traffic\\_management/permits\\_and\\_bookings/service\\_works\\_gas\\_water\\_electricity](https://www.transport.tas.gov.au/roads_and_traffic_management/permits_and_bookings/service_works_gas_water_electricity)

Regards,

**Approvals Support Team**

Support Services Branch | Department of State Growth  
4 Salamanca Place TAS 7000 | GPO Box 536, Hobart TAS 7001  
[www.stategrowth.tas.gov.au](http://www.stategrowth.tas.gov.au)



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EXHIBITED



**Erin Miles**

---

**From:** Chloe Lyne <chloe@cpdelivery.com.au>  
**Sent:** Tuesday, 18 May 2021 10:18 AM  
**To:** Erin Miles; NMC Planning  
**Cc:** Carlton Dixon  
**Subject:** PLN 21 -0062  
**Attachments:** May 18.pdf; L210513 Queen Street, Longford Ownership 10May2021.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Morning Erin

As you are aware when we asked for Crown Consent for the works in the section of road reserve known as Queen St they came back and said it isn't Crown land. Brett Woolcott has conducted a register search and his findings are detailed in the attached letter.

I have also sent a letter to the last known owners (yes there is no known address either) to cover off on landowner notification.

Is Council happy with the rest of the information provided in response to the RFI and are you satisfied that we have made all reasonable attempts to notify the land owner of the road reserve?

Kind Regards

Chloe Lyne  
Planning and Development Consultant  
MPIA, RPIA  
Commercial Project Delivery  
Mobile – 0408 397 393  
[www.cpdelivery.com.au](http://www.cpdelivery.com.au)

**COMMERCIAL PROJECT DELIVERY**

Project + Construction Management

\*\*\*\*\*Please note our office has moved to Suite 1, Level 1, 178 Charles Street, Launceston\*\*\*\*\* This message contains confidential information and is intended only for the individual named. If you are not the named addressee you should not disseminate, distribute or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. E-mail transmission cannot be guaranteed to be secure or error-free as information could be intercepted, corrupted, lost, destroyed, arrive late or incomplete, or contain viruses. The sender therefore does not accept liability for any errors or omissions in the contents of this message, which arise as a result of e-mail transmission. If verification is required please request a hard-copy version. Commercial Project Delivery, Suite1, Level 1, 178 Charles St, Launceston, Tasmania, [www.cpdelivery.com.au](http://www.cpdelivery.com.au)





Our Ref: L210513 Dixon

Date: 10 May 2021

Carlton Dixon

Sent via e-mail: [cdixon@bml.com.au](mailto:cdixon@bml.com.au)

Dear Carlton,

**RE: PLN-21-0062 – Proposed Subdivision, Longford**

As per your request, investigation into the origin of ownership for Queen Street, Longford, situated between Cressy Road and Marlborough St has been completed.

From this investigation, we can summarise that Queen Street was not originally reserved for road purposes by the Crown and is not owned by the Crown.

The area of Queen Street in question, was originally granted as part of 19<sup>A</sup> 3<sup>R</sup> 1<sup>P</sup> to William Hutchinson & Thomas Smith. The grant was Lots 1, 2, 3 & 4 of Section LL in the Town of Longford grants.

Since this time, various Surveys and Title Plans have recognised the strip as Queen Street, and it is currently fenced as such.

The current ownership of Queen Street can be assumed as being still under ownership by the estate of the original grantees. Queen Street is **not** crown land. Therefore Crown Consent is **NOT** required for your planning application to Council.

Please feel free to contact me should you have any questions, or require further comment regarding the ownership of Queen Street.

Kind regards,

Brett Woolcott  
Managing Director  
Registered Land Surveyor

**LAUNCESTON**

10 Goodman Crt, Invermay  
PO Box 593, Mowbray TAS 7248  
P 03 6332 3760

**ST HELENS**

48 Cecilia St, St Helens  
PO Box 430, St Helens TAS 7216  
P 03 6376 1972

**HOBART**

Rear Studio, 132 Davey St,  
Hobart TAS 7000  
P 03 6227 7968

**DEVONPORT**

2 Piping Lane,  
East Devonport TAS 7310  
P 03 6332 3760

ABN 63 159 760 479

EXHIBITED



**COMMERCIAL PROJECT DELIVERY**

Project + Development + Construction Management

PO Box 210

Newstead TAS 7250

**May 18, 2021**

William Hutchinson and Thomas Smith

c/ Queen St  
Longford, TAS 7301

Dear Mr Hutchinson and Mr Smith

**Lodgement of DA for subdivision**

I wish to inform you that my client, Mr Carlton Dixon has lodged an application for subdivision which includes provision of sewer and stormwater through a strip of land known as Queen Street as per the map below. This letter serves as formal notification of the making of the application.



Yours faithfully

Chloe Lyne

EXHIBITED



**COMMERCIAL PROJECT DELIVERY**

Project + Development + Construction Management



PO Box 210

Newstead TAS 7250

**April 15, 2021**

Northern Midlands Council  
P.O Box 156  
Longford, TAS, 7301

Attn: Des Jennings

Dear Des

**Consent for Cash in Lieu of Public Open Space – 145-172 Marlborough Street, Longford**

I wish to formally request General Manager's Consent for payment of cash in lieu of public open space in accordance with Clause E10.6.1 A1 (a) in relation to a 44 lot subdivision at 145-172 Marlborough St, Longford.

Yours faithfully

Chloe Lyne  
Planning and Development Consultant  
Commercial Project Delivery  
Mobile: +61 (0)408 397 393  
[www.cpdelivery.com.au](http://www.cpdelivery.com.au)

1 | Page

**EXHIBITED**



**COMMERCIAL PROJECT DELIVERY**

Project + Development + Construction Management



PO Box 210

Newstead TAS 7250

**March 4, 2021**

Planning Department  
Northern Midlands Council  
PO Box 156  
Longford, TAS 7301

Dear Sir/Madam

**145-172 Marlborough Street, Longford – subdivision application**

This letter is prepared to accompany an application for a 44 lot subdivision at 145-172 Marlborough Street, Longford. The letter provides an overview of the subject site, the proposal and an assessment against relevant planning scheme standards.

**Subject Site and Surrounds**

The subject site comprises three titles at 145-172 Marlborough Street, Longford with an overall area of 6.25ha. The site is located on the southern fringes of the township within an area of Low Density residential zoning and characterised by a diverse array of lot sizes. Figure 1 shows the location of the site in the context of the Longford township and Figure 2 shows the subject site.

The northern title (145 Marlborough Street) is currently developed with racing stables and associated horse paddocks and shelters. The remaining two titles are currently vacant.

There is a 3m wide drainage easement along the southern boundary of 153 Marlborough Street and a 3.5m wide drainage easement along and eastern section of the northern boundary of 175 Marlborough Street.

Immediately to the north of the site is land within the General Residential Zone which has lots sizes between 600m<sup>2</sup> and 800m<sup>2</sup> and are developed with single dwellings at typical urban densities.

Land to the east on the opposite side of Anstey Street comprises the Longford Racecourse. The site directly adjoins an operational racing stable to the east (10 Anstey Street). Land on the opposite side of Marlborough Street to the site comprises lots ranging from 2000m<sup>2</sup> to 1.2ha which are developed with single dwellings and associated outbuildings. To the south of the site

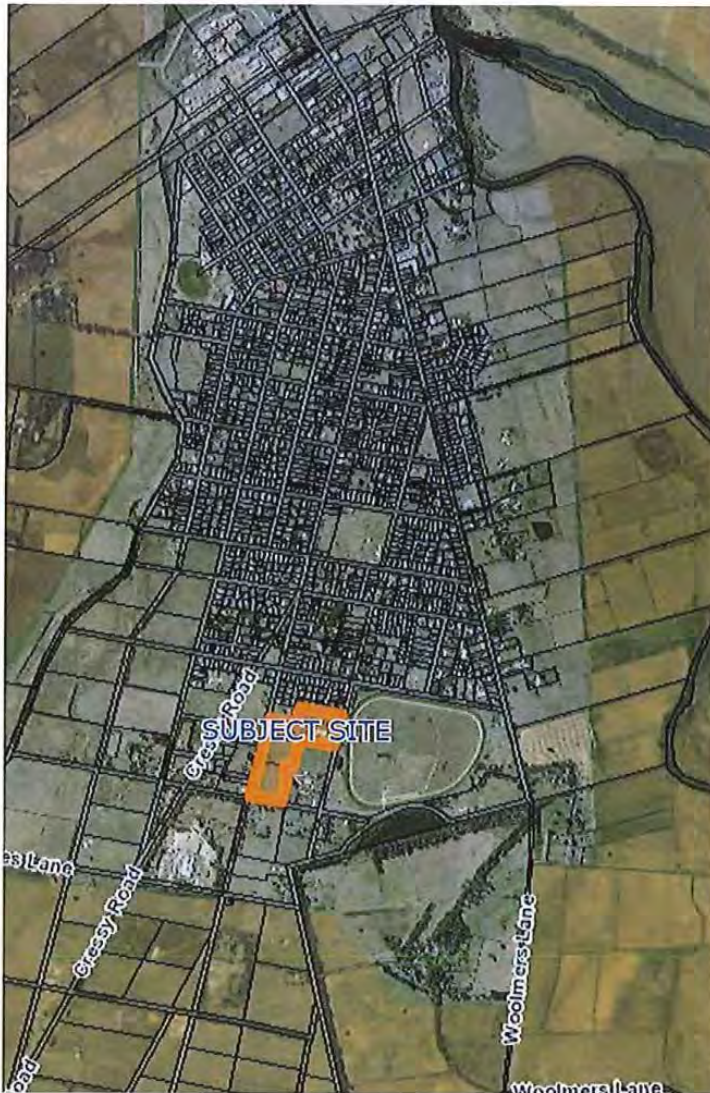
**EXHIBITED**



on the opposite side of Brickendon Street, the lots contain single dwellings and associated outbuildings and are 3+ha in size.

The area could be described as transitioning from higher to lower urban densities.

The site itself is free of hazards or environmental constraints.



Base image from theLIST ([www.thelist.tas.gov.au](http://www.thelist.tas.gov.au)). © State of Tasmania.



**Figure 1 – Site Context**

Base image from theLIST ([www.thelist.tas.gov.au](http://www.thelist.tas.gov.au)). © State of Tasmania.

**Figure 1 – Subject site**

The proposed development application relates to the following title:

Address	Owner(s)	Title Reference	Land Area
145 Marlborough Street	Twisted Hotels Pty Ltd	157278/2	2.896ha
153 Marlborough Street	Twisted Hotels Pty Ltd	173613/1	1.586ha
173 Marlborough Street	Twisted Hotels Pty Ltd	173613/2	1.772ha



A copy of the title and schedule of easements is included as an attachment to this correspondence.

### **Proposal**

Approval is sought to subdivide the site into 44 lots ranging in size from 1200m<sup>2</sup> – 1508m<sup>2</sup> with an average lot size of 1280m<sup>2</sup>

The lots will be accessed via three new cul-de-sacs one each from Marlborough Street, Brickendon Street and Anstey Street with some lots accessed directly from each of these streets.

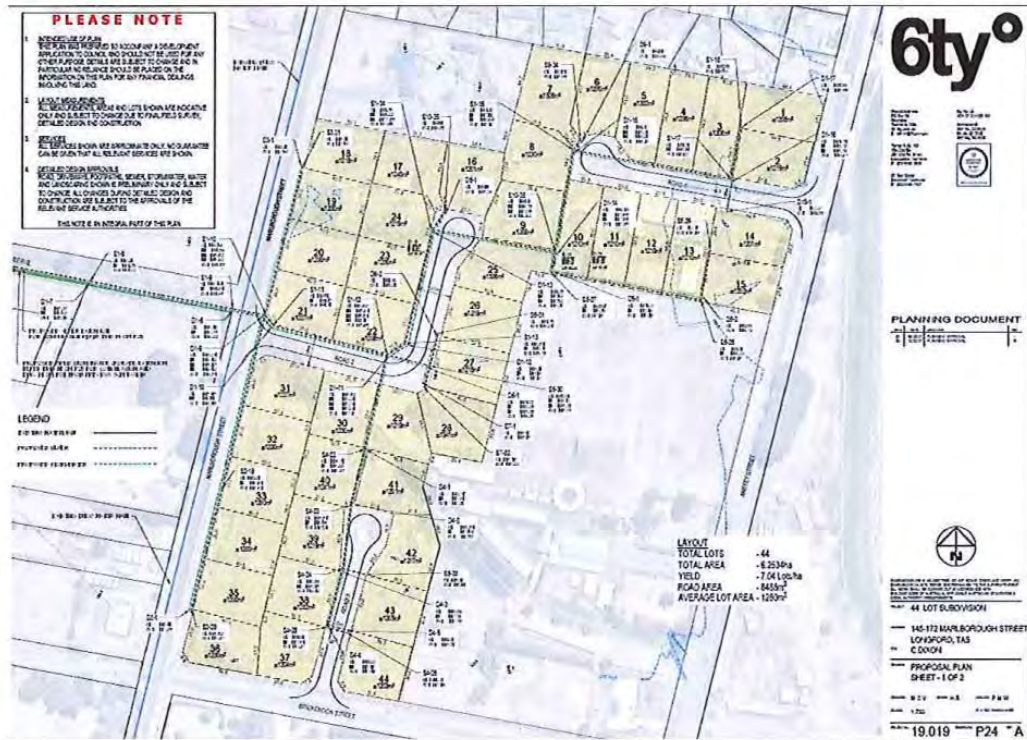
Unlike previous proposals for this site, it is proposed to fully service all lots via connection to reticulated services.

It is proposed to connect to the water main directly from the existing main in Marlborough Street adjacent to the site.

The proponent's will extend the sewer from Cracroft Street, down Catherine Street, through land at 330 Cressy Road across Cressy Road and along a road reserve into Marlborough Street opposite the site. The stormwater will follow the same route however will not need to extend as far north up Catherine Street as the sewer. Details of the proposed servicing connections are provided on the proposal plans.



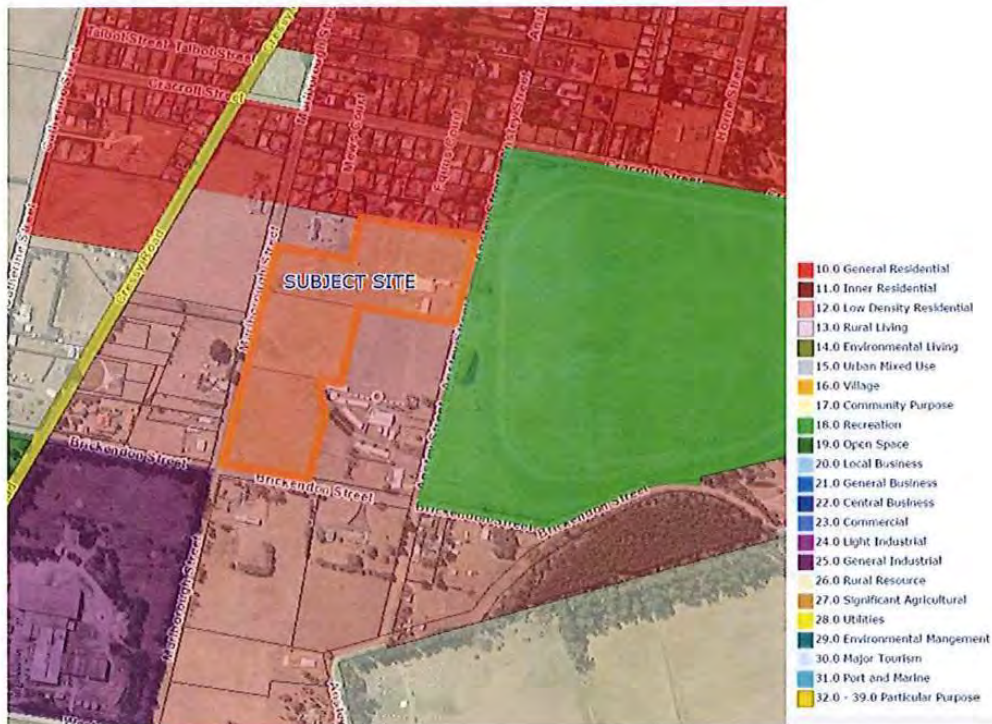
Figure 3 – Proposal Plan





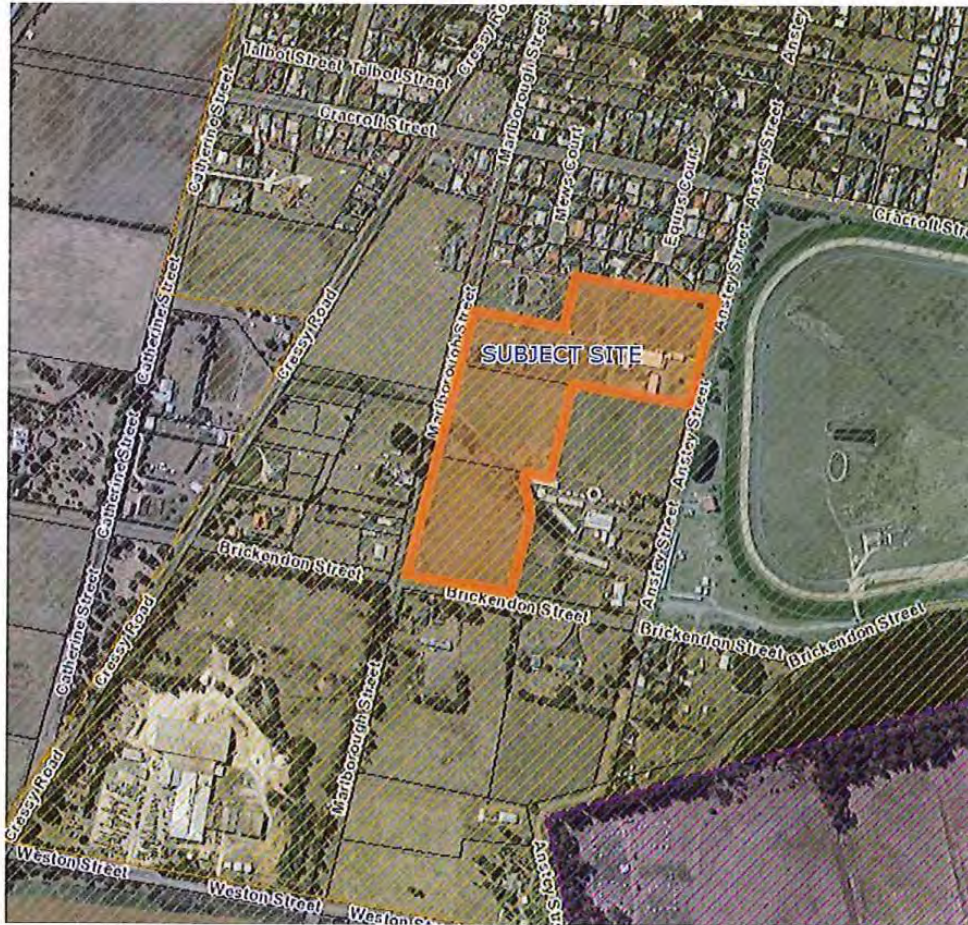
### Zoning and Overlay

The subject site is located in the Low Density Residential Zone (Figure 4) and subject to the bushfire prone area overlay (Figure 5).



**Figure 4 – Zoning Plan**





**Figure 5 – Overlay Plan – extent of Scenic Management shown by purple hatching**



## **Planning Assessment**

The proposed subdivision must be assessed against the subdivision provisions of the Low Density Residential Zone and is also subject to the following Codes:

- Bushfire Prone Area (refer to Bushfire Hazard Assessment Report)
- Road and Railway Asset Code (refer to Traffic Impact Assessment)
- Car Parking and Sustainable Transport Code (Refer to Traffic Impact Assessment)
- Environmental Impacts and Attenuation Code (Refer to Noise and Dust Assessment)
- Recreation and Open Space Code

An assessment of the proposal against the relevant provisions is provided below.

### **Low Density Residential Zone**

#### **12.1 Zone Purpose**

<b>12.1</b>	<b>Zone Purpose</b>
<b>12.1.1.1</b>	<i>To provide for residential use or development on larger lots in residential areas where there are infrastructure or environmental constraints that limit development.</i>
<b>12.1.1.2</b>	<i>To provide for non-residential uses that are compatible with residential amenity.</i>
<b>12.1.1.3</b>	<i>To ensure that development respects the natural and conservation values of the land and is designed to mitigate any visual impacts of development on public views.</i>

**Comment:** The proposed subdivision meets the zone purpose statements. Specifically, it creates larger lifestyle lots on the urban fringe of Longford that will be connected to full reticulated services and have no environmental constraints.

#### **12.4.3 Subdivision**

<b>12.4.3.1 Lot Area, Building Envelopes and Frontage</b>	
<b>Objective</b>	<p><i>To ensure:</i></p> <ul style="list-style-type: none"> <li><i>a) The area and dimensions of lots are appropriate for the zone; and</i></li> <li><i>b) The conservation of natural values, vegetation and faunal habitats; and</i></li> <li><i>c) The design of subdivision protects adjoining subdivision from adverse impacts; and</i></li> </ul>



- d) Each lot has road access, and utility services appropriate for the zone.

**Acceptable Solution**

**A1.1 Each lot must:**

- a) Have a minimum area of 1ha; and
- b) Have new boundaries aligned from buildings that satisfy the relevant acceptable solutions for setbacks; or
- c) Be required for public use by the Crown, an agency or corporation all the shares of which are held by Councils or a municipality; or
- d) Be for the provision of public utilities; or
- e) For the consolidation of a lot with another lot with no additional titles created; or
- f) To align titles with zone boundaries and no new lots are created.

**A1.2 Subdivision at Devon Hills will not result in any new lots**

**Performance Criteria**

**P1.1 Each lot for residential use must provide sufficient useable area and dimensions to allow for:**

- a) A dwelling to be erected in a convenient and hazard free location; and
- b) On-site parking and manoeuvrability; and
- c) Adequate private open space; and
- d) Reasonable vehicular access from the carriageway of the road to a building area on the lot, if any; and
- e) Development that would not adversely affect the amenity of, or be out of character with, surrounding development and the streetscape

**P1.2 Land at Devon Hills must not be further subdivided.**

**Response: Complies with P1.1 and A1.2 not applicable**

The proposed lots range in size from 1200m<sup>2</sup> to 1508m<sup>2</sup> with an average lot size of 1280m<sup>2</sup> It is submitted that the proposal meets the considerations under P1.1 as follows:

- a) The subject site is not located within a landslide hazard area and a Bushfire Hazard Management Plan has been prepared which confirms that there is sufficient area on all lots to provide for a BAL19 or lower or any future habitable dwellings. All lots with constructed dwellings must be managed as low threat in accordance with the Bushfire Hazard Management Plan. All lots are relatively flat and hazard free and have ample room for the erection of a dwelling.



- b) All lots are relatively flat and a min lot size of 1200m<sup>2</sup> is sufficient for provide vehicular access to a dwelling. All lots have road frontage with a minimum width of 6 metres.
- c) Whilst the Low Density Residential Zone doesn't have a requirement for provision of a minimum area for private open space to provide a guide, a typical dwelling is 200m<sup>2</sup> so even allowing for another 500m<sup>2</sup> for driveways and access areas, there is still a minimum balance area of 500m<sup>2</sup> to provide for private open space which is more than sufficient for a typical single dwelling.
- d) All lots have vehicular access to a road either via a new cul-de-sac or one of the existing streets that surround the site.
- e) It is submitted that the subdivision will provide an ideal density to transition the character from the General Residential Zoned land with 600m<sup>2</sup> lots to the north to the Low Density Zoned land to the south with larger lot sizes.

It is evident from the assessment above that the proposed subdivision meets all the requisite considerations under P1.1

#### **Acceptable Solution**

A2 Each lot must have a frontage of at least 6m

#### **Performance Criteria**

P2 No performance Criteria

**Response: Complies with A2**

All new lots are provided with a minimum road frontage of 6m either via the new cul-de-sacs or one of the existing surrounding streets.

#### **Acceptable Solution**

A3 Each lot must be connected to a reticulated:  
 a) Water supply; and  
 b) Sewerage system.

#### **Performance Criteria**

P3 Lots that are not provided with reticulated water and sewerage services must be:  
 a) In a locality for which reticulated services are not available or capable of being connected; and  
 b) Capable of accommodating an on-site wastewater management system.

**Response: Complies with A3**



The proposal plans provide detail of how the existing reticulated stormwater and sewerage mains will be extended from Cracroft Street to the site to enable all lots to be connected to full reticulated services.

#### **Acceptable Solution**

**A4** Each lot must be connected to a reticulated stormwater system.

#### **Performance Criteria**

**P4** Stormwater may only be discharged from the site in a manner that will not cause an environmental nuisance, and that prevents erosion, siltation or pollution of any watercourses, coastal lagoons, coastal estuaries, wetlands or inshore marine areas, having regard to:

- a) the intensity of runoff that already occurs on the site before any development has occurred for a storm event of 1% Annual Exceedance Probability (pre-development levels); and
- b) how the additional runoff and intensity of runoff that will be created by the subdivision for a storm event of 1% Annual Exceedance Probability, will be released at levels that are the same as those identified at the predevelopment levels of the subdivision; and
- c) whether any on-site storage devices, retention basins or other Water Sensitive Urban Design (WSUD) techniques are required within the subdivision and the appropriateness of their location; and
- d) overland flow paths for overflows during extreme events both internally and externally for the subdivision, so as to not cause a nuisance

#### **Response: Complies with A1**

The proposal plans provide detail of how the existing reticulated stormwater and sewerage mains will be extended from Cracroft Street to the site to enable all lots to be connected to full reticulated services



**Bushfire Prone Area Code****E1.6 Development Standards****E1.6.1 Subdivision: Provision of hazard management areas**

<b>Objective</b>	<p>Subdivision provides for hazard management areas that:</p> <ul style="list-style-type: none"> <li>(a) facilitate an integrated approach between subdivision and subsequent building on a lot;</li> <li>(b) provide for sufficient separation of building areas from bushfire-prone vegetation to reduce the radiant heat levels, direct flame attack and ember attack at the building area; and</li> <li>(c) provide protection for lots at any stage of a staged subdivision.</li> </ul>
------------------	--

**Acceptable Solution**

- A1 TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant the provision of hazard management areas as part of a subdivision; or
- (b) The proposed plan of subdivision:
- (i) shows all lots that are within or partly within a bushfire-prone area, including those developed at each stage of a staged subdivision;
  - (ii) shows the building area for each lot;
  - (iii) shows hazard management areas between bushfire-prone vegetation and each

**Performance Criteria**

- P1 A proposed plan of subdivision shows adequate hazard management areas in relation to the building areas shown on lots within a bushfire-prone area, having regard to:
- (a) the dimensions of hazard management areas;
  - (b) a bushfire risk assessment of each lot at any stage of staged subdivision;
  - (c) the nature of the bushfire-prone vegetation including the type, fuel load, structure and flammability;
  - (d) the topography, including site slope;
  - (e) any other potential forms of fuel and ignition sources;
  - (f) separation distances from the



*building area that have dimensions equal to, or greater than, the separation distances required for BAL 19 in Table 2.4.4 of Australian Standard AS 3959 – 2009 Construction of buildings in bushfire-prone areas; and*

- (iv) is accompanied by a bushfire hazard management plan that addresses all the individual lots and that is certified by the TFS or accredited person, showing hazard management areas equal to, or greater than, the separation distances required for BAL 19 in Table 2.4.4 of Australian Standard AS 3959 – 2009 Construction of buildings in bushfire-prone areas; and*

*If hazard management areas are to be located on land external to the proposed subdivision the application is accompanied by the written consent of the owner of that land to enter into an agreement under section 71 of the Act that will be registered on the title of the neighbouring property providing for the affected land to be managed in accordance with the bushfire hazard management plan*

*bushfire-prone vegetation not unreasonably restricting subsequent development;*

- (g) an instrument that will facilitate management of fuels located on land external to the subdivision; and*

*any advice from the TFS*

**Response: Complies with A1**



The accompanying Bushfire Hazard Management Report provides certification with Clause E1.6.1 (b).

#### **E1.6.2 Subdivision: Public and fire fighting access**

##### **Objective**

Access roads to, and the layout of roads, tracks and trails, in a subdivision:

- (a) allow safe access and egress for residents, fire fighters and emergency service personnel;
- (b) provide access to the bushfire-prone vegetation that enables both property to be defended when under bushfire attack and for hazard management works to be undertaken;
- (c) are designed and constructed to allow for fire appliances to be manoeuvred;
- (d) provide access to water supplies for fire appliances; and

are designed to allow connectivity, and where needed, offering multiple evacuation points.

##### **Acceptable Solution**

- A1 TFS or an accredited person certifies that there is an insufficient increase in risk from bushfire to warrant specific measures for public access in the subdivision for the purposes of fire fighting; or
- (b) A proposed plan of subdivision showing the layout of roads, fire trails, and the location of property access to building areas is included in a bushfire hazard management plan that:
- (i) demonstrates proposed roads will comply with Table E1, proposed private accesses will comply with Table E2 and proposed fire trails will

##### **Performance Criteria**

- P1 A proposed plan of subdivision shows access and egress for residents, fire-fighting vehicles and emergency service personnel to enable protection from bushfires, having regard to:
- (a) appropriate design measures, including:
    - (i) two way traffic;
    - (ii) all weather surfaces;
    - (iii) height and width of any vegetation clearances;
    - (iv) load capacity;
    - (v) provision of passing bays;
    - (vi) traffic control devices;
    - (vii) geometry, alignment and slope of roads, tracks and



<p>comply with Table E3; and</p> <p>(ii) is certified by the TFS accredited person</p>	<p>trails;</p> <p>(viii) use of through roads to provide for connectivity;</p> <p>(ix) limits on the length of cul- de-sacs and dead-end roads;</p> <p>(x) provision of turning areas;</p> <p>(xi) provision for parking areas;</p> <p>(xii) perimeter access; and</p> <p>(xiii) fire trails;</p> <p>(b) the provision of access to:</p> <p>(i) bushfire-prone vegetation to permit the undertaking of hazard management works; and</p> <p>(ii) fire fighting water supplies; and</p> <p>any advice from the TFS.</p>
--	---

**Response: Complies with A1**

The accompanying Bushfire Hazard Management Report provides certification with Clause E1.6.2 (a) and (b).

**E1.6.3 Subdivision: Provision of water supply for fire fighting purposes**

<b>Objective</b>	Adequate, accessible and reliable water supply for the purposes of fire fighting can be demonstrated at the subdivision stage and allow for the protection of life and property associated with the subsequent use and development of bushfire prone areas.
------------------	---

**Acceptable Solution**

A2 In areas that are not serviced by reticulated water by the water corporation:

(a) The TFS or an accredited person certifies that there is an insufficient

**Performance Criteria**

P2 No Performance Criteria



increase in risk from bushfire to warrant provision of a water supply for fire fighting purposes;  
 (b) The TFS or an accredited person certifies that a proposed plan of subdivision demonstrates that a static water supply, dedicated to fire fighting, will be provided and located compliant with Table E5; or  
 (c) A bushfire hazard management plan certified by the TFS or an accredited person demonstrates that the provision of water supply for fire fighting purposes is sufficient to manage the risks to property and lives in the event of a bushfire.

**Response: Complies with A2**

The accompanying Bushfire Hazard Management Report provides certification with Clause E1.6.3 (b) and (c).

### Road and Railway Assets Code

#### E4.6.1 Use of road or rail infrastructure

**Objective** To ensure that the safety and efficiency of road and rail infrastructure is not reduced by the creation of new accesses and junctions or increased use of existing accesses and junctions.

#### Acceptable Solution

A2 For roads with a speed limit of 60km/h or less the use must not generate more than a total of 40 vehicles entry and exit movements per day

#### Performance Criteria

P2 For roads with a speed limit of 60km/h or less, the level of use, number, location, layout and design of accesses and junctions must maintain an acceptable level of safety for all road users, including pedestrians and cyclists

**Response: Complies with P2**



Refer to Section 4.6.1 of the TIA for a detailed assessment against P2.

#### **E4.7.2 Management of Road Accesses and Junctions**

**Objective** *To ensure that the safety and efficiency of roads is not reduced by the creation of new accesses and junctions or increased use of existing accesses and junctions.*

##### **Acceptable Solution**

**A1** *For roads with a speed limit of 60km/h or less the development must include only one access providing both entry and exit, or two accesses providing separate entry and exit.*

##### **Performance Criteria**

**P1** *For roads with a speed limit of 60km/h or less, the number, location, layout and design of accesses and junctions must maintain an acceptable level of safety for all road users, including pedestrians and cyclists.*

**Response: Complies with A1**

Each lot will be provided with a single crossover providing for both entry and exit.

#### **E4.7.4 Sight Distance at Accesses, Junction and Level Crossings**

**Objective** *To ensure that use and development involving or adjacent to accesses, junctions and level crossings allows sufficient sight distance between vehicles and between vehicles and trains to enable safe movement of traffic..*

##### **Acceptable Solution**

**A1** *Sight distances at*

- a) an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.7.4; and*
- b) rail level crossings must comply with AS1742.7 Manual of uniform traffic control devices -*

##### **Performance Criteria**

**P1** *The design, layout and location of an access, junction or rail level crossing must provide adequate sight distances to ensure the safe movement of vehicles.*



*Railway crossings, Standards Association of Australia; or*

- c) *If the access is a temporary access, the written consent of the relevant authority has been obtained.*

**Response: Complies with A1**

As per section 4.2 of the TIA, in accordance with Table E4.7.4 the minimum sight distances are as follows:

- |                               |     |
|-------------------------------|-----|
| • Marlborough Street – 50km/h | 80m |
| • Brickendon Street – 50km/h  | 80m |
| • Anstey Street – 50km/h      | 80m |

Each of the new cul-de-sac junctions exceeds the required 80m sight distance.

**Parking and Sustainable Transport Code**

**E6.6 Use Standards**

**E6.6.1 Car Parking Numbers**

**Objective** *To ensure that an appropriate level of car parking is provided to service use.*

**Acceptable Solution**

- A1 *The number of car parking spaces must not be less than the requirements of:*
- Table E6.1; or*
  - a parking precinct plan contained in Table E6.6: Precinct Parking Plans (except for dwellings in the General Residential Zone).*

**Performance Criteria**

- P1 *The number of car parking spaces provided must have regard to:*
- the provisions of any relevant location specific car parking plan; and*
  - the availability of public car parking spaces within reasonable walking distance; and*
  - any reduction in demand due to sharing of spaces by multiple uses either because*



- of variations in peak demand or by efficiencies gained by consolidation; and*
- d) the availability and frequency of public transport within reasonable walking distance of the site; and*
  - e) site constraints such as existing buildings, slope, drainage, vegetation and landscaping; and*
  - f) the availability, accessibility and safety of on-road parking, having regard to the nature of the roads, traffic management and other uses in the vicinity; and*
  - g) an empirical assessment of the car parking demand; and*
  - h) the effect on streetscape, amenity and vehicle, pedestrian and cycle safety and convenience; and*
  - i) the recommendations of a traffic impact assessment prepared for the proposal; and*
  - j) any heritage values of the site; and*
  - k) for residential buildings and multiple dwellings, whether parking is adequate to meet the needs of the residents having regard to:*
    - i) the size of the dwelling and the number of bedrooms; and*
    - ii) the pattern of parking in the locality; and*



- iii) any existing structure on the land.

**Response: Complies with A1**

All 44 lots are capable of being provided with the requisite 1 space per bedroom or 2 spaces per 3 bedrooms for residential use in the Low Density Residential Zone.

**Recreation and Open Space Code**

**E10.6.1 Provision of Public Open Space**

**E10.6.1 Provision of Public Open Space**

**Objective**

- a) To provide public open space which meets user requirements, including those with disabilities, for outdoor recreational and social activities and for landscaping which contributes to the identity, visual amenity

**Acceptable Solution**

- A1 The application must:
- a) Include consent in writing from the General Manager that no land is required for public open space but instead there is to be a cash payment in lieu.

**Performance Criteria**

- P1 Provision of public open space, unless in accordance with Table E10.1, must:
- a) not pose a risk to health due to contamination; and
- b) not unreasonably restrict public use of the land as a result of: i) services, easements or utilities; and ii) stormwater detention basins; and iii) drainage or wetland areas; and iv) vehicular access; and
- c) be designed to:
- i) provide a range of recreational settings and accommodate adequate facilities to meet the needs of the community, including car parking; and



	<p>ii) reasonably contribute to the pedestrian connectivity of the broader area; and</p> <p>iii) be cost effective to maintain; and</p> <p>iv) respond to the opportunities and constraints presented by the physical characteristics of the land to provide practically useable open space; and</p> <p>v) provide for public safety through Crime Prevention Through Environmental Design principles; and</p> <p>vi) provide for the reasonable amenity of adjoining land users in the design of facilities and associated works; and</p> <p>vii) have a clear relationship with adjoining land uses through treatment such as alignment, fencing and landscaping; and</p> <p>ix) create attractive environments and focal points that contribute to the existing or desired future character statements, if any</p>
--	---

**Response: Complies with A1**

Consent from the General Manager for cash in lieu of public open space has been sought.

#### Environmental Impacts and Attenuation Code

Acceptable Solution	Performance Criteria
A1 No acceptable solution	<p>P1 Sensitive use or subdivision for sensitive use within an attenuation area to an existing activity listed in Tables E11.1 and E11.2 must demonstrate by means of a site specific study that there will not be an environmental nuisance or environmental harm, having regard to the:</p> <p>a) Degree of encroachment; and</p> <p>b) Nature of the emitting operation being protected by the attenuation area; and</p>



- c) *Degree of hazard pollution that may emanate from the emitting operation; and*
- d) *The measures within the proposal to mitigate the impacts of the emitting activity to the sensitive use.*

**Complies with P1**

A Noise and Dust Assessment has been prepared by Pitt and Sherry which concludes that the residents of the proposed subdivision will not be exposed to unacceptable environmental harm of environmental nuisance as a result of noise or dust emissions from the brickworks. It may also be concluded that construction of the proposed subdivision will not impose any new compliance burden on the operation of the brickworks, relating to management of noise emissions. A copy of the report is attached to this letter.

**Conclusion**

Based on the above information it is submitted that the proposed subdivision meets all the relevant standards of the Planning Scheme and should be recommended for approval.

Yours faithfully



Chloe Lyne  
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Attachment: Copies of Title

Proposal Plan

Bushfire Hazard Management Report

Noise and Dust Assessment



Traffic Impact Assessment

EXHIBITED





## **Carlton Dixon**

145-172 Marlborough Street, Longford  
Transport Impact Assessment

March 2021

**EXHIBITED**

WATER | ENERGY & RESOURCES | ENVIRONMENT | PROPERTY & BUILDINGS | TRANSPORTATION



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# 1. Introduction

## 1.1 Background

GHD were engaged by Carlton Dixon to prepare a Transport Impact Assessment report for a proposed 44 lot residential subdivision at 145-172 Marlborough Street, Longford.

## 1.2 Purpose of This Report

The purpose of this report is to document the transport impacts of the subdivision, to assess the impacts against the relevant sections of the Planning Scheme and to identify any impact mitigation treatments that may be required.

## 1.3 Scope and Limitations

*This report has been prepared by GHD for Carlton Dixon and may only be used and relied on by Carlton Dixon for the purpose agreed between GHD and the Carlton Dixon as set out in this report.*

*GHD otherwise disclaims responsibility to any person other than Carlton Dixon arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.*

*The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.*

*The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.*

*The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report. GHD disclaims liability arising from any of the assumptions being incorrect.*

*GHD has prepared this report on the basis of information provided by Carlton Dixon and others who provided information to GHD (including Government authorities), which GHD has not independently verified or checked beyond the agreed scope of work. GHD does not accept liability in connection with such unverified information, including errors and omissions in the report which were caused by errors or omissions in that information.*

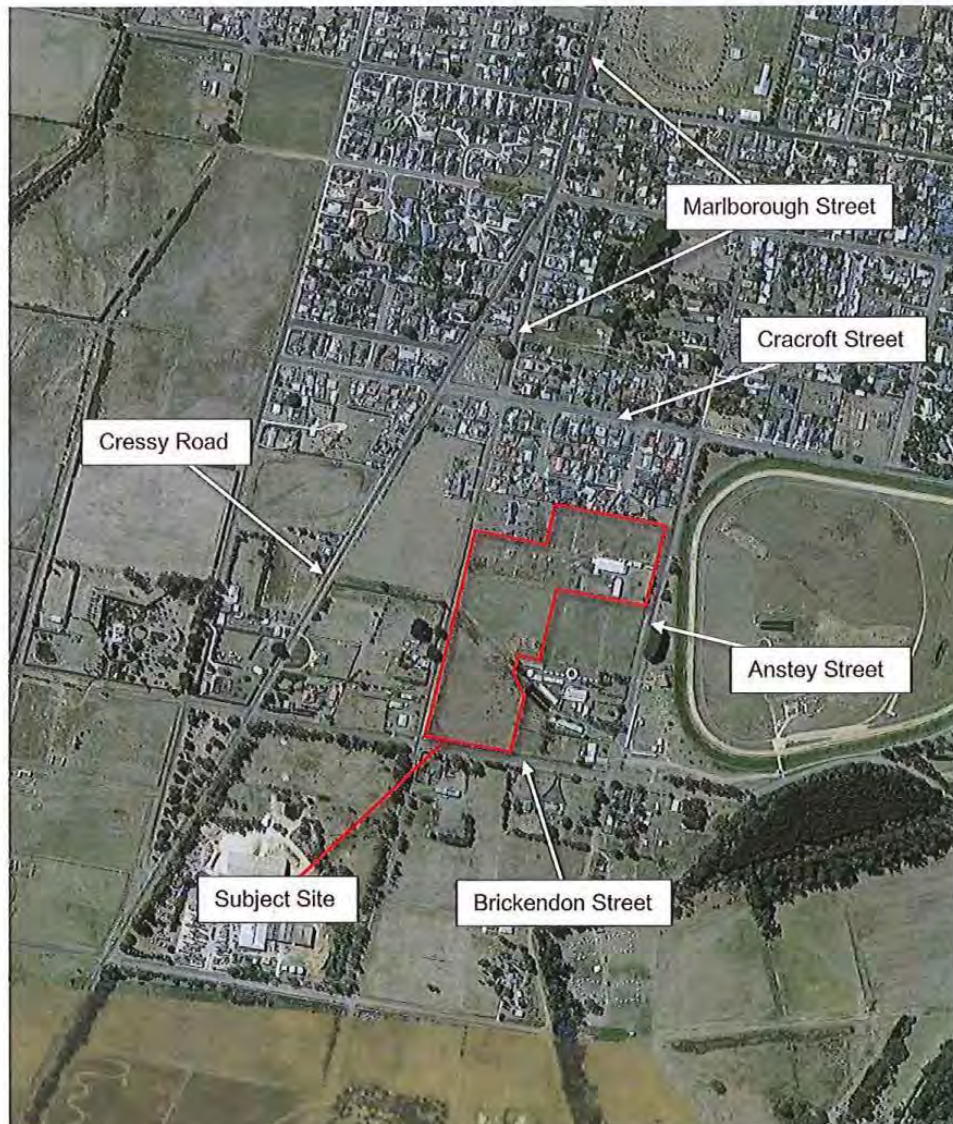
## 1.4 Subject Site

The subject site comprises three titles at 145 Marlborough Street, 153 Marlborough Street and 173 Marlborough Street, Longford. The site is currently vacant and has previously been used for horse grazing. The site has frontage onto three roads: Marlborough Street, Brickendon Street and Anstey Street.

The subject site and surrounds are shown in Figure 1.

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**Figure 1 Subject Site**

*Base imagery obtained from TheLIST © State of Tasmania*

### **1.5 Referenced Materials**

This report references a range of documents and information including the following:

- *Northern Midlands Interim Planning Scheme 2013* (the Planning Scheme)
- *RTA Guide to Traffic Generating Developments*, Version 2.2, October 2002
- *RMS Guide to Traffic Generating Developments Updated Traffic Surveys*, TDT 2013/04, May 2013

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## 2. Existing Conditions

### 2.1 Transport Network

For the purpose of this assessment, the transport network is considered to include the following roads:

- Cressy Road
- Marlborough Street
- Brickendon Street
- Anstey Street

These roads are examined in detail in the following sections.

#### 2.1.1 Cressy Road

Cressy Road is classified as a Category 4 Road in the Tasmanian State Road Hierarchy and under the jurisdiction of the Department of State Growth. The function of Category 4 roads is defined as follows:

*"Category 4 Roads provide safe passenger vehicle and tourist movement within the regions of Tasmania.*

*Where the main road servicing the town is a state road, Category 4 Roads connect towns with a population of around 1,000 or more to Category 1, Category 2 and Category 3 Roads.*

*While some of these roads currently carry heavy freight traffic, they duplicate existing Category 1, Category 2 or Category 3 Roads and are not the Department of State Growth's strategically preferred heavy vehicle routes.*

*Category 4 Roads facilitate connection to Category 1, Category 2 and Category 3 Roads for:*

- local commercial interaction*
- local freight movement*
- smaller regional resource bases*
- local passenger vehicle movement*
- tourists and major tourist destinations"*

*(Source: Tasmanian State Road Hierarchy, Department of State Growth)*

Cressy Road connects to Marlborough Street at the southern end of Longford and forms part of the Highway connecting between Illawarra Road (north of Longford) and the townships of Cressy and Poatina to the south. It is nominally a two-lane, two-way arterial road. The speed limit along Cressy Road changes near the subject site from 100 km/h to 80 km/h near the intersection with Brickendon Street and then 60 km/h on the northbound approach to Longford.

Cressy Road carries around 3,200 vehicles per day (two-way) with weekday peak volumes in the order of 260 vehicles per hour (two-way) in the morning and 320 vehicles per hour (two-way) in the afternoon. Cressy Road carries a relatively high proportion of heavy vehicles, with around 14% of traffic being classified as Austroads Class 3 and above.

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**2.1.2 Marlborough Street**

In the vicinity of the subject site, Marlborough Street is a local access road providing access to primarily rural residential land. North of the site (and north of its connection with Cressy Road), Marlborough Street forms part of the state arterial road network as a Category 4 road through Longford. The intersection of Marlborough Street with Cressy Road is designed to discourage through access to the south by restricting southbound access from Marlborough Street (north) to Marlborough Street (south). Access is instead provided via Cracroft Street.

The southern portion of Marlborough Street providing access to the subject site is a two-lane, two-way road with a sealed width of 5.5 m and open drains located within a wide, grassed verge. The road is straight and there are no significant obstructions to sight distance.

Traffic data was not available for Marlborough Street south of Cracroft Street. However, given that there are very few land uses accessing via this road, and that Cressy Road provides a more attractive parallel north-south route a short distance away, volumes are estimated to be no more than around 100 vehicle movements per day currently past the proposed subdivision.

The posted speed limit on Marlborough Street is 50 km/h.

**2.1.3 Brickendon Street**

Brickendon Street is a local access road connecting between Cressy Road and Wellington Street. It intersects with Marlborough Street and Anstey Street at give-way controlled crossroads. Brickendon Street is a two-lane, two-way road with a sealed width of 5.8 m and open drains located within a wide grassed verge. There is some equestrian activity on Brickendon Street due to the racecourse and associated facilities, and advisory warning signage is provided.

Traffic data was not available for Brickendon Street. However, given that there are very few land uses accessing via this road, existing traffic volumes are estimated to be no more than around 150 vehicles per day.

The posted speed limit on Brickendon Street is 50 km/h.

**2.1.4 Anstey Street**

Anstey Street is a local access road connecting between Lewis Street and Brickendon Street. It continues south of Brickendon Street as an unsealed road and becomes Brumby Street. Near the subject site, Anstey Street is a two-lane, two-way road with a sealed width of 5.9 m and open drains located within a grassed verge. There is some equestrian activity on Anstey Street due to the racecourse and associated facilities, and advisory warning signage is provided.

Traffic data was not available for Anstey Street south of Cracroft Street. However, given that there are very few land uses accessing via this road, existing traffic volumes are estimated to be no more than around 150 vehicles per day past the proposed subdivision.

The posted speed limit on Anstey Street is 50 km/h.

**2.2 Road Safety Performance**

Crash data was obtained from the Department of State Growth for the five-year period between 1 January 2016 and 31 December 2020. The following roads were examined:

- Cressy Road between Weston Street and Cracroft Street
- Brickendon Street between Cressy Road and Anstey Street
- Marlborough Street between Brickendon Street and Cracroft Street

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- Anstey Street between Brickendon Street and Cracroft Street

There were a total of three crashes recorded on these roads during the specified time period. Including two crashes on the section of Cressy Road north of Brickendon Street and one crash on Brickendon Street east of Anstey Street. None of the recorded crashes in the last five years resulted in injury, with all three resulting in property damage only.

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### 3. Proposed Development

#### 3.1 Overview

The proposed development is for a new 44-lot residential subdivision with a minimum lot size of 1,200 m<sup>2</sup>. It includes three new cul-de-sacs providing vehicular access via all three frontage roads (Marlborough Street, Brickendon Street and Anstey Street) however will not provide internal connectivity.

A subdivision layout plan is provided in Figure 2.



**Figure 2 Proposed Subdivision Layout Plan**

Source: 6ty Degrees, Dwg No. 19.019-P25, 44 Lot Subdivision Proposal Plan, Issue 01 for Planning Approval, 08.02.21

#### 3.2 Trip Generation and Distribution

Trip generation rates were sourced from the RTA publication, *Guide to Traffic Generating Developments*, 2002, as well as the more recent *RMS Updated Traffic Surveys*, TDT 2013/04.

The adopted trip generation rates are as follows:

- Daily vehicle trips                      9 two-way trips per dwelling
- AM Peak hour trips                      0.9 two-way trips per dwelling
- PM Peak hour trips                      1.0 two-way trips per dwelling

Based on a 44-lot subdivision, the total trip generation is estimated as follows:

- Daily vehicle trips                      396 two-way vehicle trips per day
- AM Peak hour trips                      40 two-way vehicle trips per hour
- PM Peak hour trips                      44 two-way vehicle trips per hour

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Note that due to the zoning of the site as low density residential, it has been assumed for the purpose of this assessment that all lots will be developed as a single dwelling, and no multi-unit developments are expected.

Traffic generated by the proposed subdivision will be dispersed through the network based on the location of access points on either of the three frontage roads. There are a number of routes available to and from Longford including:

- Anstey Street and Lewis Street
- Marlborough Street (using Cracroft Street and Cressy Road northbound)
- Brickendon Street and Cressy Road

It is likely that all three of these routes would accommodate some of the traffic load associated with the proposed development.

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## 4. Transport Impact Assessment

### 4.1 Access Arrangements

Individual lots within the proposed subdivision will be accessed via the three frontage roads as well as via the three cul-de-sacs connecting to each of these roads. The number of lots accessed via each road are summarised as follows:

- Marlborough Street                      21 lots
  - Direct access                              7 lots
  - Road 2 (Cul-de-sac)                      14 lots
- Brickendon Street                      9 lots
  - Direct access                              1 lot
  - Road 3 (Cul-de-sac)                      8 lots
- Anstey Street                              14 lots
  - Direct access                              2 lots
  - Road 1 (Cul-de-sac)                      12 lots

Based on the above, traffic movements are relatively dispersed through the immediate area surrounding the site. The majority of lots are accessed via internal cul-de-sacs, thereby minimising the impacts of turning vehicles on through traffic on existing streets.

The proposed access arrangements are considered to appropriately accommodate the expected traffic activity associated with the development.

### 4.2 Sight Distance Assessment

Clause E4.7.4 of the Planning Scheme sets out sight distance requirements at accesses, junctions and level crossings. From Table E4.7.4, the minimum sight distances are as follows:

- Marlborough Street – 50 km/h                      80 m
- Brickendon Street – 50 km/h                      80 m
- Anstey Street – 50 km/h                              80 m

In all cases, the streets are relatively straight with wide, grassed verges and there are no major obstructions to sight distances. The minimum sight distances at each of the proposed intersections on these roads are demonstrated in Figure 3.

The proposed development exceeds sight distance requirements at all access points with measured sight distances greater than 200 metres in all directions.

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**Figure 3 Sight Distances**

Base aerial obtained from TheLIST © State of Tasmania

#### 4.3 Road Network Layout and Geometry

The proposed internal cul-de-sacs have minimum road reservation widths as follows:

- Road 1 – Antsey Street 18 m
- Road 2 – Marlborough Street 18 m
- Road 3 – Brickendon Street 15 m

These widths comply with the requirements set out in Table 1 of LGAT Standard Drawing TSD-R06-v1 (Urban Roads Typical Section and Pavement Widths) noting that Road 3 connecting to Brickendon Street have a total length of less than 150 m.

Sufficient space is also provided for:

- Cul-de-sac turning heads with minimum radius 9 m to meet Rural Type Cul-de-sac set out in LGAT Standard Drawing TSD-R08-v1 (Typical Cul-de-sac Detail Urban and Rural); and
- Splays at intersections with external roads to allow for standard intersection details.

It is noted that all intersections must be designed to include all statutory signage and linemarking as required for give-way controlled T-intersections.

With respect to frontage roads, LGAT Standard Drawing TSD-R02-v1 (Rural Roads Sealed) provides design standards as follows:

- For AADT 100-300 vehicles per day:
  - Sealed width 5.5 m
- For AADT 300-2000 vehicles per day
  - Sealed width 6.0 m

The expected traffic volumes on each of the frontage roads, having regard for the range of alternative routes available for traffic accessing the subject site, are summarised in Table 1.

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**Table 1 Anticipated Traffic Volumes**

Road	Existing Volume (AADT)	Proposed Volume (AADT)
Anstey Street	~150	+126 vehicles per day
Brickendon Street	~150	+91 vehicles per day
Marlborough Street	~100	+189 vehicles per day

In all cases above, the proposed traffic volumes are anticipated to remain below the 300 vehicle per day threshold and the appropriate design standard is for a 5.5 m wide seal. The existing roads comply with this requirement providing sealed widths between 5.5 m and 5.9 m.

It is noted that the existing roads do not provide shoulders, however the reduced overall pavement width is considered to be consistent with the speed limit of 50 km/h. The narrower roads provide some offset for the effect of straight road alignments and rural environment which can lead to higher speeds.

Based on the above, it is considered that the design standard and geometry of the existing roads surrounding the development site are suitable to accommodate the relatively low intensification of traffic activity due to the proposed development.

#### 4.4 Transport Impacts

##### 4.4.1 Impacts to Traffic Efficiency

Traffic volumes on all roads surrounding the subject site, including Marlborough Street, Brickendon Street and Anstey Street, will remain less than 300 vehicles per day. This is within the capacity of each of these roads based on the existing rural road geometry as described in Section 4.3 above.

Existing peak traffic volumes on Cressy Road are around 260 to 320 vehicles per hour. There are no capacity issues at either the intersections of Cressy Road with Brickendon Street or Cracraft Street noting that the nominal capacity of a simple give-way situation is typically in the range of 1,400 and 1,600 vehicles per hour (depending on turning movements).

It is anticipated that key intersections within the existing road network can absorb additional traffic generated by the proposed development of some 40-44 vehicles per hour during peak times with no loss of level of service.

##### 4.4.2 Impacts to Road Safety

No significant detrimental road safety impacts are foreseen for the project. This is based on the following:

- The majority of lots are accessed via internal cul-de-sacs which will carry very low traffic volumes and connect to existing streets at new give-way controlled intersections with all statutory signage and line marking;
- There is sufficient sight distance at all access points in compliance with Planning Scheme requirements;
- There is sufficient capacity in the road network generally to accommodate the proposed traffic volumes with no loss of level of service expected; and

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- The crash history does not indicate any specific road safety deficiencies in the immediate area that might be exacerbated by the additional traffic generated by the proposed development.

#### 4.4.3 Impacts to Active Transport Networks

The proposed development is unlikely to generate significant pedestrian or cycling activity in the surrounding road network. The level of use will be commensurate with the residential nature of the area, primarily consisting of recreational walking. There are no dedicated pedestrian or cycling facilities in the area (with the exception of a short trail alongside Anstey Street near the racecourse which is used for horse walking).

It is considered that the existing level of pedestrian provision is satisfactory given the low use, and the low-density residential nature of the area. Pedestrians can continue to utilise the grassed verge on either side of the road.

The level of cycling activity would not justify provision of bicycle lanes or off-road shared use paths. Given the low traffic volumes on all roads within the area, cyclists can utilise the road for any trips.

The increase in traffic around the racecourse will be minimal given that the majority of vehicles accessing the site would do so via the north and west and there would be only a small change in traffic activity near the intersection of Anstey Street and Brickendon Street.

#### 4.5 Public Transport

Tassielink operate three services connecting to Longford:

- Route 794 – Longford to Launceston
- Route 795 – Cressy to Launceston
- Route 796 – Cressy to Launceston

Longford and Cressy services operate throughout the day, with typical frequency of 1 to 2 hours between services. The earliest service departs Longford at 6:50 am and the latest service arrives at 7:20 pm.

The closest bus stop is located at Marlborough Street approximately 700 m (10 mins) walk north of the subject site. The proposed subdivision is considered not to be well served by public transport at present and it is unlikely that public transport will be heavily utilised by residents of the area.

#### 4.6 Planning Scheme Assessment

##### 4.6.1 Road and Railway Assets Code (E4)

Clause E4.6.1-A2 of the Planning Scheme states that: *"For roads with a speed limit of 60km/h or less the use must not generate more than a total of 40 vehicle entry and exit movements per day."* This clause applies to Anstey Street with a speed limit of 50 km/h.

Similarly, Clause E4.7.2-A1 states that: *"For roads with a speed limit of 60 km/h or less the development must include only one access providing both entry and exit, or two accesses providing separate entry and exit."*

Given an increase by around 126 vehicles per day expected for Anstey Street, and the creation of more than one new access point, the proposed development relies on performance criteria for Clause E4.6.1-P2 and E4.7.2-P1 which are identical as follows:

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*"For roads with a speed limit of 60km/h or less, the level of use, number, location, layout and design of accesses and junctions must maintain an acceptable level of safety for all road users, including pedestrians and cyclists."*

With respect to Anstey Street:

- There would be only two properties with direct access onto Anstey Street with the remainder via a new, give-way controlled junction with all statutory line marking and signage;
- There is sufficient sight distance to meet the Planning Scheme requirements; and
- Pedestrian and cycling activity will be minimal and wide grassed verges are available for pedestrian access.

The proposed development is considered to comply with performance criteria Clause E4.6.1-P2 and Clause E4.7.2-P1.

Clause E4.6.1-A3 of the Planning Scheme states that: *"For roads with a speed limit of more than 60km/h the use must not increase the annual average daily traffic (AADT) movements at the existing access or junction by more than 10%."* This clause applies to Cressy Road, Marlborough Street and Brickendon Street.

It is noted that traffic volumes on Cressy Road would increase from around 3,200 vehicles per day to up to 3,480 vehicles per day, representing an increase by 8.75% which is lower than 10%. However traffic volumes on Marlborough Street and Brickendon Street will increase by significantly more than 10% of existing traffic.

Similarly, Clause E4.7.2-A2 of the Planning Scheme states that: *"For roads with a speed limit of more than 60 km/h the development must not include a new access or junction."*

The proposed development relies on performance criteria Clause E4.6.1-P3 and E4.7.2-P2 which are identical as follows:

*"For limited access roads and roads with a speed limit of more than 60km/h:*

- a) access to a category 1 road or limited access road must only be via an existing access or junction or the use or development must provide a significant social and economic benefit to the State or region; and*
- b) any increase in use of an existing access or junction or development of a new access or junction to a limited access road or a category 1, 2 or 3 road must be for a use that is dependent on the site for its unique resources, characteristics or locational attributes and an alternate site or access to a category 4 or 5 road is not practicable; and*
- c) an access or junction which is increased in use or is a new access or junction must be designed and located to maintain an adequate level of safety and efficiency for all road users.*

Both a) and b) are not applicable to either Marlborough Street or Brickendon Street. With respect to Marlborough Street and Brickendon Street:

- A minority of lots have direct access onto either of these roads, with the majority of access concentrated at new cul-de-sacs with new intersections designed as give-way controlled with all statutory line marking and signage;
- There is sufficient sight distance to meet the Planning Scheme requirements; and
- Pedestrian and cycling activity will be minimal and wide grassed verges are available for pedestrian access.

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The proposed development is considered to comply with performance criteria Clause E4.6.1-P3 and Clause E4.7.2-P2.

The proposed development is not located within 50 m of a railway, future road or railway, or a Category 1 or 2 road and therefore complies with Clause E4.7.1-A1.

The proposed development does not have access across a railway and therefore complies with Clause E4.7.3-A1.

Clause E4.7.4-A1 states that: "*Sight distances at ... an access or junction must comply with the Safe Intersection Sight Distance shown in Table E4.7.4.*" The proposed development complies with Clause E4.7.4-A1 based on the discussion provided in Section 4.2 of this report.

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## 5. Conclusions

This report has investigated the potential traffic impacts of a proposed 44-lot subdivision at 145-172 Marlborough Street, Longford. The key findings are as follows:

- The proposed development is anticipated to generate up to 396 two-way vehicle trips per day, with up to 40-44 trips per hour during peak periods;
- The additional traffic generated by the proposed development will be dispersed throughout the road network based on the spread of access points and the multiple routes available for access to Longford;
- The proposed access arrangements and internal road layouts are considered satisfactory and generally comply with LGAT Standards;
- Sufficient sight distance is provided at access points and junctions in compliance with the Planning Scheme;
- The existing design standards and geometry of surrounding streets, including Marlborough Street, Brickendon Street and Anstey Street, is suitable to accommodate the relatively low traffic volumes post-development.
- The proposed development complies with the requirements set out in Code E4 Road and Railway Access Code of the Planning Scheme.

Based on the findings of this assessment, and subject to any recommendations outlined above, the proposed development is supported on traffic grounds.

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2/[https://projectsportal.ghd.com/sites/pp17\\_03/145172marlboroughstr/ProjectDocs/12547145-REP\\_145-172\\_Marlborough\\_St\\_TIA.docx](https://projectsportal.ghd.com/sites/pp17_03/145172marlboroughstr/ProjectDocs/12547145-REP_145-172_Marlborough_St_TIA.docx)

Document Status

Revision	Author	Reviewer		Approved for Issue		
		Name	Signature	Name	Signature	Date
0	M. Petrusma	M. Smith	On file	M. Smith	On file	5/3/21

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## Bushfire Hazard Management Report: Subdivision

**Report for:** CP& PC Dixon

**Property Location:** 145, 153, 173 Marlborough Street, Longford

**Prepared by:** Scott Livingston  
Livingston Natural Resource Services  
299 Relbia Road  
Relbia, 7258

**Date:** 12<sup>th</sup> March 2021  
Version 6



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**Summary**

**Client:** CP & PC Dixon

Current zoning: Low Density Residential, Northern Midlands Interim Planning Scheme 2013

**Property**

**identification:** CT 173613/1, PID 2964516, 145 Marlborough St Longford  
Owner: NP Stubbs

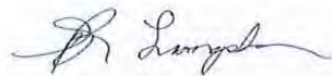
CT 173613/2, PID 2018204, 153 Marlborough St Longford  
Owner: Twisted hotels Pty Ltd

CT 157278/2, PID 2018212, 173 Marlborough St Longford  
Owner: New Norfolk Hotels Pty, Zeekap (No 102) Pty Ltd

**Proposal:** A 44 lot + roads subdivision is proposed from existing titles CT 173613/1 & 2, 157278/2: 145-153-173 Marlborough St Longford.

**Assessment comments:** A field inspection of the site was conducted to determine the Bushfire Risk and Attack Level.

**Assessment by:**



\_\_\_\_\_  
Scott Livingston,  
Master Environmental Management,  
Natural Resource Management Consultant.  
Accredited Person under part 4A of the Fire Service Act 1979:  
Accreditation # BFP-105.

*Bushfire Report*

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**DESCRIPTION**

This report and BHMP supersedes BHMP SRL20/32S, dated 1/9/2020, for 4 lots on CT173613/2, and BHMP 19/35S dated 26/6/2019 for 29 lots on the 3 titles.

A 44 lot + roads subdivision is proposed from existing titles CT 173613/1 & 2, 157278/2, 145-153-173 Marlborough St Longford. The subdivision and surrounding land are mapped as bushfire prone in Planning Scheme overlays.

The subdivision fronts Marlborough, Brickendon and Anstey Streets. The properties are pasture with a stable complex on 145 Marlborough St, they contain no existing dwellings. Land to the north is developed residential lots, land to the south and west is low density residential land containing a mosaic of managed land and pasture. Land to the east of Anstey St is the Longford Racecourse. The area is serviced by a water reticulated supply.

See Appendix 1 for maps and site plan, and appendix 2 for photographs.

**BAL AND RISK ASSESSMENT**

The land is mapped as Bushfire Prone in Planning Scheme overlays.

**VEGETATION AND SLOPE**

Lot		North	East	South	West
	Slope (degrees, over 100m)	Flat /upslope	Flat /upslope	Flat /upslope	Down slope 0-5°
all lots					
1	Vegetation, within 100m of Lot boundaries	0-100m low threat	0-100m low threat	0-38m grassland, 38-100m low threat	0-100m grassland
	BAL rating at boundary (existing vegetation)	BAL Low	BAL Low	BAL Low	BAL FZ
	BAL rating with setbacks/hma	BAL Low	BAL Low	BAL Low	BAL Low
2	Vegetation, within 100m of Lot boundaries	0-25m grassland, 25-100m low threat	0-100m low threat	0-12m grassland, 12-72m low threat 72-100m grassland	0-100m grassland
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL Low	BAL Low	BAL FZ
	BAL rating with setbacks/hma	BAL Low	BAL Low	BAL Low	BAL Low



3~6	Vegetation, within 100m of Lot boundaries	0-100m low threat	0-45+m grassland, 45+-100m low threat	0-12m grassland, 12-72m low threat 72-100m grassland	0-31+m-grassland, 31+m-100m low threat
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL FZ	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL Low	BAL Low	BAL Low	BAL Low
7	Vegetation, within 100m of Lot boundaries	0-100m low threat	0-100m grassland	0-100m grassland	0-100m low threat
	BAL rating at boundary (existing vegetation)	BAL Low	BAL FZ	BAL FZ	BAL Low
	BAL rating with setbacks/hma	BAL Low	BAL Low	BAL Low	BAL Low
8	Vegetation, within 100m of Lot boundaries	0-50m grassland, 50-100m low threat	0-100m grassland	0-100m grassland	0-100m low threat
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL FZ	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL Low	BAL Low	BAL Low	BAL Low
9	Vegetation, within 100m of Lot boundaries	0-100m grassland	0-100m grassland	0-100m grassland	0-100m grassland
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL FZ	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL 12.5	BAL 12.5	BAL 12.5	BAL 12.5
10~13	Vegetation, within 100m of Lot boundaries	0-100m grassland	0-41m+ grassland, 41m+-100m low threat	0-100m grassland	0-100m grassland
	BAL rating at boundary	BAL FZ	BAL FZ	BAL FZ	BAL FZ



	(existing vegetation)				
	BAL rating with setbacks/hma	BAL 12.5/ BAL 19	BAL 12.5/ BAL 19	BAL 12.5/ BAL 19	BAL 12.5/ BAL 19
14, 15	Vegetation, within 100m of Lot boundaries	0-100m grassland	0-100m low threat	0-100m grassland	0-100m grassland
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL Low	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL 12.5	BAL 12.5	BAL 12.5	BAL 12.5
16	Vegetation, within 100m of Lot boundaries	0-100m low threat	0-100m grassland	0-100m grassland	0-77m grassland, 77-100m low threat
	BAL rating at boundary (existing vegetation)	BAL Low	BAL FZ	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL Low / BAL 12.5	BAL Low / BAL 12.5	BAL Low / BAL 12.5	BAL Low / BAL 12.5
17	Vegetation, within 100m of Lot boundaries	0-100m low threat	0-100m grassland	0-100m grassland	0-40m grassland, 40-100m low threat
	BAL rating at boundary (existing vegetation)	BAL Low	BAL FZ	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL Low	BAL Low	BAL Low	BAL Low
18	Vegetation, within 100m of Lot boundaries	0-100m low threat	0-100m grassland	0-100m grassland	0-20m low threat, 20-100m grassland
	BAL rating at boundary (existing vegetation)	BAL Low	BAL FZ	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL 12.5	BAL 12.5	BAL 12.5	BAL 12.5



19~21	Vegetation, within 100m of Lot boundaries	0-30+m grassland, 30+m-100m low threat	0-100m grassland	0-100m grassland	0-20m low threat, 20-100m grassland
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL FZ	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL 12.5	BAL 12.5	BAL 12.5	BAL 12.5
22~24	Vegetation, within 100m of Lot boundaries	0-30+m grassland, 30+m-100m low threat	0-100m grassland	0-100m grassland	0-40m grassland, 40-60m low threat, 60-100m grassland
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL FZ	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL Low	BAL Low	BAL Low	BAL Low
25~28	Vegetation, within 100m of Lot boundaries	0-100m grassland	0-100m grassland	0-100m grassland	0-100m grassland
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL FZ	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL 12.5/ BAL 19	BAL 12.5/ BAL 19	BAL 12.5/ BAL 19	BAL 12.5/ BAL 19
29	Vegetation, within 100m of Lot boundaries	0-100m grassland	0-100m grassland	0-100m grassland	0-62m grassland, 62-82m low threat, 82-100m grassland
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL FZ	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL Low / BAL 12.5	BAL Low / BAL 12.5	BAL Low / BAL 12.5	BAL Low / BAL 12.5
30	Vegetation, within 100m of Lot boundaries	0-100m grassland	0-100m grassland	0-100m grassland	0-40m grassland, 40-60m low threat, 60-100m grassland
	BAL rating at boundary	BAL FZ	BAL FZ	BAL FZ	BAL FZ



	(existing vegetation)				
	BAL rating with setbacks/hma	BAL Low	BAL Low	BAL Low	BAL Low
31, 32	Vegetation, within 100m of Lot boundaries	0-100m grassland	0-100m grassland	0-100m grassland	0-20m low threat, 20-100m grassland
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL FZ	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL 12.5	BAL 12.5	BAL 12.5	BAL 12.5
33	Vegetation, within 100m of Lot boundaries	0-100m grassland	0-100m grassland	0-100m grassland	0-63m low threat, 63-100m grassland
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL FZ	BAL FZ	BAL Low
	BAL rating with setbacks/hma	BAL Low / BAL 12.5	BAL Low / BAL 12.5	BAL Low / BAL 12.5	BAL Low / BAL 12.5
34, 35	Vegetation, within 100m of Lot boundaries	0-100m grassland	0-100m grassland	0-25+m grassland, 25+m-100m low threat	0-63m low threat, 63-100m grassland
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL FZ	BAL FZ	BAL Low
	BAL rating with setbacks/hma	BAL Low	BAL Low	BAL Low	BAL Low
36, 37	Vegetation, within 100m of Lot boundaries	0-100m grassland	0-100m grassland	0-25+m grassland, 25+m-100m low threat	0-65m low threat, 65-100m grassland
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL FZ	BAL FZ	BAL Low
	BAL rating with setbacks/hma	BAL 12.5	BAL 12.5	BAL 12.5	BAL 12.5



38, 39, 40	Vegetation, within 100m of Lot boundaries	0-100m grassland	0-50m grassland, 50-100m low threat	0-30+m grassland, 30+m-100m low threat	0-40m grassland, 40-100m low threat
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL FZ	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL Low	BAL Low	BAL Low	BAL Low
41, 42	Vegetation, within 100m of Lot boundaries	0-100m grassland	0-100m low threat	0-60+m grassland, 60+m-100m low threat	0-10m grassland
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL Low	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL Low / BAL 12.5	BAL Low / BAL 12.5	BAL Low / BAL 12.5	BAL Low / BAL 12.5
43	Vegetation, within 100m of Lot boundaries	0-100m grassland	0-100m grassland	0-100m low threat	0-10m grassland
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL FZ	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL Low	BAL Low	BAL Low	BAL Low
44	Vegetation, within 100m of Lot boundaries	0-100m grassland	0-100m grassland	0-30+m grassland, 30+m-100m low threat	0-10m grassland
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL FZ	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL 12.5	BAL 12.5	BAL 12.5	BAL 12.5

**BUILDING AREA BAL RATING**

Setback distances for BAL Ratings have been calculated based on the vegetation that will exist after development and management of land within the subdivision and have also considered slope gradients. Where no setback is required for fire protection other Planning

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Scheme setbacks may need to be applied, other building constraints such as topography have not been considered.

The BAL ratings applied are in accordance with the Australian Standard AS3959-2009, *Construction of Buildings in Bushfire Prone Areas*, and it is a requirement that any habitable building, or building within 6m of a habitable building be constructed to the BAL ratings specified in this document as a minimum.

Bushfire Attack Level (BAL)	Predicted Bushfire Attack & Exposure Level
BAL-Low	Insufficient risk to warrant specific construction requirements
BAL-12.5	Ember attack, radiant heat below 12.5kW/m <sup>2</sup>
BAL-19	Increasing ember attack and burning debris ignited by windborne embers together with increasing heat flux between 12.5-19kW/m <sup>2</sup>
BAL-29	Increasing ember attack and burning debris ignited by windborne embers together with increasing heat flux between 19-29kW/m <sup>2</sup>
BAL-40	Increasing ember attack and burning debris ignited by windborne embers together with increasing heat flux between 29-40kW/m <sup>2</sup>
BAL-FZ	Direct exposure to flames radiant heat and embers from the fire front

#### **BUILDING SETBACKS**

BAL	Slope	Grassland
BAL Low	All slopes	50m
BAL 12.5	Flat/ Upslope	14m
	Down slope 0-5°	16m
BAL 19	Flat/ Upslope	10m
	Down slope 0-5°	11m

#### **PROPOSED LOT BAL RATING**

The setbacks shown below relies on hazard management on adjacent lots of the subdivision as per this report and BHMP.





Figure 1: Proposed Lots and building areas

Lot	Rating	Setback
1~8	BAL low	no setback required
9	BAL 12.5	no setback required
10~13	BAL 12.5	10m from southern boundary
	BAL 19	14m from southern boundary
14	BAL 12.5	no setback required
15	BAL 12.5	10m from southern boundary
	BAL 19	14m from southern boundary



Lot	Rating	Setback
16	BAL low	west of a line from 11m west of the SE corner of the lot to the corner of lot 8/9 on the eastern boundary
	BAL 12.5	no setback required
17	BAL low	no setback required
18~21	BAL low	east of a line 30m from the western boundary
	BAL 12.5	no setback required
22~24	BAL low	no setback required
25~28	BAL 12.5	10m from eastern boundary
	BAL 19	14m from eastern boundary
29	BAL low	west of a line from 11m east of the western boundary
	BAL 12.5	no setback required
30	BAL low	no setback required
31, 32	BAL low	east of a line 30m from the western boundary
	BAL 12.5	no setback required
33	BAL low	east of a line from the SW corner to a point 30m from the western corner on the northern boundary
	BAL 12.5	no setback required
34, 35	BAL low	no setback required
36, 37	BAL 12.5	no setback required
38, 39, 40	BAL low	no setback required
41	BAL low	west of a line from the eastern corner of the lot and road lot to a point 16m east of the NW Corner on the northern boundary
	BAL 12.5	no setback required
42	BAL low	south of a line from the NW corner of the lot to the direction change on the eastern boundary of the lot
	BAL 12.5	no setback required
43	BAL low	no setback required
44	BAL 12.5	no setback required

#### **HAZARD MANAGEMENT AREA: STAGED DEVELOPMENT**

Hazard management areas include the area to protect the buildings as well as the access and water supplies.

Low threat vegetation, includes maintained lawns (<100mm in height), gardens and orchards

All developed lots and roads and the balance lot within 50m of a developed lot must be managed as low threat vegetation from sealing of titles and in perpetuity.

The owner of a lot is responsible for management of vegetation within a lot.





Figure 2: Staged Hazard Management examples.

## ROADS

Subdivision roads within bushfire prone areas must comply with the relevant elements of Table E1 Roads from *Planning Directive No. 5.1 Bushfire-Prone Areas Code*. No subdivision roads are required for lots having frontage to Marlborough, Anstey or Brickendon Streets.

The terminus of any dead-end road must meet turning circle provisions including a 12m outer radius, including any temporary dead end during staged construction. *Dead end roads must be 7min width*. Cul de sac heads must have no parking signs, where the carriageway is less than 12m outer radius, mountable kerbs and footpaths must be installed to provide compliant trafficable surface, all permanent turning circles show on the plan of subdivision are 18m diameter and will require trafficable turning provision on kerbs and footpaths.



Table E1: Standards for roads

Element	Requirement
A. Roads	<p>Unless the development standards in the zone require a higher standard, the following apply:</p> <ul style="list-style-type: none"><li>(a) two-wheel road, all-weather construction;</li><li>(b) load capacity of at least 20t, including for bridges and culverts;</li><li>(c) minimum carriageway width is 7m for a through road, or 5.5m for a dead-end or cul-de-sac road;</li><li>(d) minimum vertical clearance of 4m;</li><li>(e) minimum horizontal clearance of 2m from the edge of the carriageway;</li><li>(f) cross falls of less than 3 degrees (1:20 or 5%);</li><li>(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;</li><li>(h) curves have a minimum inner radius of 10m;</li><li>(i) dead-end or cul-de-sac roads are not more than 200m in length unless the carriageway is 7 metres in width;</li><li>(j) dead-end or cul-de-sac roads have a turning circle with a minimum 12m outer radius; and</li><li>(k) carriageways less than 7m wide have 'No Parking' zones on one side, indicated by a road sign that complies with <i>Australian Standard AS1743-2001 Road signs-Specifications</i>.</li></ul>

EXHIBITED



**PROPERTY ACCESS**

No access is required to water supply points and no specific design and construction requirements apply

**Table E2: Standards for Property Access**

<b>Column 1</b>		<b>Column</b>
<b>Element</b>		<b>Requirement</b>
<b>A.</b>	Property access length is less than 30 metres; or access is not required for a fire appliance to access a water connection point	There are no specified design and construction requirements.
<b>B.</b>	Property access length is 30 metres or greater; or access for a fire appliance to a water connection point	<p>The following design and construction requirements apply to property access:</p> <ol style="list-style-type: none"> <li>(1) All-weather construction;</li> <li>(2) Load capacity of at least 20 tonnes, including for bridges and culverts;</li> <li>(3) Minimum carriageway width of 4 metres;</li> <li>(4) Minimum vertical clearance of 4 metres;</li> <li>(5) Minimum horizontal clearance of 0.5 metres from the edge of the carriageway;</li> <li>(6) Cross falls of less than 3 degrees (1:20 or 5%);</li> <li>(7) Dips less than 7 degrees (1:8 or 12.5%) entry and exit angle;</li> <li>(8) Curves with a minimum inner radius of 10 metres;</li> <li>(9) Maximum gradient of 15 degrees (1:3.5 or 28%) for sealed roads, and 10 degrees (1:5.5 or 18%) for unsealed roads; and</li> <li>(10) Terminate with a turning area for fire appliances provided by one of the following: <ol style="list-style-type: none"> <li>(a) A turning circle with a minimum inner radius of 10 metres; or</li> <li>(b) A property access encircling the building; or</li> <li>(c) A hammerhead "T" or "Y" turning head 4 metres wide and 8 metres long.</li> </ol> </li> </ol> <p>The following design and construction requirements apply to property access:</p> <ol style="list-style-type: none"> <li>(1) The Requirements for B above; and</li> <li>(2) Passing bays of 2 metres additional carriageway width and 20 metres length provided every 200 metres</li> </ol>
<b>C.</b>	Property access length is 200 metres or greater.	

EXHIBITED



<b>D.</b>	Property access length is greater than 30 metres, and access is provided to 3 or more properties.	The following design and construction requirements apply to property access: (1) Complies with Requirements for B above; and (2) Passing bays of 2 metres additional carriageway width and 20 metres length must be provided every 100 metres.
-----------	---	--

**FIRE FIGHTING WATER SUPPLY**

The subdivision is serviced by a reticulated supply. Lots are partially within 120m of existing hydrants located on Marlborough Street and Anstey Streets. Additional hydrants will be required to meet 120m hose lays for the majority of lots including some with frontage to existing roads. New hydrants must meet the requirements of Table 4 of Directive No. 5.1 Bushfire-Prone Areas Code prior to sealing of titles for any lot.

**Table E4 Reticulated water supply for fire fighting**

Element	Requirement
A. Distance between building area to be protected and water supply.	The following requirements apply: (a) the building area to be protected must be located within 120m of a fire hydrant; and (b) the distance must be measured as a hose lay, between the fire fighting water point and the furthest part of the building area.
B. Design criteria for fire hydrants	The following requirements apply: (a) fire hydrant system must be designed and constructed in accordance with <i>TasWater Supplement to Water Supply Code of Australia WSA 03 – 2011-3.1 MRWA 2<sup>nd</sup> Edition</i> ; and (b) fire hydrants are not installed in parking areas.



C.	Hardstand	<p>A hardstand area for fire appliances must be:</p> <ul style="list-style-type: none"> <li>(a) no more than 3m from the hydrant, measured as a hose lay;</li> <li>(b) no closer than 6m from the building area to be protected;</li> <li>(c) a minimum width of 3m constructed to the same standard as the carriageway; and</li> <li>(d) connected to the property access by a carriageway equivalent to the standard of the property access.</li> </ul>
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EXHIBITED

*Bushfire Report*

*Livingston Natural Resource Services* 16





Figure 3: Existing Water Supply coverage

## CONCLUSIONS

A 44 lot + roads subdivision is proposed from existing titles CT 173613/1 & 2, 157278/2, 145-153-173 Marlborough St Longford. The subdivision and surrounding land are mapped as bushfire prone in Planning Scheme overlays.

There is sufficient area on all lot to provide for a BAL 19 or lower for any future habitable dwellings. Land within the subdivision and adjacent to lots that have habitable buildings constructed must be managed as low threat in accordance with this report and BHMP. Provided hazard management on adjoining lots is undertaken staged development on lots will not affect BAL Ratings of any lot.

All permanent turning circles show on the plan of subdivision are 18m diameter and will require trafficable turning provision on kerbs and footpaths. Any temporary dead end during road construction that services a developed lot must also meet turning provision if longer than 30m.



The subdivision is serviced by a reticulated supply with additional hydrants required to service lots including those with frontage to Marlborough and Brickendon Streets. New hydrants must meet the requirements of Table 4 of Directive No. 5.1 Bushfire-Prone Areas Code.

#### REFERENCES

---

Planning Commission (2017), Planning Directive No. 5.1 Bushfire-Prone Areas Code.

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



APPENDIX 1 – MAPS

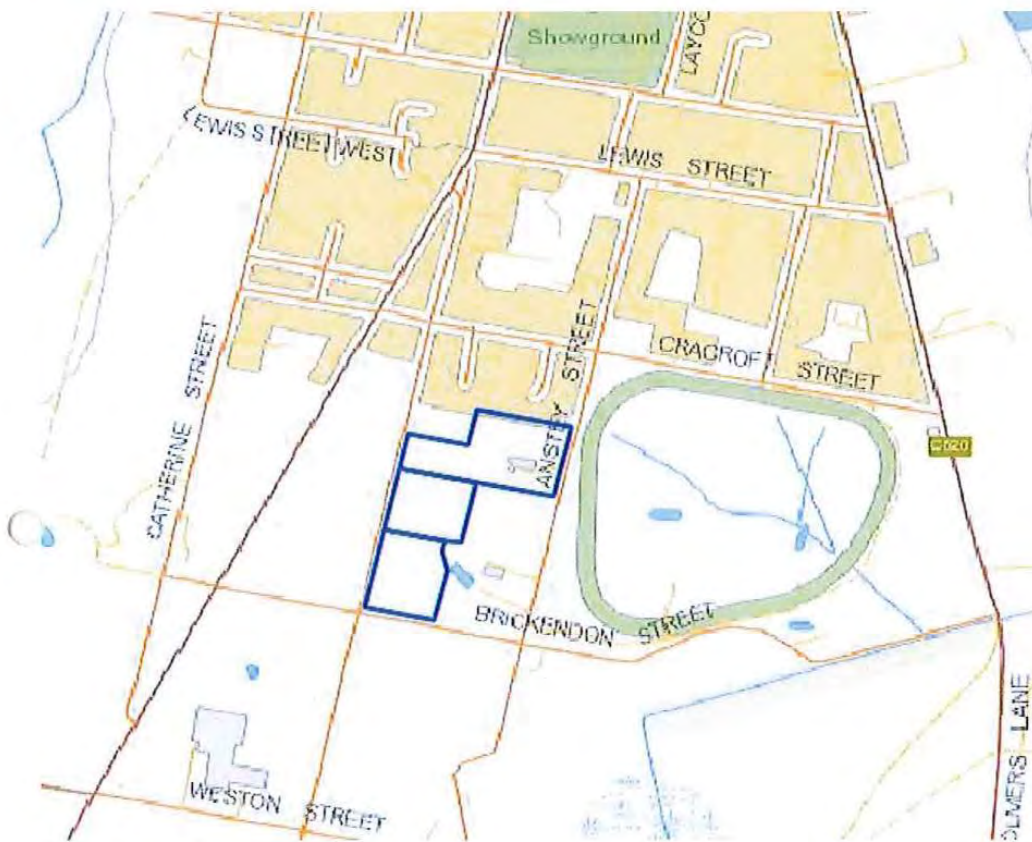


Figure 4: Location existing titles in blue

EXHIBITED



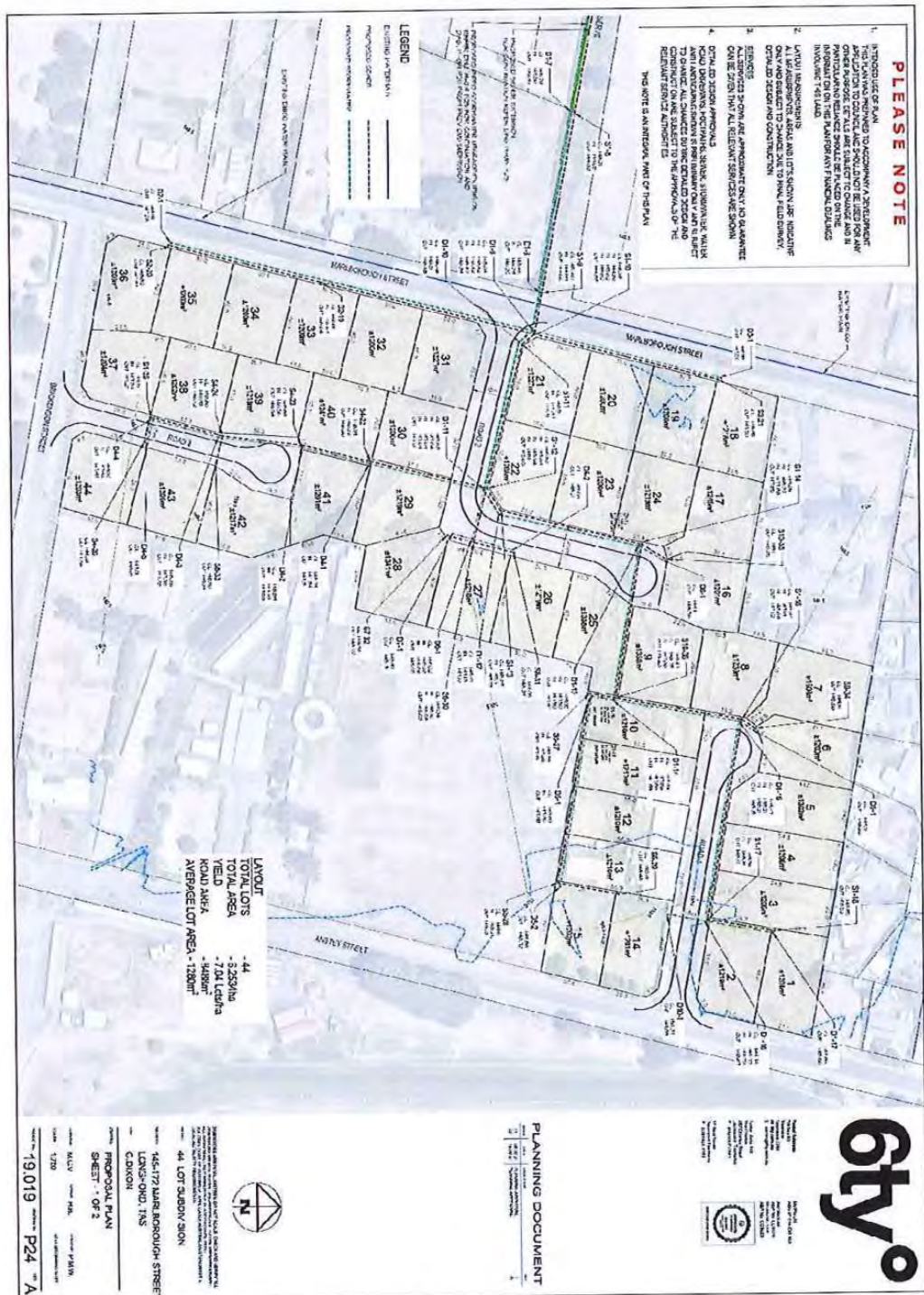


Figure 5: Aerial Image

EXHIBITED



Figure 6: Proposed Subdivision Plan



EXHIBITED

Durham District

Township of Durham



APPENDIX 2 – PHOTO

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Figure 7: south along Marlborough St from north of the subdivision



Figure 8: SW of Marlborough and Brickendon Sts

EXHIBITED





Figure 9: grassland south of Brickendon St



Figure 10: grassland east of subdivision Anstey St

EXHIBITED



## Bushfire Hazard Management Plan:

### Building Areas



See report table for individual lot BAL ratings and setback requirements

<b>Proposed Development</b>	Subdivision, 44 lots & roads from 3 lots
<b>Plan of Subdivision</b>	67Y Pty Ltd Proposal Plan P24 A, 12/2/21
<b>Property Owner</b>	NP Strubbs Twisted Hotels Pty Ltd
<b>Address</b>	New Norfolk Hotels Pty Ltd, Zeekap (no 102) Pty Ltd 145, 153 & 173, Marlborough St, Longford, 7301
<b>CT</b>	173613/1, 173613/2, 157278/2
<b>PID</b>	22964516, 2018204, 2018212

The following must be in place prior to sealing of titles for any stage and maintained in perpetuity:

**Hazard Management Areas including areas the balance lot**

**Subdivision Road**

**Water Supply**

The owner of a lot is responsible for management of vegetation and maintenance of infrastructure within a lot, including staged HMA's on the balance lot.

### Construction: BAL Low, BAL 12.5, BAL 19 as shown

Buildings in Bushfire Prone Area to be built in accordance with the Building Code of Australia and Australian Standard AS3959.

Building setbacks / BAL ratings apply to habitable buildings (Class 1, 2, 3, 8 or 9) and class 10a buildings within 6m of a habitable building

This BHM has been prepared to satisfy the requirements of the Northern Midlands Planning Scheme, 2013 and Planning Directive No. 5.1 Bushfire-Prone Areas Code.

This plan should be read in conjunction with the report titled: Bushfire Hazard Management Report, 145 153 173 Marlborough St Longford vs. Livingston Natural Resource Services

Scott Livingston  
Accreditation: BFP-105:1, 2, 3A, 3B, 3C  
Date: 12/3/2021  
SRL20/3256

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## Hazard Management Areas (HMA)

Hazard management areas include the area to protect the buildings as well as the access and water supplies. Low threat vegetation, includes maintained lawns (<100mm in height), gardens and orchards.

All developed lots and roads and the balance lot within 50m of a developed lot must be managed as low threat vegetation from sealing of titles and in perpetuity.

The owner of a lot is responsible for management of vegetation within a lot including the balance lot at any stage of development.



## Water Supply

The subdivision will be serviced by a reticulated supply, additional hydrant must be installed to the standards below. The building area to be protected must be located within 120 metres of a fire hydrant, and the distance must be measured as a hose lay, between the water connection point and the furthest part of the building area.

Additional hydrants must comply with:

- Fire hydrant system must be designed and constructed in accordance with TasWater Supplement to Water Supply Code of Australia WSA US 2013-3.1 MKWA Edition 2.0; and

- Fire hydrants are not installed in parking areas;

A hardstand area for fire appliances must be provided:

- no more than 3m from the hydrant, measured as a hose lay;
- No closer than six metres from the building area to be protected;
- With a minimum width of three metres constructed to the same standard as the carriageway; and
- Connected to the property access by a carriageway equivalent to the standard of the property access.

## ROADS

All roads within the subdivision must comply with the following:

- two-wheel drive, all-weather construction;

- load capacity of at least 20t, including for bridges and culverts;

- minimum carriageway width is 7m for a through road, or 5.5m for a dead-end or cul-de-sac road;

- minimum vertical clearance of 4m;

- minimum horizontal clearance of 2m from the edge of the carriageway;

- cross falls of less than 3 degrees (1:20 or 5%);

- maximum gradient of 15 degrees (13.5 or 28%) for sealed roads, and 10 degrees (11.5 or 18%) for unsealed roads;

- curves have a minimum inner radius of 10m;

- dead-end or cul-de-sac roads are not more than 200m in length unless the carriageway is 7 metres in width;

- dead-end or cul-de-sac roads have a turning circle with a minimum 12m outer radius; and

- carriageways less than 7m wide have 'No Parking' zones on one side, indicated by a road sign that complies with Australian Standard AS1743-2001 Road Signs-Specifications.

The terminus of any dead-end road must meet turning circle provisions including a 12m outer radius, including any temporary dead end during staged construction. *Dead end roads must be 7m in width.* Cul de sac heads must have no parking signs, where the carriageway is less than 12m outer radius, mountable kerbs and footpaths must be installed to provide compliant trafficable surface, all permanent turning circles shown on the plan of subdivision are 18m diameter and will require trafficable turning provision on kerbs and footpaths.

Turning provision must be installed on dead end staged roads.

Scott Livingston  
Accreditation: EFP - 105-1, 2, 3A, 3B, 3C  
Date 12/3/2021  
SR120/3756

*[Signature]*

EXHIBITED



**BUSHFIRE-PRONE AREAS CODE****CERTIFICATE<sup>1</sup> UNDER S51(2)(d) LAND USE PLANNING AND APPROVALS ACT 1993****1. Land to which certificate applies**

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

Street address:

145, 153 173 Marlborough St Longford

Certificate of Title / PID:

CT 173613/1, PID 2964516,  
CT 173613/2, PID 2018204,  
CT 157278/2, PID 2018212

**2. Proposed Use or Development**

Description of proposed Use and Development:

44 lot subdivision from 3 existing titles

Applicable Planning Scheme:

Northern Midlands Interim Planning Scheme 2013

**3. Documents relied upon**

This certificate relates to the following documents:

Title	Author	Date	Version
Bushfire Hazard Management Report, 145 153 173 Marlborough St Longford v6	Scott Livingston	12/2/2021	6
Bushfire Hazard Management Plan, 145 153 173 Marlborough St Longford v6	Scott Livingston	12/2/2021	6
Proposal Plan	6TY Pty Ltd	12/2/21	P024 A,

**4. Nature of Certificate**

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

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

EXHIBITED



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

<input type="checkbox"/>	<b>E1.5.1 / C13.5.1 – Vulnerable Uses</b>	
	<b>Acceptable Solution</b>	<b>Compliance Requirement</b>
<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"/>	<b>E1.5.2 / C13.5.2 – Hazardous Uses</b>	
	<b>Acceptable Solution</b>	<b>Compliance Requirement</b>
<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"/>	<b>E1.6.1 / C13.6.1 Subdivision: Provision of hazard management areas</b>	
	<b>Acceptable Solution</b>	<b>Compliance Requirement</b>
<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"/>	<b>E1.6.2 / C13.6.2 Subdivision: Public and fire fighting access</b>	
	<b>Acceptable Solution</b>	<b>Compliance Requirement</b>

EXHIBITED



<input type="checkbox"/>	E1.6.2 P1 / C13.6.2 P1	<i>Planning authority discretion required. A proposal cannot be certified as compliant with P1.</i>
<input type="checkbox"/>	E1.6.2 A1 (a) / C13.6.2 A1 (a)	Insufficient increase in risk
<input checked="" type="checkbox"/>	E1.6.2 A1 (b) / C13.6.2 A1 (b)	Access complies with relevant Tables,

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

EXHIBITED



**5. Bushfire Hazard Practitioner**


<b>Name:</b>	Scott Livingston	<b>Phone No:</b>	0438 951 021
<b>Postal Address:</b>	299 Relbia Road, Relbia, 7258	<b>Email Address:</b>	scottlivingston.hra@gmail.com
<b>Accreditation No:</b>	BFP – 105	<b>Scope:</b>	1, 2, 3A, 3B, 3C

**6. Certification**

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

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

**Signed:**  
certifier



**Name:**

Scott Livingston

**Date:** 12/3/2021

**Certificate Number:** SRL 20/32S6

(for Practitioner Use only)

EXHIBITED



To:	CP & PC Dixon	Owner /Agent	Form <b>55</b>
	30 Clarke Avenue	Address	
	Battery Point	7004 Suburb/postcod	
<b>Qualified person details:</b>			
Qualified person:	Scott Livingston		
Address:	299 Relbia Road	Phone No:	0438 951 201
	Relbia	7258	Fax No:
Licence No:	BFP-105	Email address:	scottlivingston.lnrs@gmail.com
Qualifications and Insurance details:	Accredited Bushfire Assessor <small>(description from Column 3 of the Director of Building Control's Determination)</small>		
Speciality area of expertise:	Bushfire Assessment <small>(description from Column 4 of the Director of Building Control's Determination)</small>		
<b>Details of work:</b>			
Address:	145, 153, 173 Marlborough Street	Lot No:	1-44
	Longford	7301	Certificate of title No:
			CT 173613/1, CT 173613/2, CT 157278/2
The assessable item related to this certificate:	Bushfire Attack Level (BAL) <small>(description of the assessable item being certified)</small> Assessable item includes – - a material; - a design - a form of construction - a document - testing of a component, building system or plumbing system - an inspection, or assessment, performed		
<b>Certificate details:</b>			
Certificate type:	Bushfire Hazard <small>(description from Column 1 of Schedule 1 of the Director of Building Control's Determination)</small>		
This certificate is in relation to the above assessable item, at any stage, as part of - (tick one) building work, plumbing work or plumbing installation or demolition work: <input checked="" type="checkbox"/>			
or a building, temporary structure or plumbing installation: <input type="checkbox"/>			
In issuing this certificate the following matters are relevant –			

EXHIBITED



Documents:

- Bushfire Attack Level Assessment & Report

Relevant  
calculations:

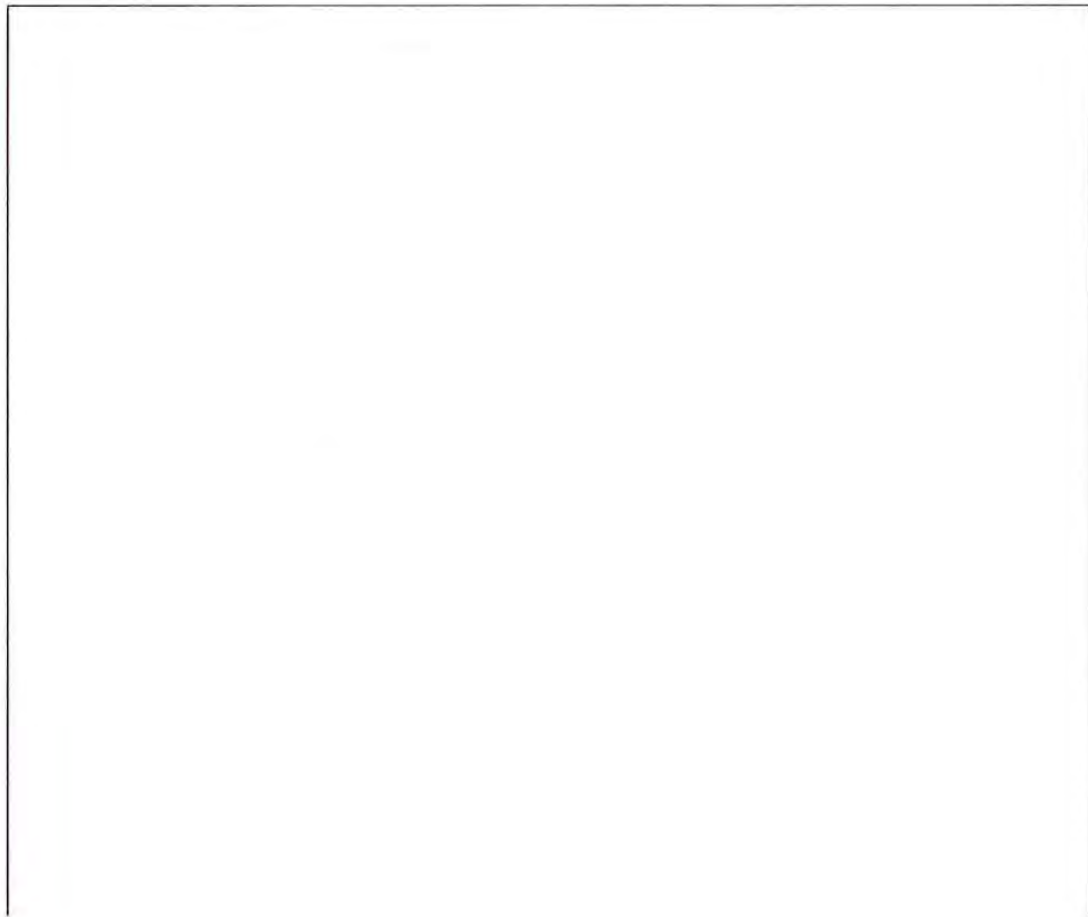
References:

- Australian Standard 3959
- Planning Directive No.5.1
- Building Amendment Regulations 2016
- Director of Building Control, Determinations
- Guidelines for development in bushfire prone areas of Tasmania

EXHIBITED



*Substance of Certificate: (what it is that is being certified)*



EXHIBITED



1. Assessment of the site Bushfire Attack Level (BAL) to Australian Standards 3959

Assessed as BAL Low, BAL 12.5, BAL 19

Proposal is compliant with DTS requirements, clauses 4.1, 4.2, 4.3 & 4.4 Directors Determination Requirements for Building in Bushfire Prone Areas (v2.1)

2. Bushfire Hazard Management Plan

*Scope and/or Limitations*

**Scope:**

This report was commissioned to identify the Bushfire Attack Level for the existing property. All comment, advice and fire suppression measures are in relation to compliance with Planning Directive No 5.1, Bushfire-Prone Areas Code issued by the Tasmanian Planning Commission, the Building Code of Australia and Australian Standards, AS 3959-2009, Construction of buildings in bushfire-prone areas.

**Limitations:**

The inspection has been undertaken and report provided on the understanding that:-

1. The report only deals with the potential bushfire risk all other statutory assessments are outside the scope of this report.
2. The report only identifies the size, volume and status of vegetation at the time the site inspection was undertaken and cannot be relied upon for any future development.
3. Impacts of future development and vegetation growth have not been considered.

EXHIBITED



--

I certify the matters described in this certificate.

	<i>Signed:</i>	<i>Certificate No:</i>	<i>Date:</i>
Qualified person:		SRL20/32S6	12/3/2021

EXHIBITED





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ABN 67 140 184 309

Phone 1300 748 874  
info@pittsh.com.au  
pittsh.com.au

20 September 2019

Chloe Lynn  
Planning and Development Consultant  
Commercial Property Delivery  
Launceston TAS 7250.

**Located nationally —**  
Melbourne  
Sydney  
Brisbane  
Hobart  
Launceston  
Newcastle  
Devonport  
Wagga Wagga

Dear Chloe,

**Re: Noise and Dust Assessment – 153-172 Marlborough Street, Longford.**



We have completed our assessment of the potential impact of noise and dust from the Austral Bricks brickworks at 15 Weston Street, Longford, on the proposed residential subdivision at 152-172 Marlborough Street, Longford.

The proposed subdivision is located diagonally across the Brickendon Street / Marlborough Street intersection, from the brickworks property. This puts it within the 200m attenuation distance for brickworks, specified in the attenuation code of the Northern Midlands Interim Planning Scheme 2013, triggering the requirement for a noise assessment. The northern portion of the brickworks property is currently in use as pasture for horses, but the possibility exists that the brickworks operation could expand in the future, to utilise all of the block. The brickworks receives bulk clay deliveries and deliveries of bulk sawdust (which is used to fire the kilns) and dispatches palletised bricks. Heavy vehicle access is from Weston Street. The brickworks normally operates from Monday to Saturday, from 6am to 4pm, although operating hours may be extended during busy periods. Vehicle movements also vary seasonally, with more clay deliveries occurring during the summer months. Although most activities at the brickworks cease overnight and on Sundays, the ventilation and other systems associated with the brick kilns, remain operational 24 hours a day, 7 days a week.

#### Noise

The operation of the brickworks is required to comply with Environmental Protection Notice (EPN) 9568/1, issued to Austral Bricks by the Tasmanian Environmental Protection Agency, 30th May 2017. The EPN prescribes noise emissions limits for the operation. Noise emissions from the plant must not exceed 50 dB(A) between 0700 and 1800 and 45 dB(A) between 1800 and 0700, as measured at nearby noise sensitive premises. The nearest existing noise sensitive premises are residences, located at 214 and 241 Marlborough Street and 361 Cressy Road. These existing houses are all closer to the brickworks than the nearest lot in the proposed subdivision. 45 dB(A) corresponds to the guideline indicator level included in the Tasmanian Environmental Protection Policy (Noise) for avoiding sleep disturbance and 50 dB(A) to the indicator for avoiding "annoyance" for outdoor recreational activities.

A 10 minute long noise measurement was carried out, outside 241 Marlborough Street at 10:49 am on 13<sup>th</sup> September 2019, to check if the brickworks was meeting the EPN noise emissions limit. The noise measurement was made using a tripod mounted *Rion* NL-42 sound pressure meter. The weather was fine, overcast with a 7-14kmh breeze blowing from the north. Noise from the brickworks fans was audible along with reversing beepers, local and distant traffic noise, noise of the wind blowing in the trees and birds, horses and dogs. The total ambient noise level measured was 57.5 dB(A), expressed as an "Leq". An Leq can be thought of as the average noise level for a variable noise over a particular time period. This result includes a significant contribution from traffic driving past, close by on Marlborough Street. When the noise peaks corresponding to the vehicle movements were

ref: LN19281L001 Noise Assessment 31P Rep Rev01.docx/DGF

**EXHIBITED** Page 1 of 3



removed, the result reduced to 49.1 dB(A). It may be concluded that the brickworks was operating in compliance with the EPN at the time of the measurement. Note that even with the noise peaks from individual passing vehicles removed, the measured value still includes a significant contribution from wind noise and more distant traffic. The noise emissions just from the brickworks would be a few decibels lower. A night time measurement was not carried out for this noise assessment, but taking into account the other ambient noise present, this result suggests that the 45 dB(A) night time limit is also being met.

As all of the lots of the proposed subdivision are further away from the brickworks than the measurement position, the EPN limits would be being met at the locations of the proposed new residences. Should Austral Bricks plan to expand their operation onto the northern part of their property, they will need to include noise mitigation measures to ensure that the EPN limits continue to be met at the existing residences. This requirement would be assessed by the EPA as part the approval process for a plant expansion. This would also ensure that the limits would continue to be met at the subdivision's residences.



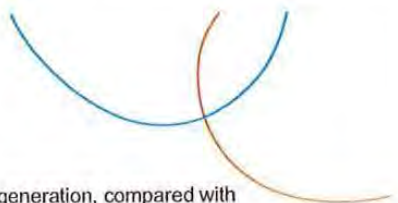
Figure 1 - Location of the Brickworks and the SW Extent of the Proposed Subdivision (Base image from theList)

#### Dust

The brickworks has the potential to generate some dust, mostly associated with the truck deliveries of sawdust and clay. The potential impact of these activities on the proposed subdivision is mitigated by a number of factors. These include:

- All vehicle access is via Weston Road, which is on the far side of the brickworks, about 450m from the nearest proposed residence. This separation distant along, with the plant buildings, the trees and other vegetation on the northern side of the plant, provide a barrier to the transmission of dust northward.
- Both sawdust and clay are stored under cover and are only occasionally stored externally when the under-cover storage areas are full.



- 
- Both products have a moisture content, which reduces the tendency for dust generation, compared with completely dry products.
  - The finished product storage area, carparks and main access roads are sealed. Onsite gravel roads are kept moist by rainfall or are watered if necessary to suppress dust generation.
  - As part of its environmental management procedures, the brickworks actively monitors dust generation from all vehicles or fixed plant operations on site, and takes immediate action to suppress dust generation if and when required.

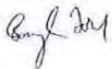
With these control measures in place, it is considered that dust emissions are highly unlikely to extend beyond the brickworks property boundary and adversely affect the proposed subdivision.

#### **Conclusion**

On this basis it may be concluded that residents of the proposed subdivision will not be exposed to unacceptable environmental harm or environmental nuisance, as a result of noise or dust emissions from the brickworks. It may also be concluded that construction of the proposed subdivision will not impose any new compliance burden on the operation of the brickworks, relating to management of noise emissions.

Please do not hesitate to contact me should you have any queries regarding this noise assessment.

Yours sincerely



Douglas Ford    CPEng RPEQ 21624  
**Senior Mechanical Engineer / Noise Specialist**

EXHIBITED



Received  
02.08.2021



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GENERAL NOTES

- NOTICE TO TENDERER**  
THE CONTRACTOR / TENDERER IS TO MAKE THEMSELVES AWARE OF THE LGAT STANDARDS AND WSAA CODES AS AMENDED BY TASWATER SUPPLEMENTS. CONSTRUCTION IS TO BE CARRIED OUT TO THESE STANDARDS. ALL ROAD & STORMWATER WORKS ARE TO BE UNDERTAKEN IN ACCORDANCE WITH THE TASMANIAN SUBDIVISION GUIDELINES AND THE DSGID of SG STANDARDS & GUIDELINES. THE TENDERER IS TO ALLOW FOR THESE STANDARDS DURING PRICING. COPIES OF THE STANDARDS ARE AVAILABLE FOR INSPECTION UPON REQUEST OR FROM THE COUNCIL, TASWATER OR DSG WEB SITE.
- NOTIFICATION**  
THE CONTRACTOR IS TO NOTIFY ALL RELEVANT STATUTORY AUTHORITIES PRIOR TO COMMENCING ANY WORK FOR THE POSSIBLE LOCATION OF ANY EXISTING SERVICES NOT SHOWN ON THESE PLANS, AND IS TO NOTIFY THE SUPERINTENDENT OF THE SAME.
- EXISTING SERVICES**  
ALL EXISTING SERVICES ARE TO BE PROTECTED DURING CONSTRUCTION. ANY DAMAGE TO EXISTING SERVICES IS TO BE MADE GOOD AT THE CONTRACTORS EXPENSE.
- CONSTRUCTION METHODOLOGY**  
THE CONTRACTOR IS TO IDENTIFY AN APPROPRIATE AND SAFE CONSTRUCTION METHODOLOGY PRIOR TO TENDERING. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING APPROVALS FOR CONSTRUCTION METHODS FROM THE SUPERINTENDENT AND RELEVANT STATUTORY AUTHORITIES PRIOR TO CONSTRUCTION. ALL WORKS MUST BE MAINTAINED IN A SAFE CONDITION.
- DRAWINGS AND SPECIFICATIONS**  
THESE DRAWINGS AND SPECIFICATIONS HAVE BEEN PREPARED FOR THE PURPOSE OF OBTAINING COUNCIL AND STATUTORY AUTHORITY APPROVALS AND CALLING OF TENDERS. THEY ARE NOT TO BE USED FOR CONSTRUCTION UNLESS SPECIFICALLY ENDORSED AND STAMPED AS "CONSTRUCTION ISSUE".

SAFETY

- PRE-START**  
PRIOR TO CONSTRUCTION THE CONTRACTOR SHOULD UNDERTAKE A PROJECT SPECIFIC JOB SAFETY ANALYSIS THAT SHOULD IDENTIFY:
  - THE TYPE OF WORK REQUIRED;
  - SPECIFIC PROJECT RISKS TO HEALTH AND SAFETY;
  - THE PROPOSED CONTROLS TO BE APPLIED TO ELIMINATE OR MINIMIZE THE RISKS IDENTIFIED;
  - THE METHOD BY WHICH THE RISK CONTROL MEASURES ARE TO BE IMPLEMENTED;
- POSSIBLE HAZARDS RELATING TO THIS PROJECT**  
THE CONTRACTOR SHOULD NOTE THAT THIS PROJECT IS LIKELY TO INVOLVE THE FOLLOWING HAZARDS:
  - EXCAVATION AND EARTHWORKS
  - CONTAMINATED SOILS
  - CONSTRUCTION IN GROUND WITH HIGH WATER TABLE
  - UNIDENTIFIED UNDERGROUND SERVICES OR STRUCTURES
  - OVERHEAD/UNDERGROUND POWER LINES
  - TRAFFIC MANAGEMENT

STORMWATER

- GENERAL**  
ALL STORMWATER WORKS ARE TO BE UNDERTAKEN IN ACCORDANCE WITH THE TASMANIAN SUBDIVISION GUIDELINES AND STANDARDS AND GUIDELINES. ANY DEPARTURES FROM THESE STANDARDS REQUIRES THE PRIOR APPROVAL OF THE SUPERINTENDENT AND THE COUNCIL ENGINEER.
- TESTING**  
ALL DRAINAGE WORKS SHALL BE SUBJECT TO THE TESTS PRESCRIBED BY THE AUTHORITIES HAVING JURISDICTION OVER THE VARIOUS SERVICES. ANY SECTION FAILING SUCH TESTS SHALL BE REMOVED AND PROPERLY INSTALLED AT THE CONTRACTOR'S EXPENSE.
- MANHOLES**  
MANHOLES ARE TO BE 1050 I.D. PRECAST CONCRETE INSTALLED TO LGAT STANDARDS U.N.O. ALL MANHOLES IN TRAFFICKED AREAS ARE TO BE FITTED WITH CLASS 'D' GATIC COVERS AND SURROUNDS. ALL OTHER MANHOLES ARE TO BE FITTED WITH CLASS 'B' GATIC COVERS AND SURROUNDS. ALL MANHOLES ARE TO HAVE A 5 METRE LENGTH OF 75mm AG-PIPE CONNECTED TO THEM AND LAID IN THE UPSTREAM PIPE TRENCH IMMEDIATELY ADJACENT TO AND AT THE INVERT OF THE LOWEST PIPEWORK.
- TRENCHING AND BACKFILL**  
ALL TRENCHES ARE TO BE EXCAVATED AND BACKFILLED IN ACCORDANCE WITH THE DRAWINGS AND THE LGAT STANDARDS.
- INSPECTIONS**  
THE CONTRACTOR IS RESPONSIBLE FOR ORGANISING THE FOLLOWING INSPECTIONS WITH THE SUPERINTENDENT:
  - PIPEWORK BEDDING
  - INSTALLED PIPE PRIOR TO BACKFILLING
  - BACKFILLING

48 HOURS NOTICE IS REQUIRED TO BE GIVEN TO THE SUPERINTENDENT PRIOR TO THE INSPECTION.
- AS INSTALLED DRAWINGS**  
THE CONTRACTOR WILL BE RESPONSIBLE FOR PRODUCING "AS INSTALLED" DRAWINGS TO THE STANDARD REQUIRED BY COUNCIL. (HARD COPY AND ELECTRONIC) THE DRAWINGS SHALL BE CERTIFIED AS BEING CORRECT BY EITHER AN APPROVED CIVIL ENGINEER OR A REGISTERED SURVEYOR. 6ty CAN PROVIDE THIS SERVICE HOWEVER THE CONTRACTOR WILL BE CHARGED FOR THIS SERVICE AND SHOULD BE AWARE OF THIS WHEN PRICING.
- CCTV**  
THE CONTRACTOR IS RESPONSIBLE FOR UNDERTAKING CCTV INSPECTIONS OF ALL STORMWATER MAINS INCLUDING JETTING & FLUSHING OF MAINS. THE CONTRACTOR SHALL PROVIDE A REPORT FOR ALL LENGTHS OF STORMWATER MAIN CONSTRUCTED.

ISSUE	DATE	ISSUED FOR	REV.
01 02	24.03.20 13.04.21	PRELIMINARY PLANNING APPROVAL	- A

EXHIBITED

DIMENSIONS ARE IN MILLIMETRES. DO NOT SCALE. CHECK AND VERIFY ALL DIMENSIONS ON SITE. REFER DISCREPANCIES TO THE SUPERINTENDENT. ALL WORK SHALL BE CARRIED OUT IN ACCORDANCE WITH: BUILDING CODE OF AUSTRALIA, APPLICABLE AUSTRALIAN STANDARDS & LOCAL AUTHORITY REQUIREMENTS.

PROJECT: PROPOSED STORMWATER  
UPGRADE WORKS  
ADDRESS: 145-172 MARLBOROUGH STREET  
TO 86 BURGHEY STREET  
FOR: LONGFORD

DRAWING: GENERAL NOTES


DESIGNED: M.C.V. DRAWN: H.B. CHECKED: P.M.W.  
SCALES: 1:500 AT A1 SIZE DRAWING SHEET

PROJECT No: 19.019 DRAWING No: P010 REV: A



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ISSUE	DATE	ISSUED FOR	REV.
01	24.03.20	PRELIMINARY	-
02	13.04.21	PLANNING APPROVAL	A
03	10.05.21	EASEMENT NOTE ADDED	B
04	27.07.21	PLANNING APPROVAL	C



PROJECT: PROPOSED STORMWATER  
UPGRADE WORKS

ADDRESS: 145-172 MARLBOROUGH STREET  
TO 86 BURGHELEY STREET

FOR: LONGFORD

DESIGNED: M.C.V.      DRAWN: H.B.      CHECKED: P.M.W.

PROJECT No. **19.019** DRAWING No. **P011** REV. **C**

**NOTE**  
ALL MEASUREMENTS ARE INDICATIVE AND SUBJECT TO SOME CHANGE DUE TO FINAL CONSTRUCTION LOCATIONS AND FIELD SURVEY

**WARNING!**  
ALL SERVICES SHOWN ARE APPROXIMATE ONLY. NO GUARANTEE CAN BE GIVEN THAT ALL RELEVANT SERVICES ARE SHOWN.  
IT REMAINS THE RESPONSIBILITY OF THE EXCAVATOR TO IDENTIFY AND CONFIRM TRUE POSITION OF ALL SERVICES PRIOR TO COMMENCING CONSTRUCTION.

**PLEASE NOTE**  
THIS PLAN WAS PREPARED AS A FUNCTIONAL PLAN TO ACCOMPANY A DEVELOPMENT APPLICATION TO COUNCIL AND SHOULD NOT BE USED FOR ANY OTHER PURPOSE. THE DIMENSIONS, AREAS AND TOTAL NUMBER OF LOTS SHOWN HEREON ARE SUBJECT TO FIELD SURVEY AND ALSO TO THE REQUIREMENTS OF COUNCIL AND ANY OTHER AUTHORITY WHICH MAY HAVE REQUIREMENTS UNDER ANY RELEVANT LEGISLATION. IN PARTICULAR, NO RELIANCE SHOULD BE PLACED ON THE INFORMATION ON THIS PLAN FOR ANY FINANCIAL DEALINGS INVOLVING THIS LAND.  
THIS NOTE IS AN INTEGRAL PART OF THIS PLAN.



Received  
02.08.2021

**WARNING!**

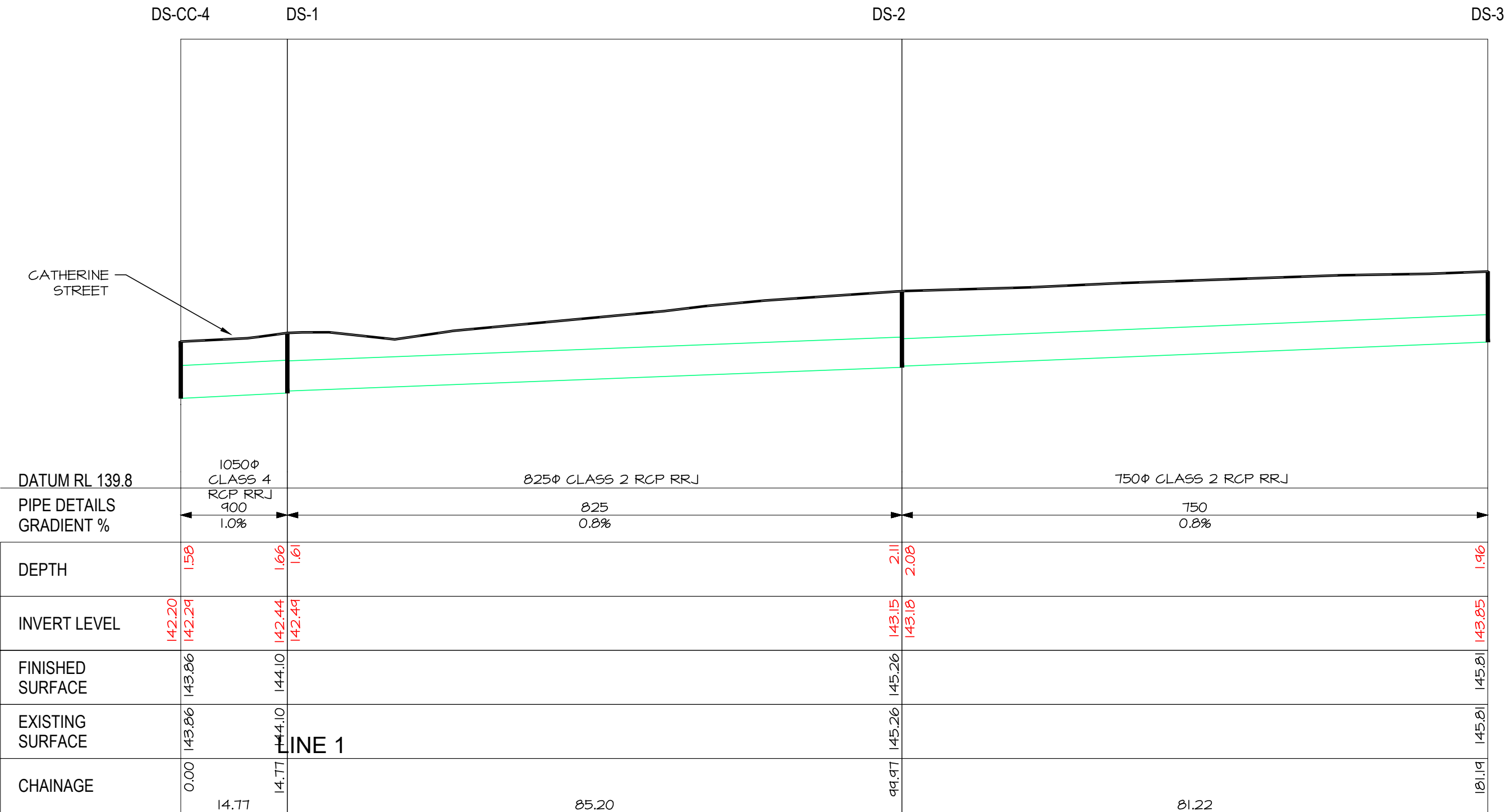
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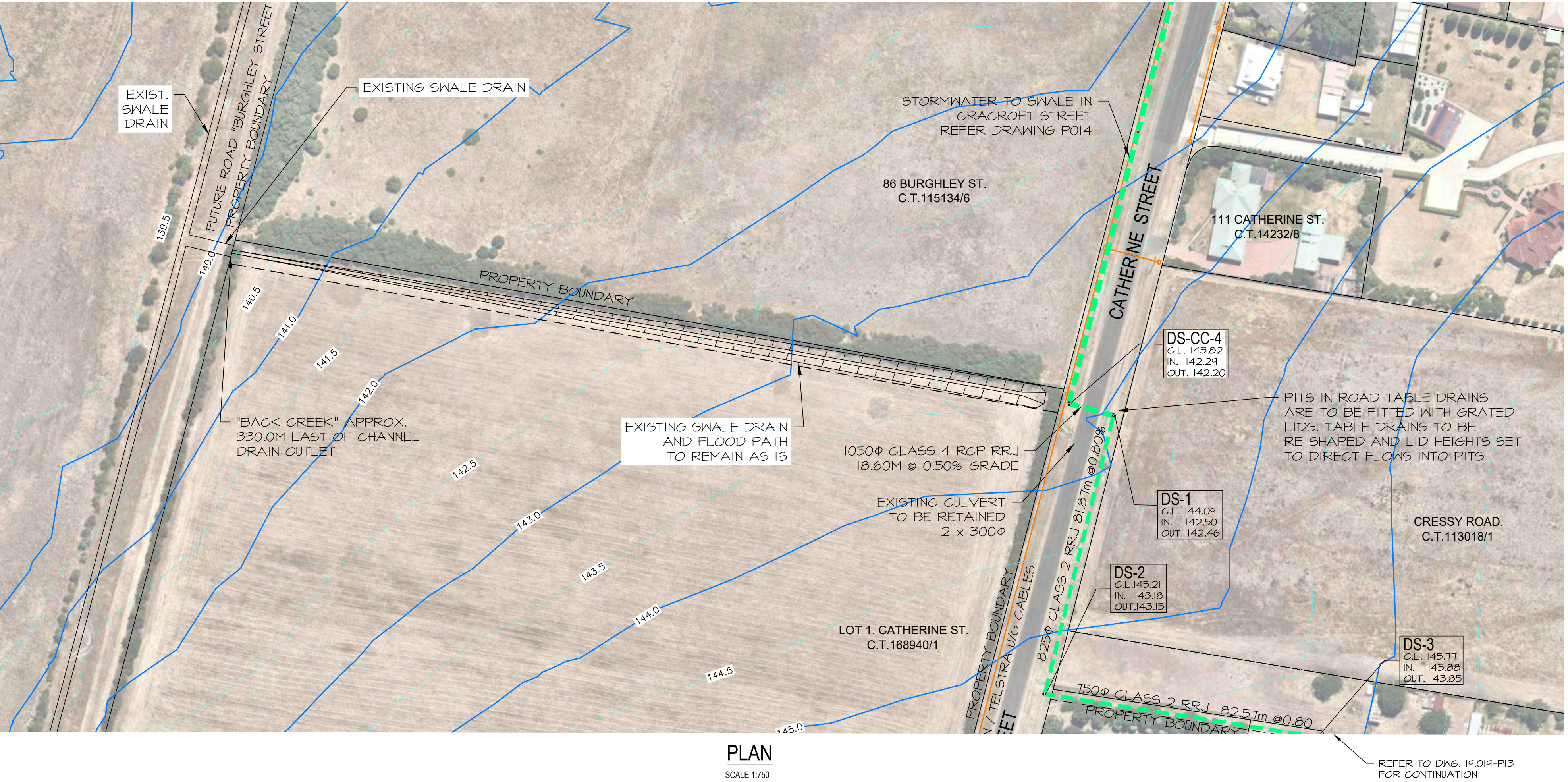
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LINE 1  
STORMWATER - LONGITUDINAL SECTION  
SCALES: HORIZ 1:500  
VERT 1:100



PLAN  
SCALE 1:750

**6ty°**

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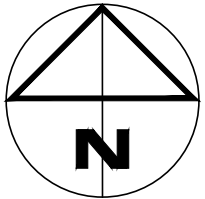
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01	24.03.20	PRELIMINARY	-
02	14.03.21	PLANNING APPROVAL	A
03	27.07.21	PLANNING APPROVAL	B

EXHIBITED



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PROJECT: PROPOSED STORMWATER  
UPGRADE WORKS  
ADDRESS: 145-172 MARLBOROUGH STREET  
TO 86 BURGHLEY STREET  
FOR: LONGFORD

DRAWING: PROPOSED NEW STORMWATER  
LINE- PLAN AND LONGITUDINAL  
SECTION - SHEET 1

DESIGNED: M.C.V. DRAWN: H.B. CHECKED: P.M.W.

SCALES: AS SHOWN AT A1 SIZE DRAWING SHEET

PROJECT No: 19.019 DRAWING No: P012 REV: B



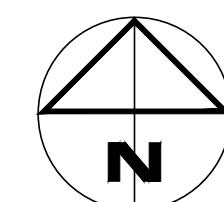


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SCALES: HORIZ 1:500  
VERT 1:100



PROJECT: PROPOSED STORMWATER  
UPGRADE WORKS

ADDRESS: 145-172 MARLBOROUGH STREET  
TO 86 BURGHELEY STREET

FOR: LONGFORD

DESIGNED: M.C.V.      DRAWN: H.B.      CHECKED: P.M.W.

SCALES: AS SHOWN AT A1 SIZE DRAWING SHEET

PROJECT No. 19.019 DRAWING No. P013 REV. A



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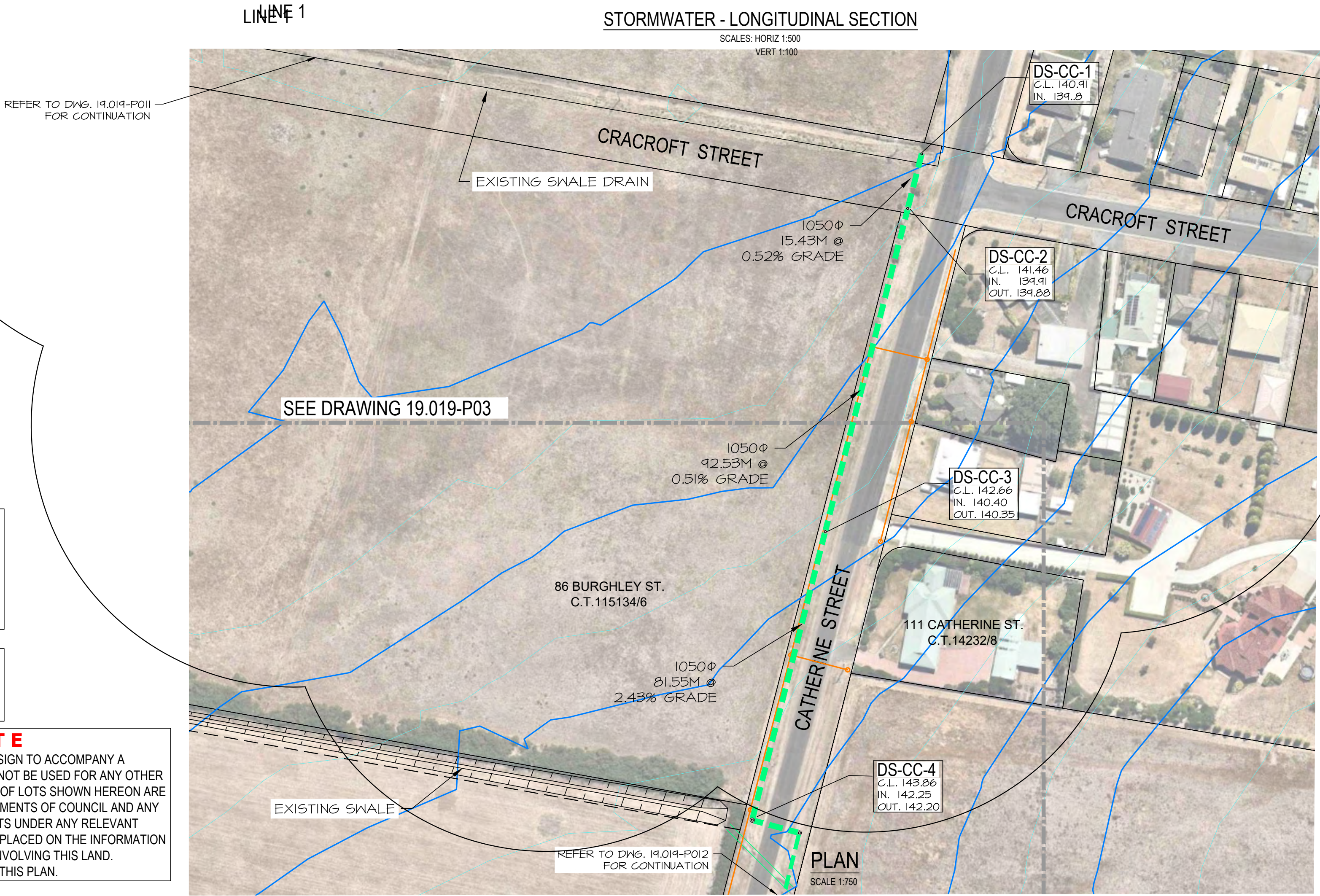
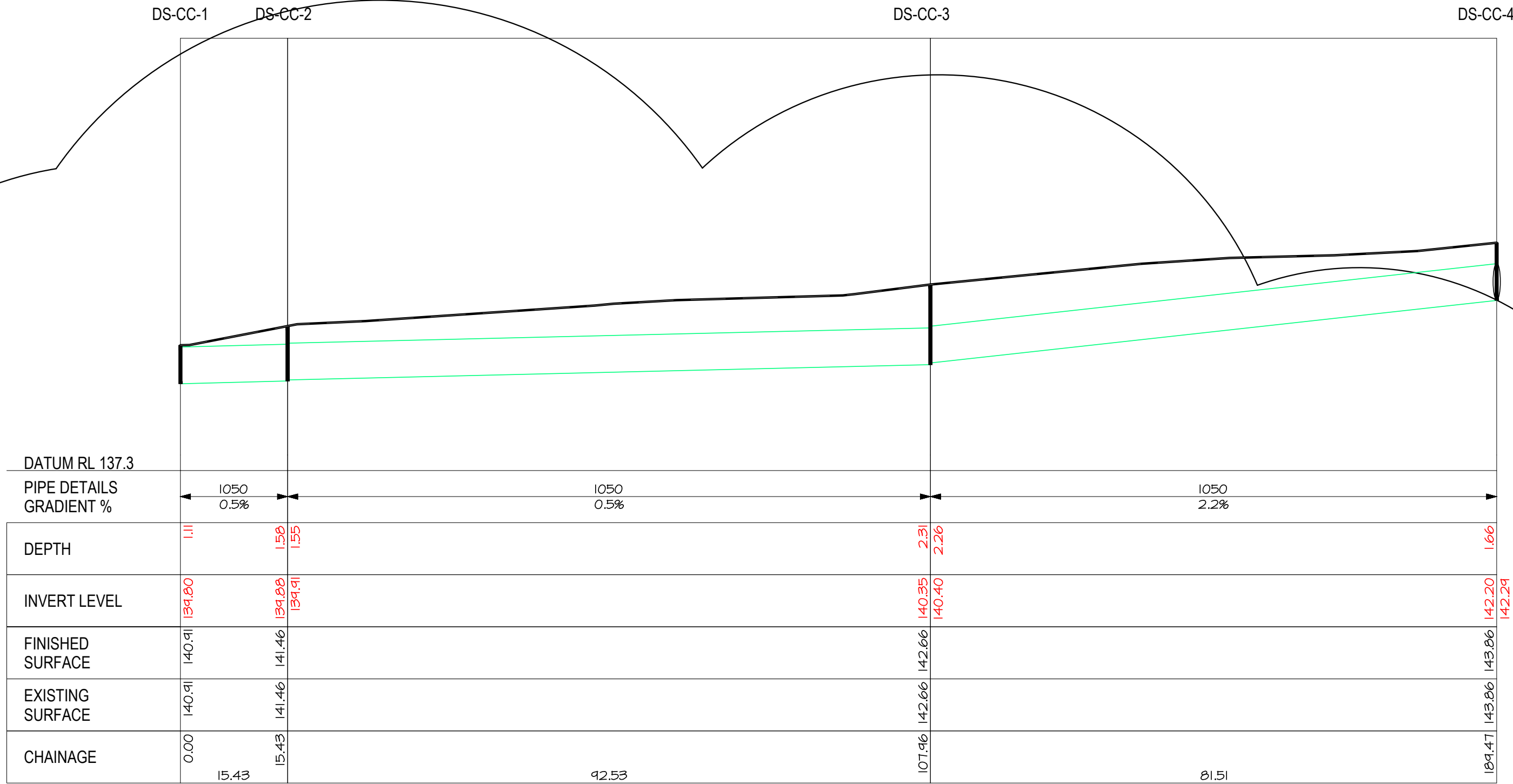


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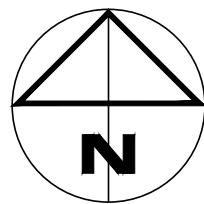
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**NOTE**  
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A

EXHIBITED



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PROJECT: PROPOSED STORMWATER UPGRADE WORKS  
ADDRESS: 145-172 MARLBOROUGH STREET TO 86 BURGHEY STREET LONGFORD  
FOR:  
DRAWING: PROPOSED NEW STORMWATER LINE - PLAN AND LONGITUDINAL SECTION - SHEET  
DESIGNED: M.C.V. DRAWN: H.B. CHECKED: P.M.W.  
SCALES: AS SHOWN AT A1 SIZE DRAWING SHEET  
PROJECT No: 19.019 DRAWING No: P014 REV: A



**PLEASE NOTE**


1. 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.
2. LAYOUT MEASUREMENTS  
ALL MEASUREMENTS, AREAS AND LOTS SHOWN ARE INDICATIVE ONLY AND SUBJECT TO CHANGE DUE TO FINAL FIELD SURVEY, DETAILED DESIGN AND CONSTRUCTION
3. SERVICES  
ALL SERVICES SHOWN ARE APPROXIMATE ONLY. NO GUARANTEE CAN BE GIVEN THAT ALL RELEVANT SERVICES ARE SHOWN
4. DETAILED DESIGN APPROVALS  
ROAD, DRIVEWAYS, FOOTPATHS, SEWER, STORMWATER, WATER AND LANDSCAPING SHOWN IS PRELIMINARY ONLY AND SUBJECT TO CHANGE. ALL CHANGES DURING DETAILED DESIGN AND CONSTRUCTION ARE SUBJECT TO THE APPROVALS OF THE RELEVANT SERVICE AUTHORITIES

THIS NOTE IS AN INTEGRAL PART OF THIS PLAN

### LEGEND

EXISTING WATERMAIN 

PROPOSED SEWER 

PROPOSED STORMWATER 

**LAYOUT**

TOTAL LOTS	- 44
TOTAL AREA	- 6.2534ha
YIELD	- 7.04 Lots/ha
ROAD AREA	- 8488m <sup>2</sup>
AVERAGE LOT AREA	- 1280m <sup>2</sup>

LOT 10 ANSTEY STREET  
LONGFORD. CT. 17361

# 6ty°

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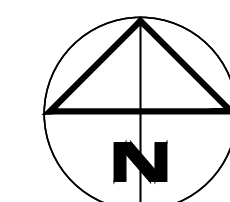
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## PLANNING DOCUMENT

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01	05.07.21	PLANNING APPROVAL	-
02	27.07.21	PLANNING APPROVAL	A

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PROJECT: 44 LOT SUBDIVISION

ADDRESS: 145-172 MARLBOROUGH STREET  
LONGFORD, TAS  
FOR: C.DIXON

DRAWING: PROPOSAL PLAN  
SHEET - 1 OF 2

DESIGNED: M.C.V. DRAWN: H.B. CHECKED: P.M.W.

SCALES: 1:750 AT A1 SIZE DRAWING SHEET

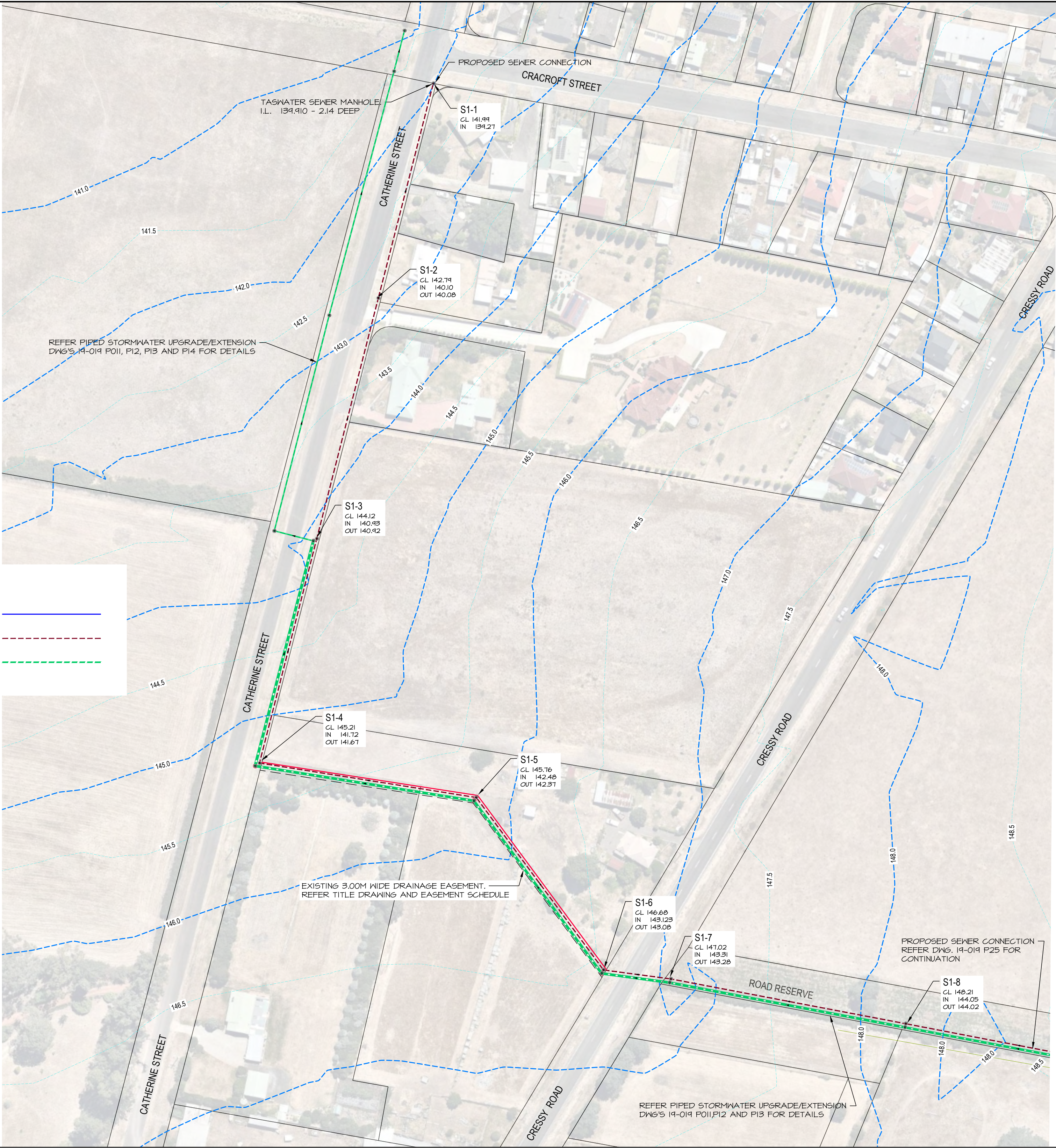
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LEGEND

- EXISTING WATERMAIN ———
- PROPOSED SEWER - - - - -
- PROPOSED STORMWATER - - - - -



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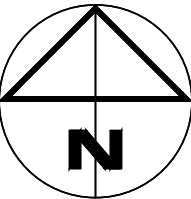
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PROJECT: 44 LOT SUBDIVISION

ADDRESS: 145-172 MARLBOROUGH STREET  
LONGFORD, TAS  
FOR: C.DIXON

DRAWING: PROPOSAL PLAN  
SHEET - 2 OF 2

DESIGNED: M.C.V. DRAWN: H.B. CHECKED: P.M.W.

SCALES: 1:750 AT A1 SIZE DRAWING SHEET

PROJECT No: 19.019 DRAWING No: P25 REV: A



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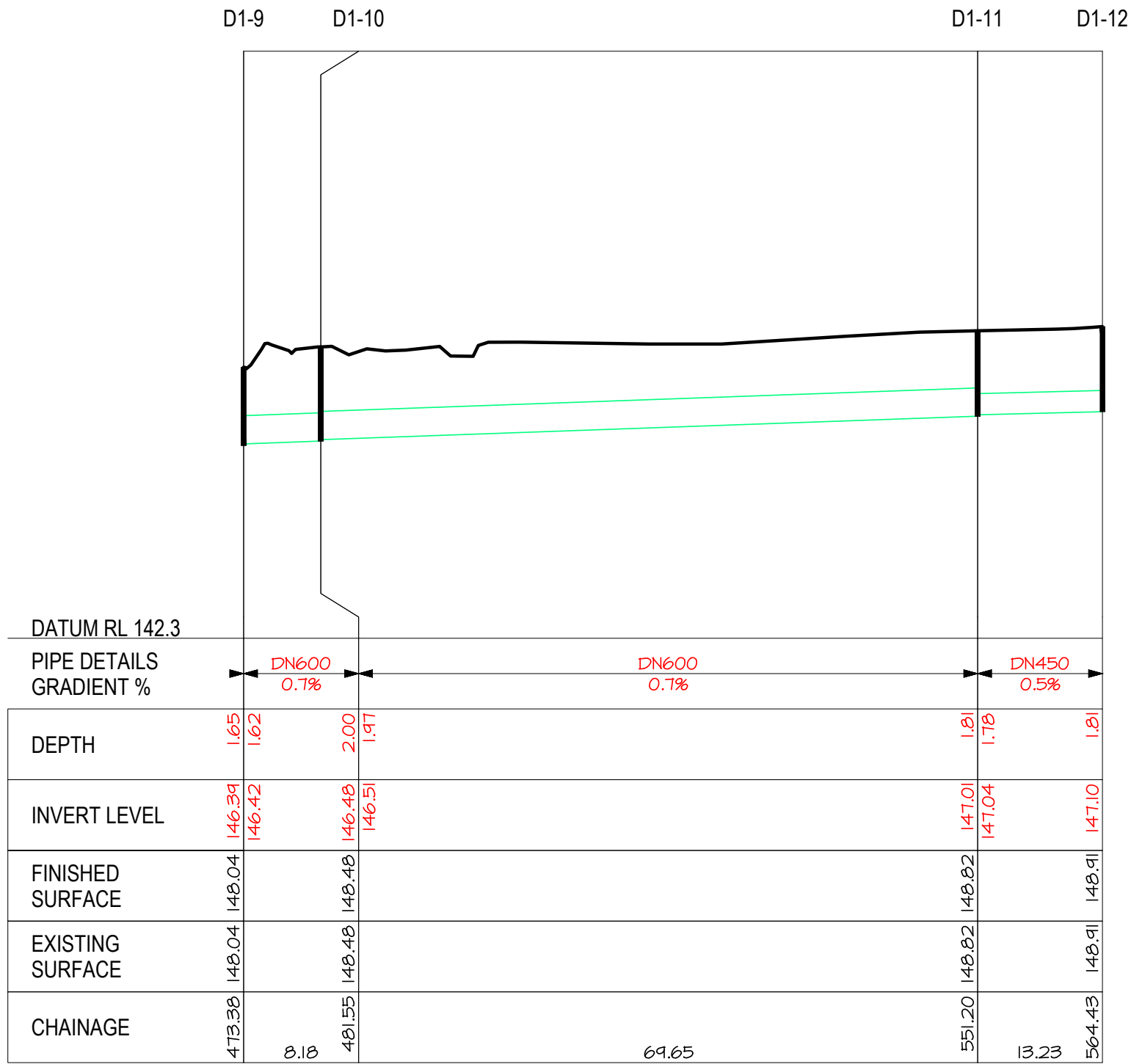


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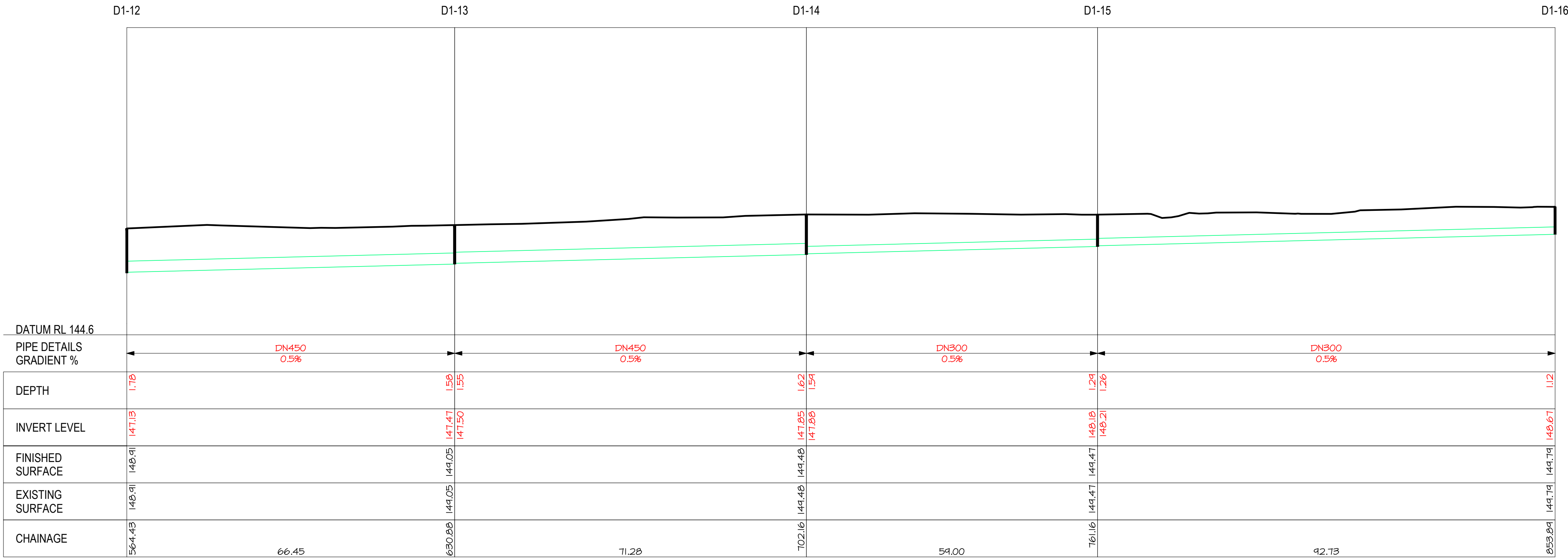


STORMWATER - LONGITUDINAL SECTION

SCALES: HORIZ 1:500  
VERT 1:100

PLANNING DOCUMENT

ISSUE	DATE	ISSUED FOR	REV.
01	05.07.21	PLANNING APPROVAL	-

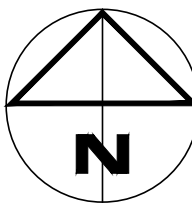


STORMWATER - LONGITUDINAL SECTION

SCALES: HORIZ 1:500  
VERT 1:100

EXHIBITED

ALL PIPE TO BE TWIN-WALL,  
CORRUGATED POLYPROPYLENE, SN8  
PIPE UNLESS NOTED OTHERWISE



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PROJECT: 44 LOT SUBDIVISION

ADDRESS: 145-172 MARLBOROUGH STREET  
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FOR: C.DIXON

DRAWING: STORMWATER  
LONGITUDINAL SECTIONS  
SHEET 1 OF 3

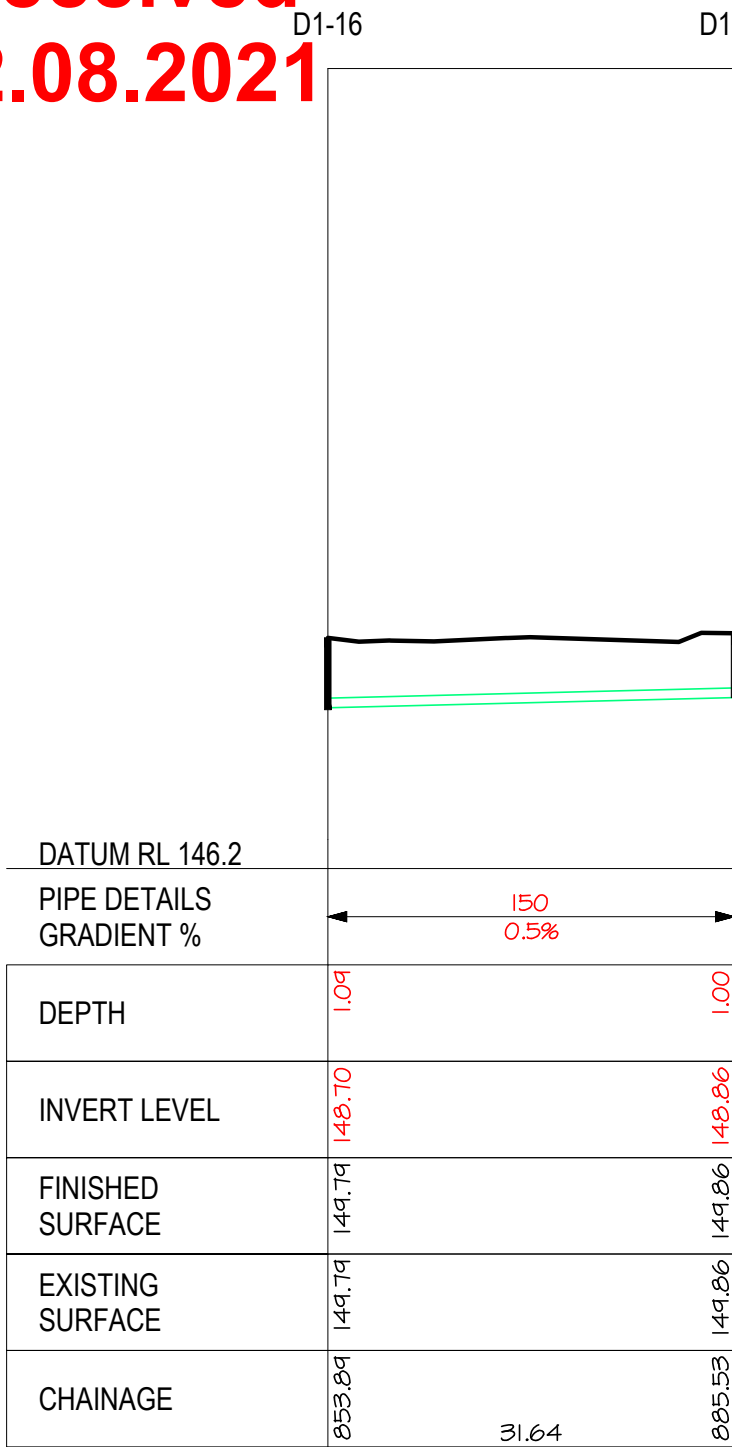
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SCALES: AS SHOWN AT A1 SIZE DRAWING SHEET

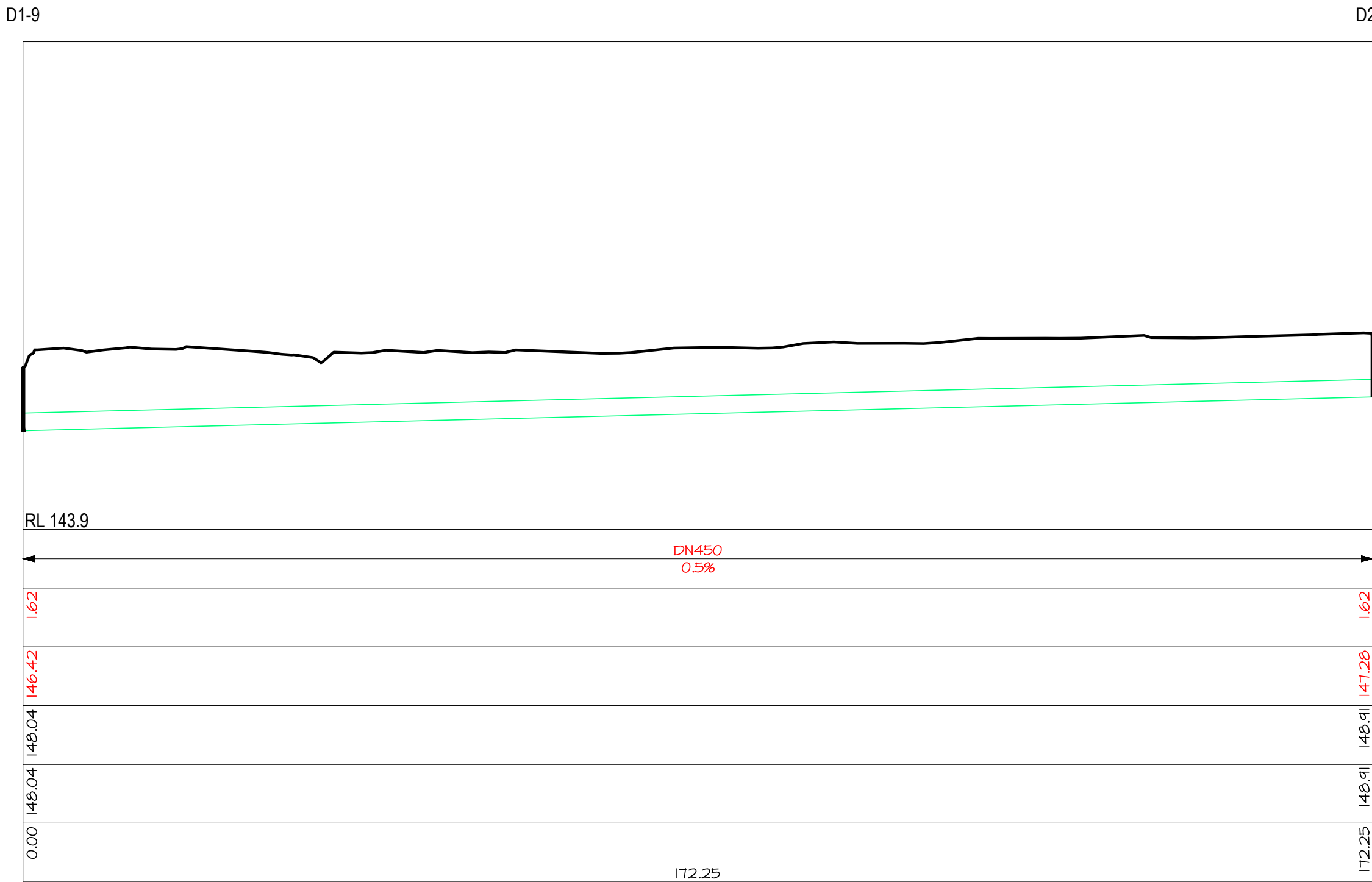
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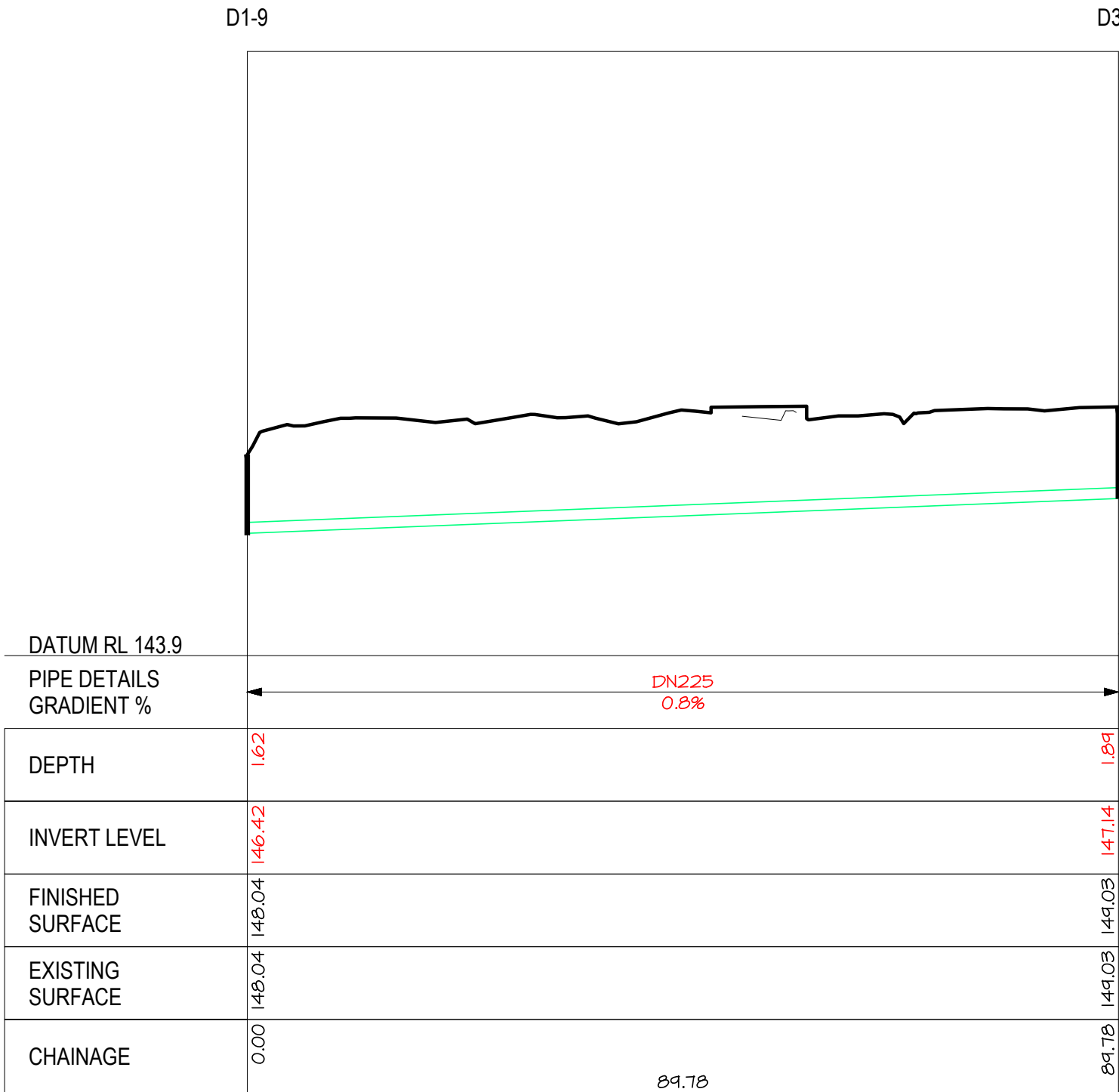
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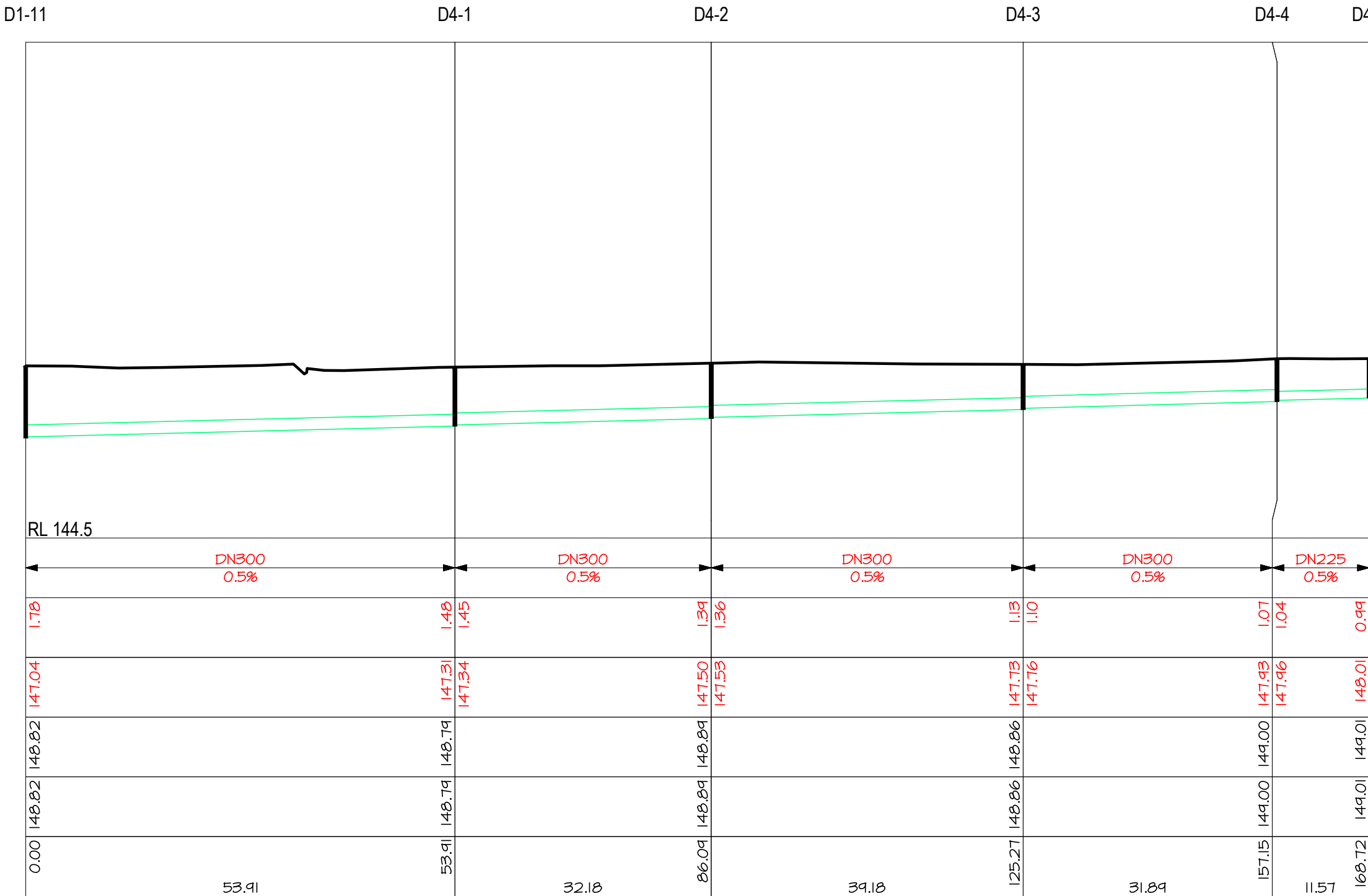
LINE 2

STORMWATER - LONGITUDINAL SECTION

SCALES: HORIZ 1:500  
VERT 1:100



LINE 3



LINE 4

STORMWATER - LONGITUDINAL SECTION

SCALES: HORIZ 1:500  
VERT 1:100



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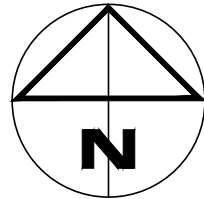


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LOCAL AUTHORITY REQUIREMENTS.

PROJECT: 44 LOT SUBDIVISION

ADDRESS: 145-172 MARLBOROUGH STREET  
LONGFORD, TAS  
FOR: C.DIXON

DRAWING: STORMWATER  
LONGITUDINAL SECTIONS

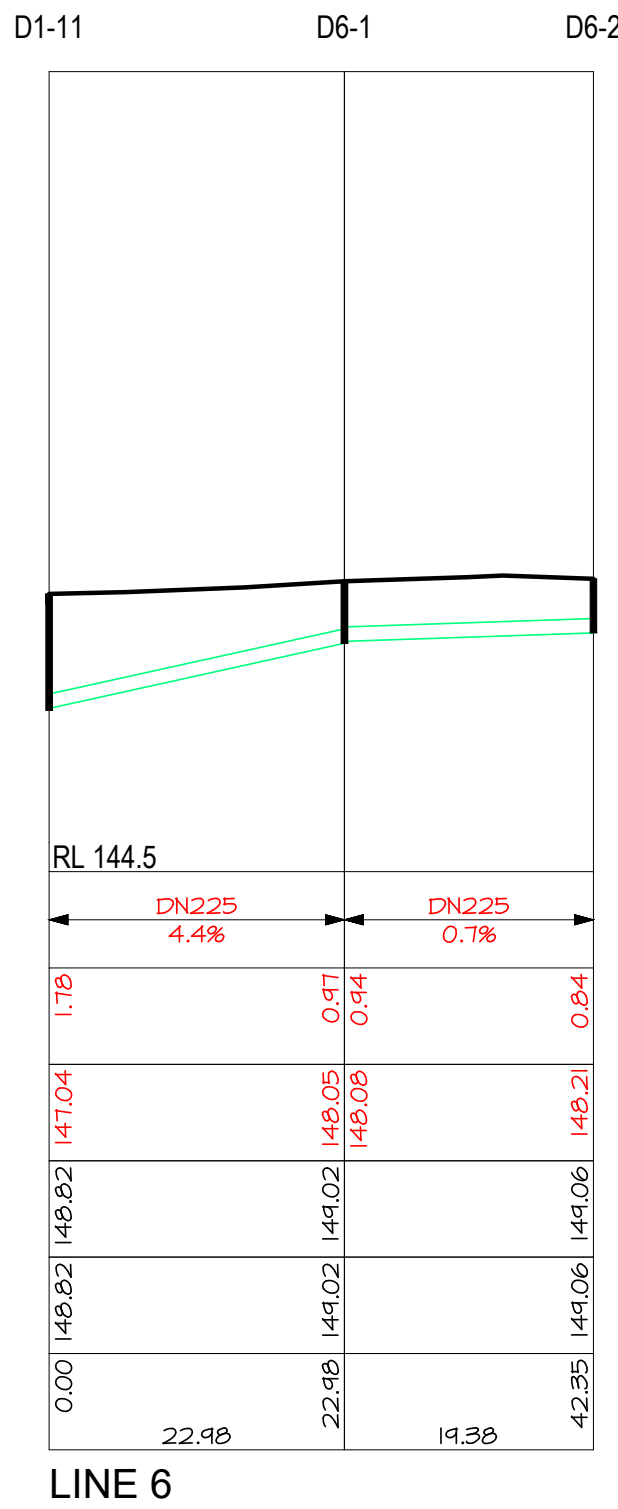
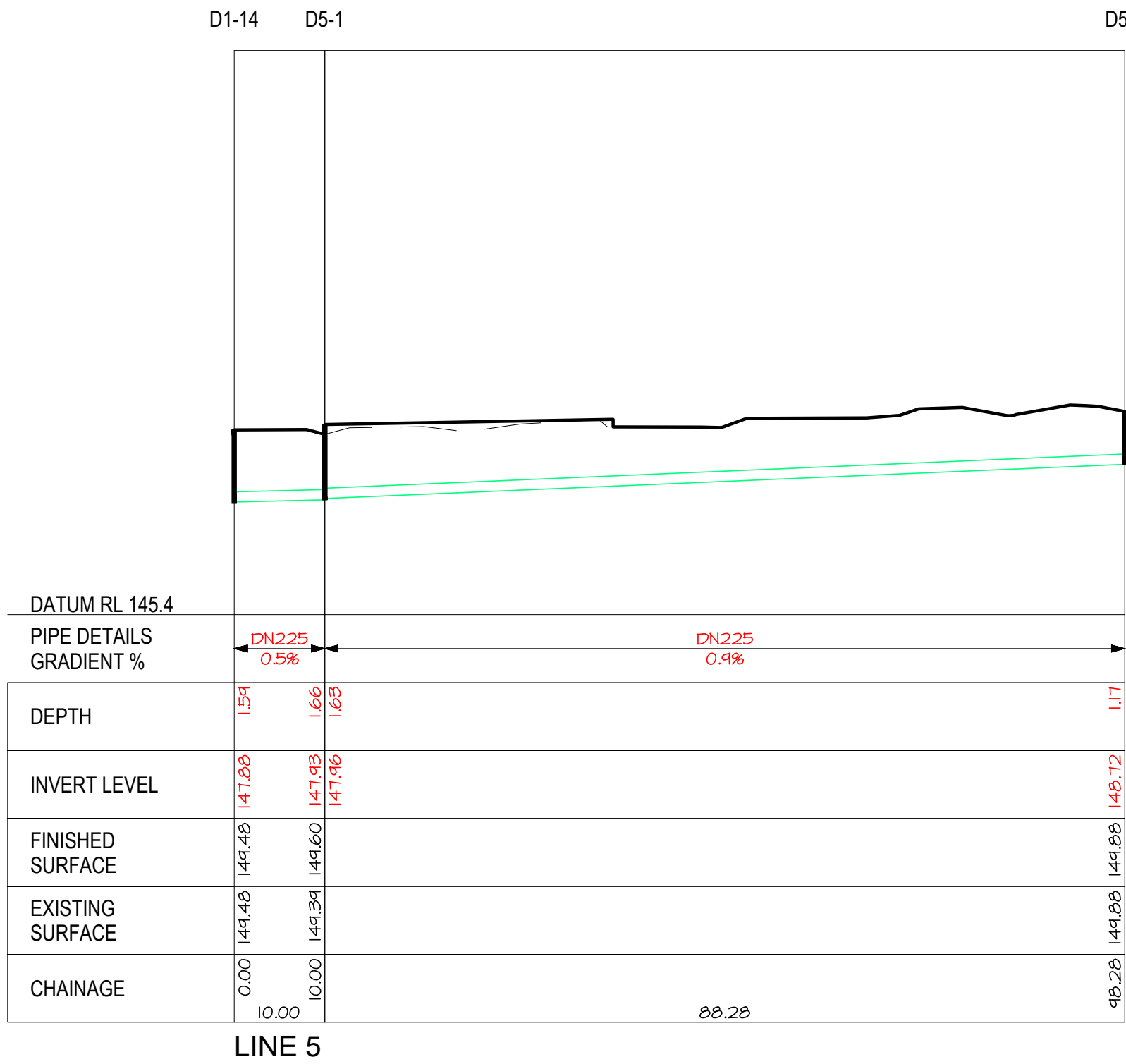
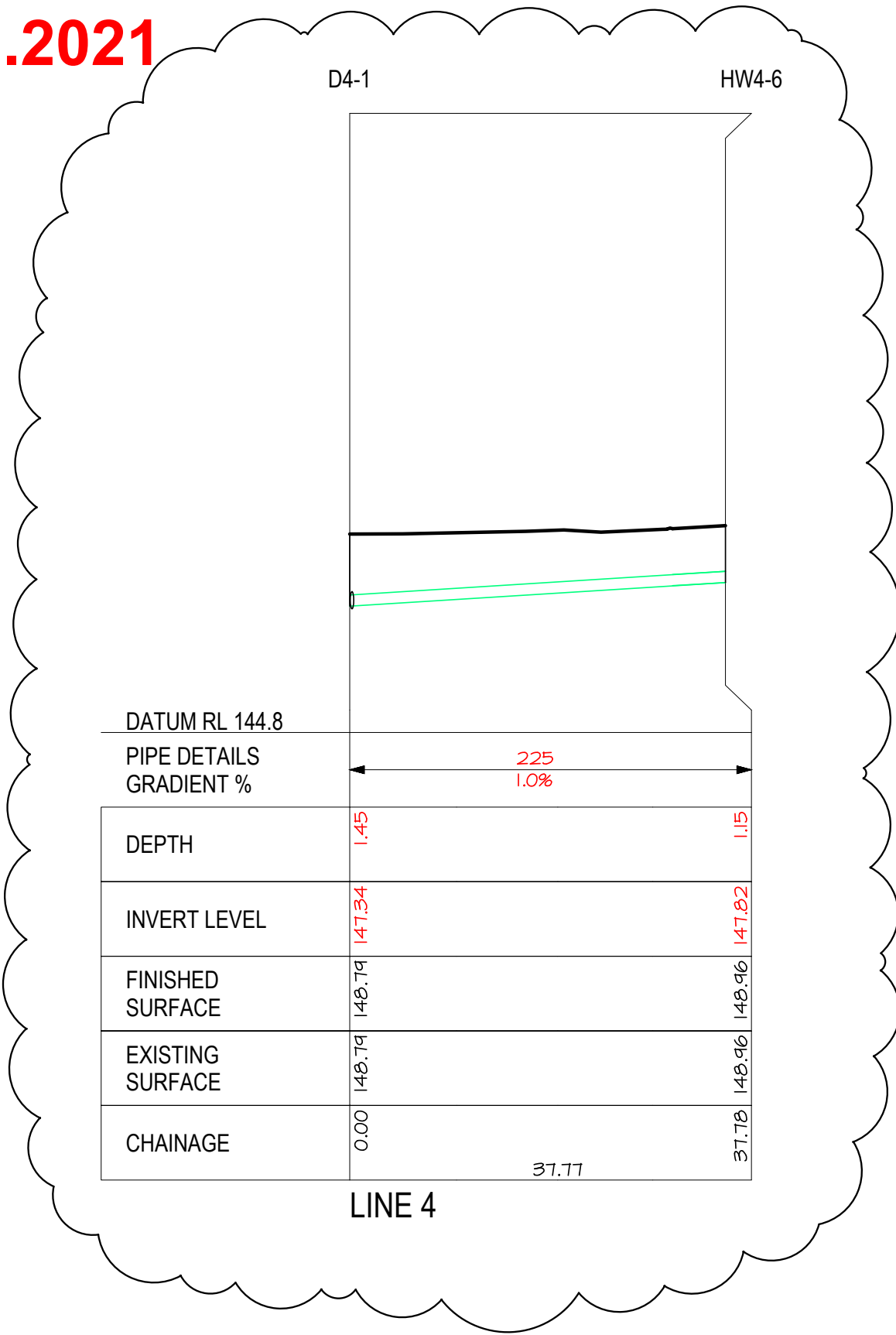
DESIGNED: M.C.V. DRAWN: HB CHECKED: P.M.W.

SCALES: SHEET 2 OF 3 AT A1 SIZE DRAWING SHEET

PROJECT No: 19.019 DRAWING No: P27 REV: -

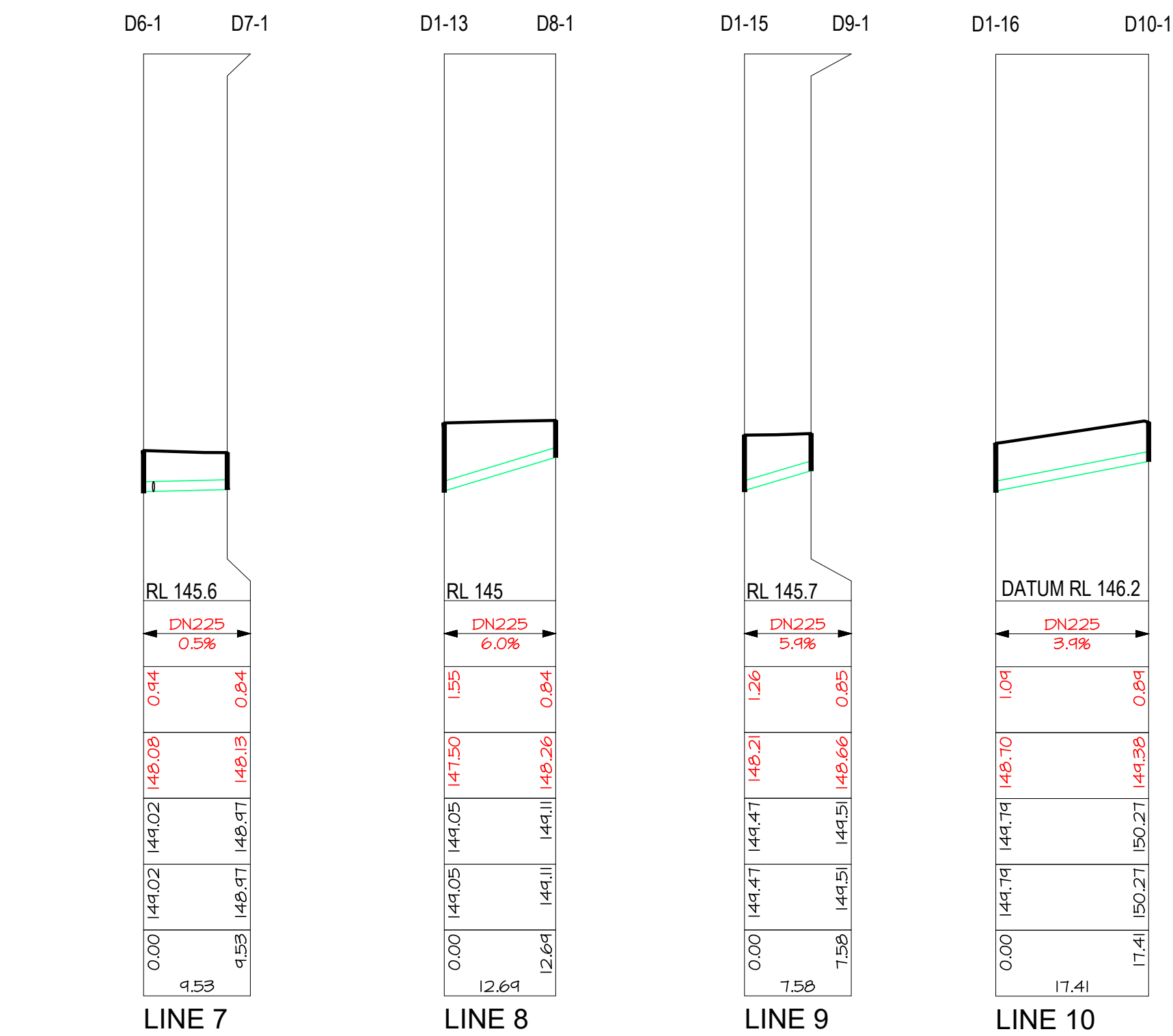


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02.08.2021



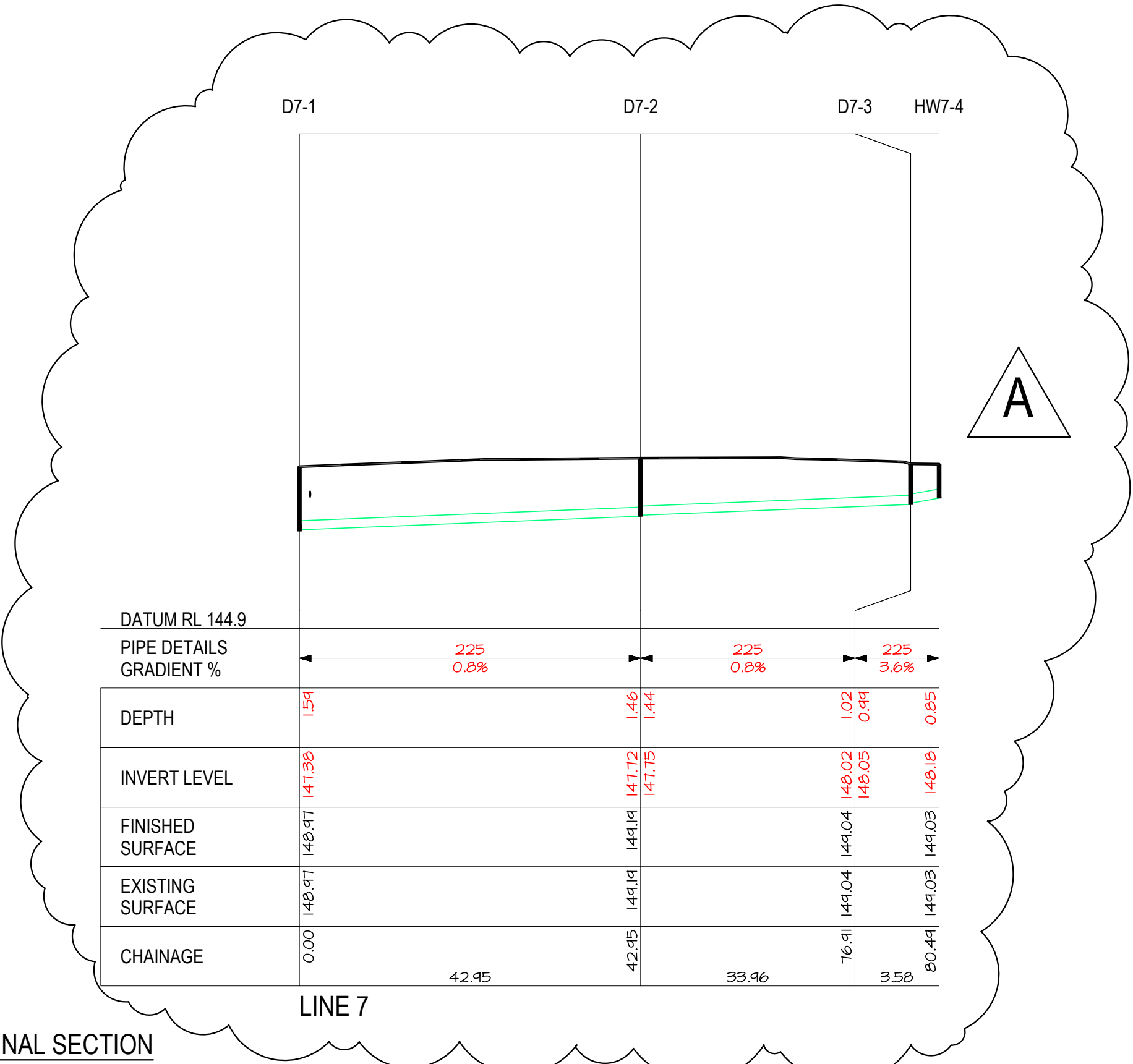
STORMWATER - LONGITUDINAL SECTION

SCALES: HORIZ 1:500  
VERT 1:100



STORMWATER - LONGITUDINAL SECTION

SCALES: HORIZ 1:500  
VERT 1:100



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ABP No. CC1633i

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The Charles  
287 Charles Street  
Launceston Tasmania  
P (03) 6332 3300  
57 Best Street  
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P (03) 6424 7161

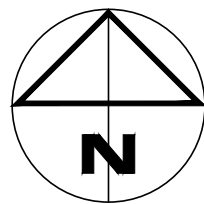


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ISSUE	DATE	ISSUED FOR	REV.
01	05.07.21	PLANNING APPROVAL	-
02	27.07.21	PLANNING APPROVAL	A

EXHIBITED

ALL PIPE TO BE TWIN-WALL,  
CORRUGATED POLYPROPYLENE, SN8  
PIPE UNLESS NOTED OTHERWISE



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PROJECT: 44 LOT SUBDIVISION

ADDRESS: 145-172 MARLBOROUGH STREET  
LONGFORD, TAS  
FOR: C.DIXON

DRAWING: STORMWATER  
LONGITUDINAL SECTIONS  
SHEET 3 OF 3

DESIGNED: M.C.V. DRAWN: HB CHECKED: P.M.W.

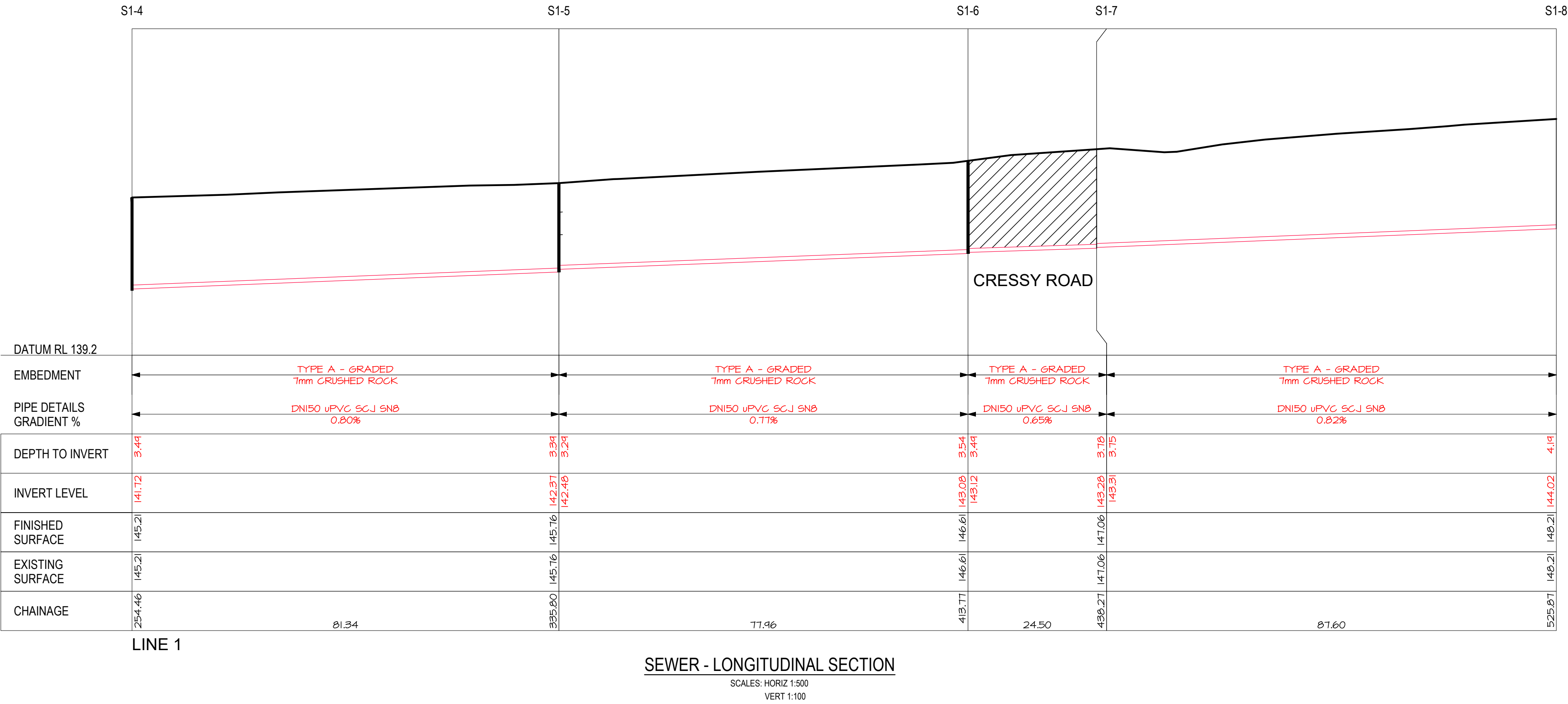
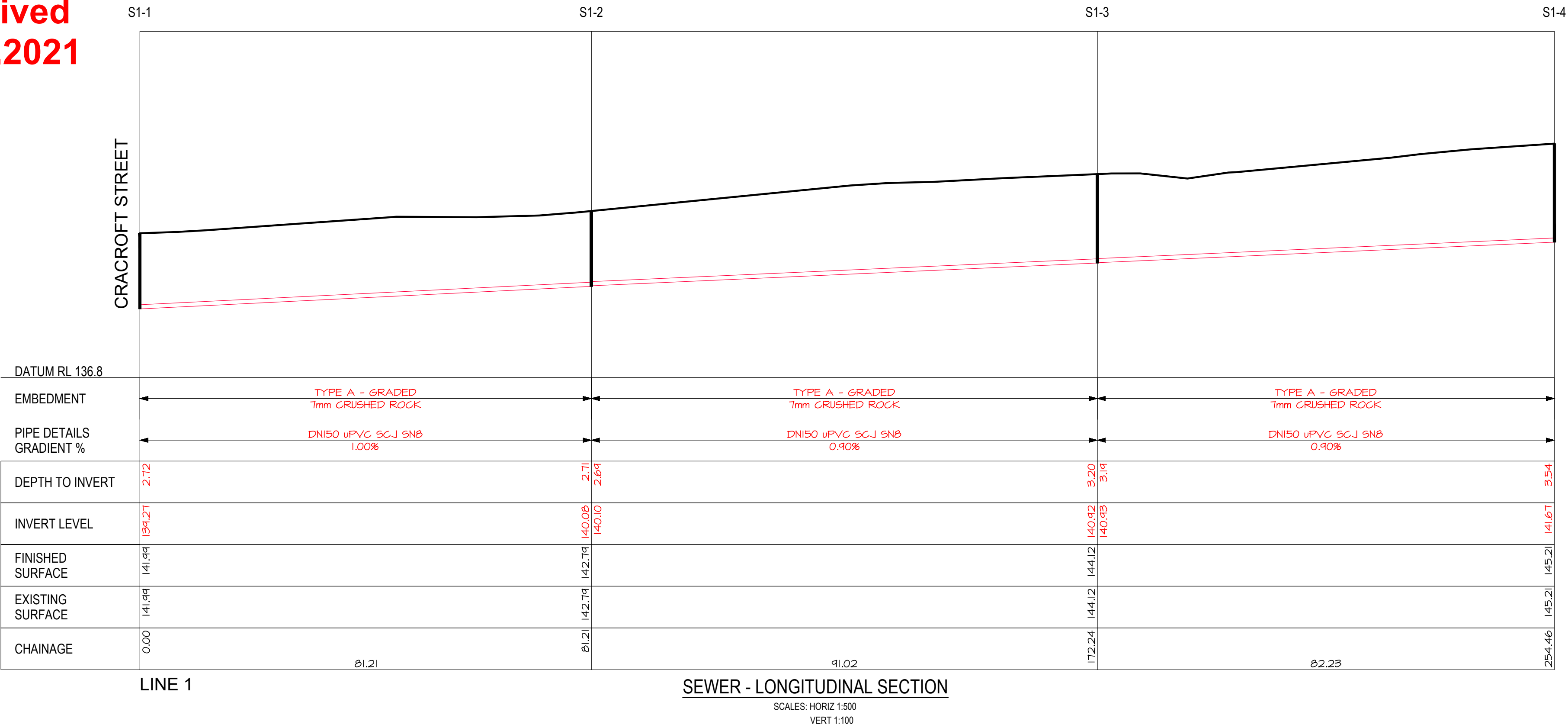
SCALES: AS SHOWN

AT A1 SIZE DRAWING SHEET

PROJECT No: 19.019 DRAWING No: P28 REV: A



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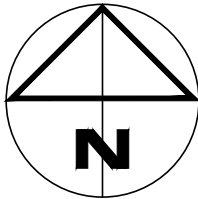


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PROJECT: 44 LOT SUBDIVISION

ADDRESS: 145-172 MARLBOROUGH STREET  
LONGFORD, TAS  
FOR: C.DIXON

DRAWING: SEWER  
LONGITUDINAL SECTIONS

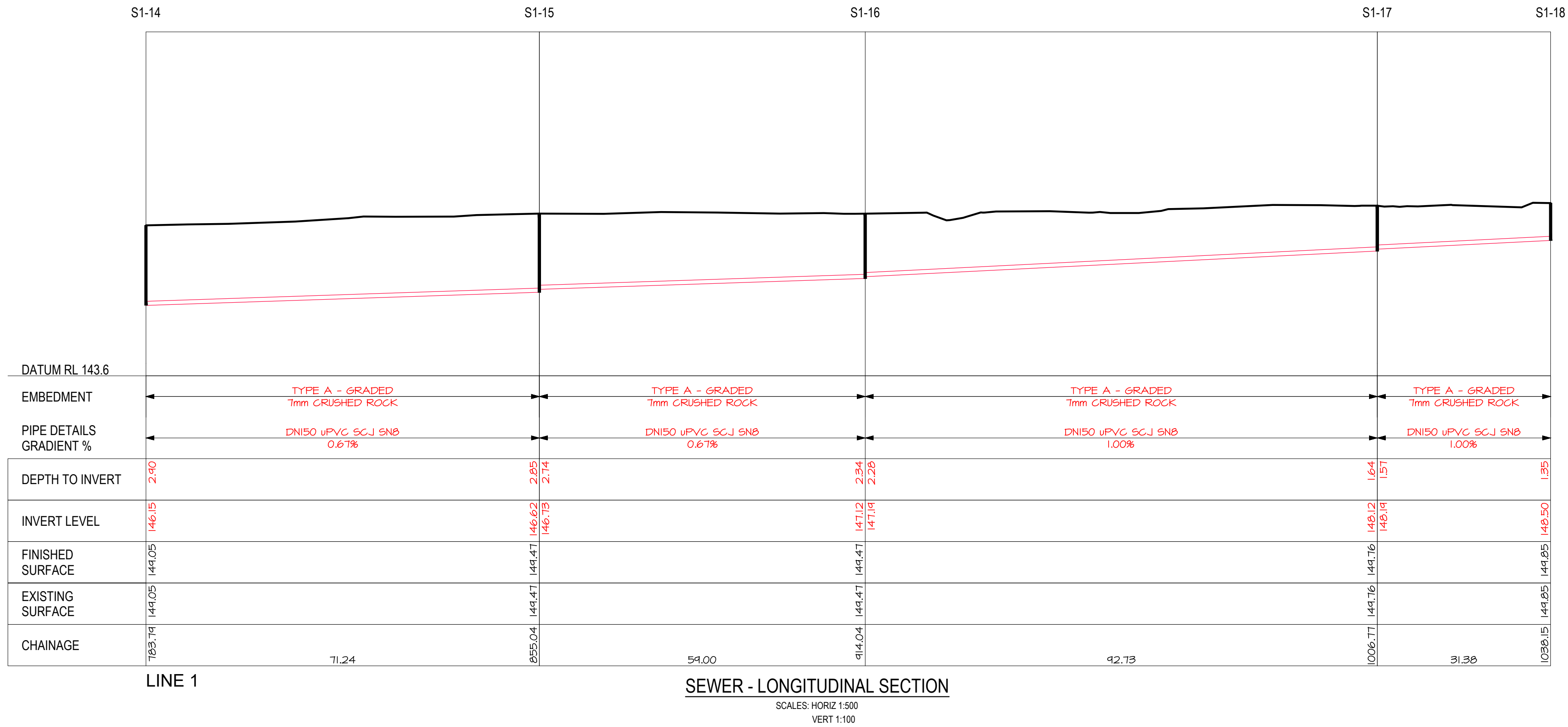
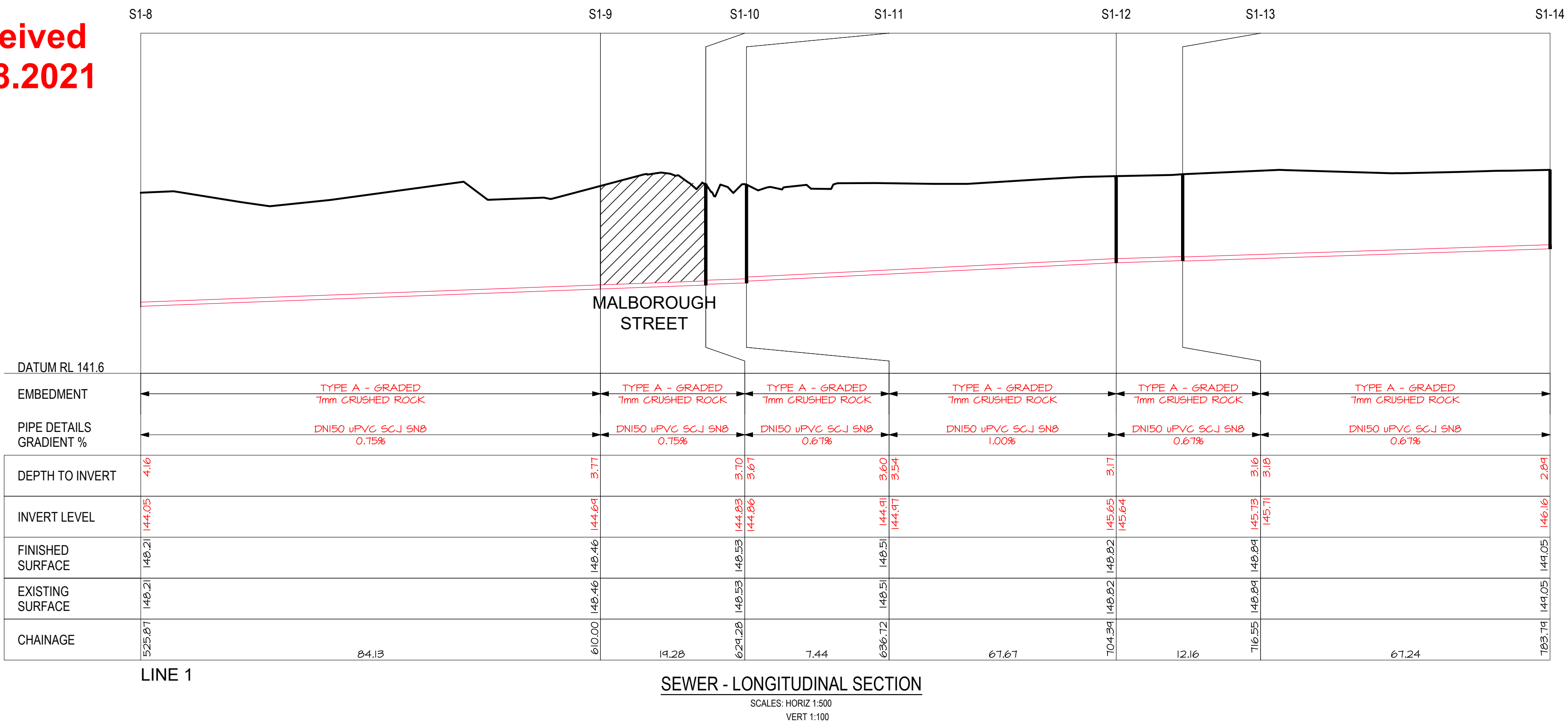
DESIGNED: M.C.V. DRAWN: HB CHECKED: P.M.W.

SCALES: HEET 1 OF 4 AT A1 SIZE DRAWING SHEET

PROJECT No: 19.019 DRAWING No: P29 REV: -



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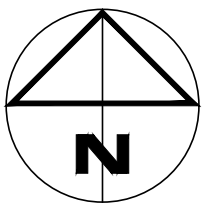
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PROJECT: 44 LOT SUBDIVISION

ADDRESS: 145-172 MARLBOROUGH STREET  
LONGFORD, TAS  
FOR: C.DIXON

DRAWING: SEWER  
LONGITUDINAL SECTIONS  
SHEET 2 OF 4

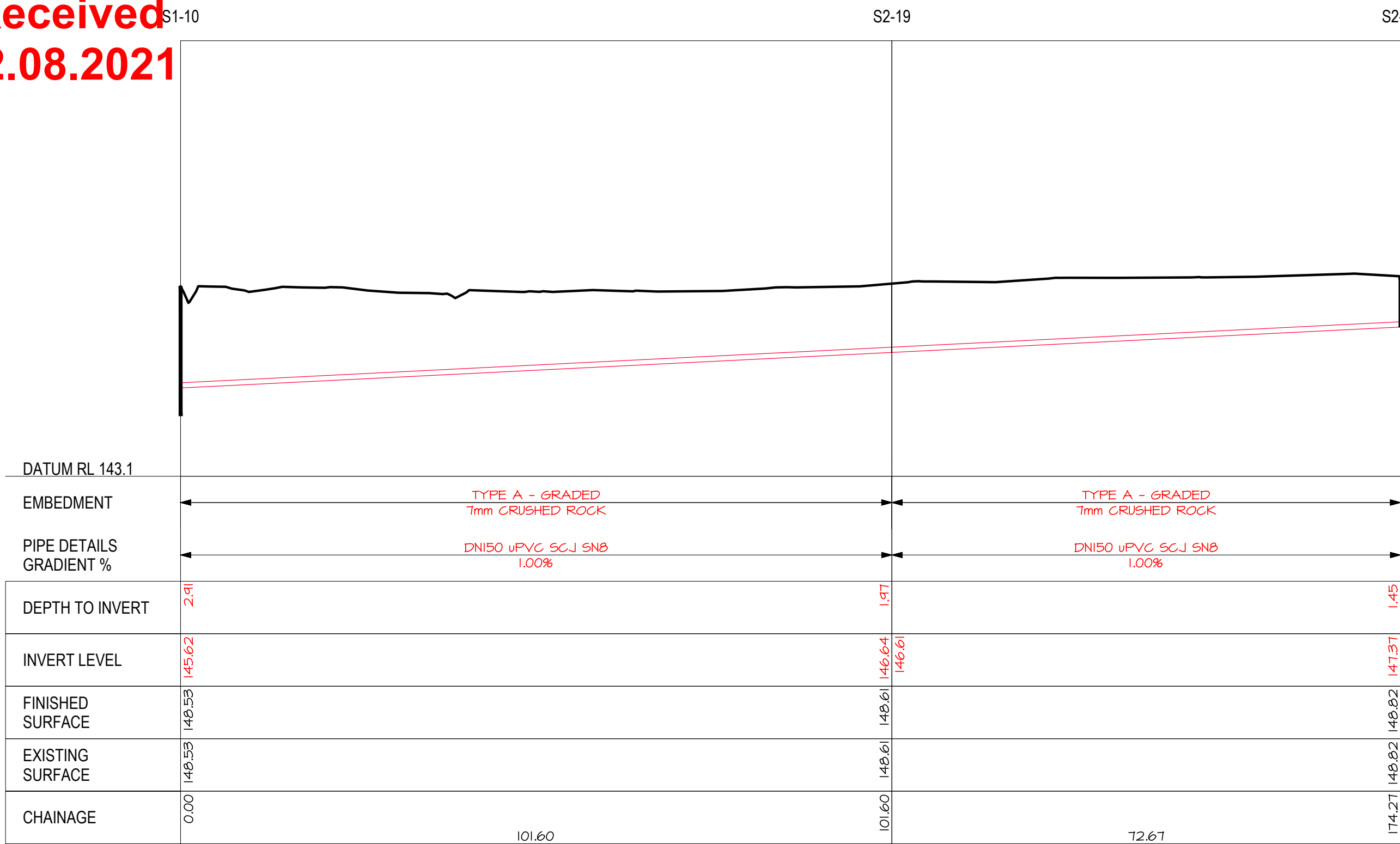
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SCALES: AS SHOWN AT A1 SIZE DRAWING SHEET

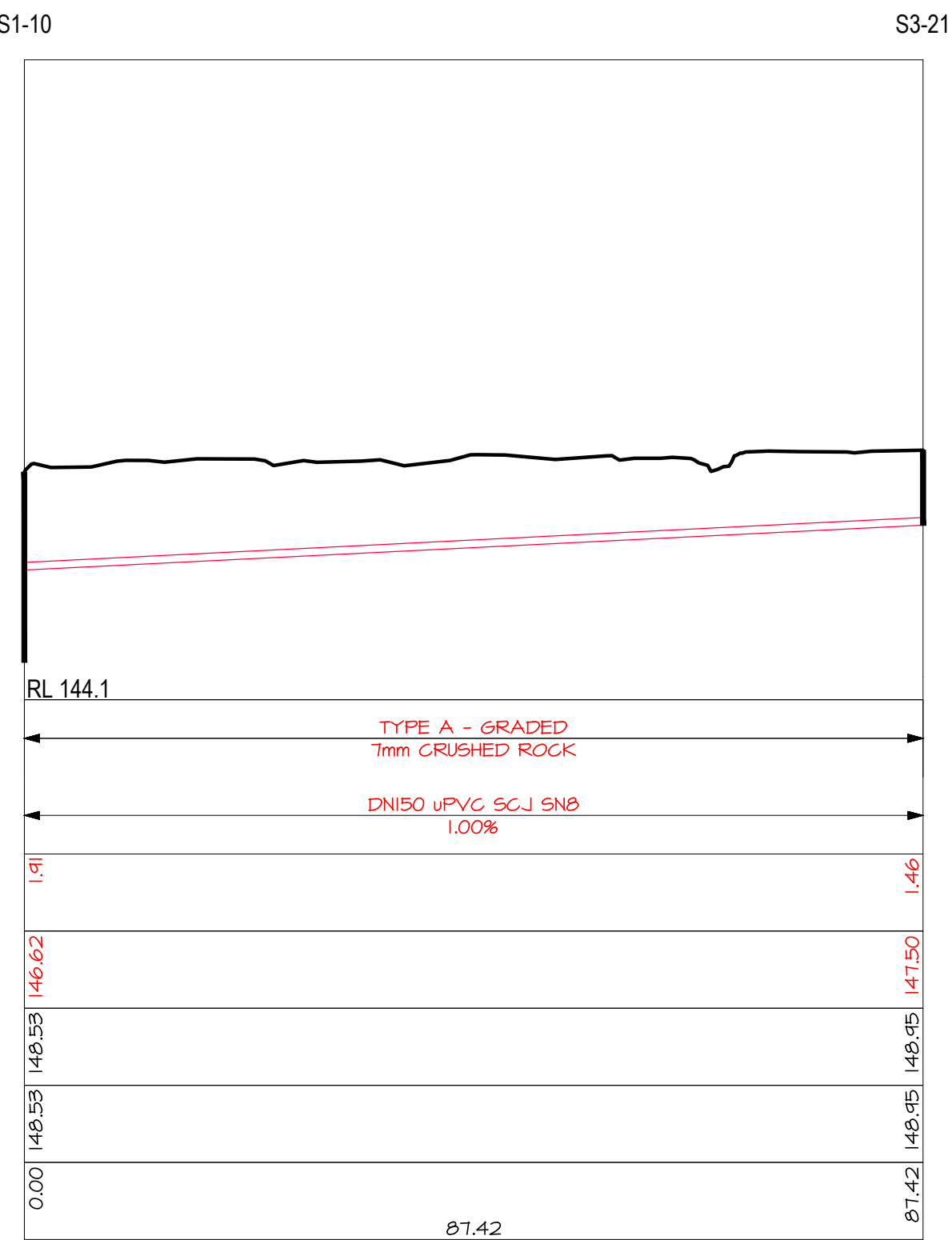
PROJECT No: 19.019 DRAWING No: P30 REV: -



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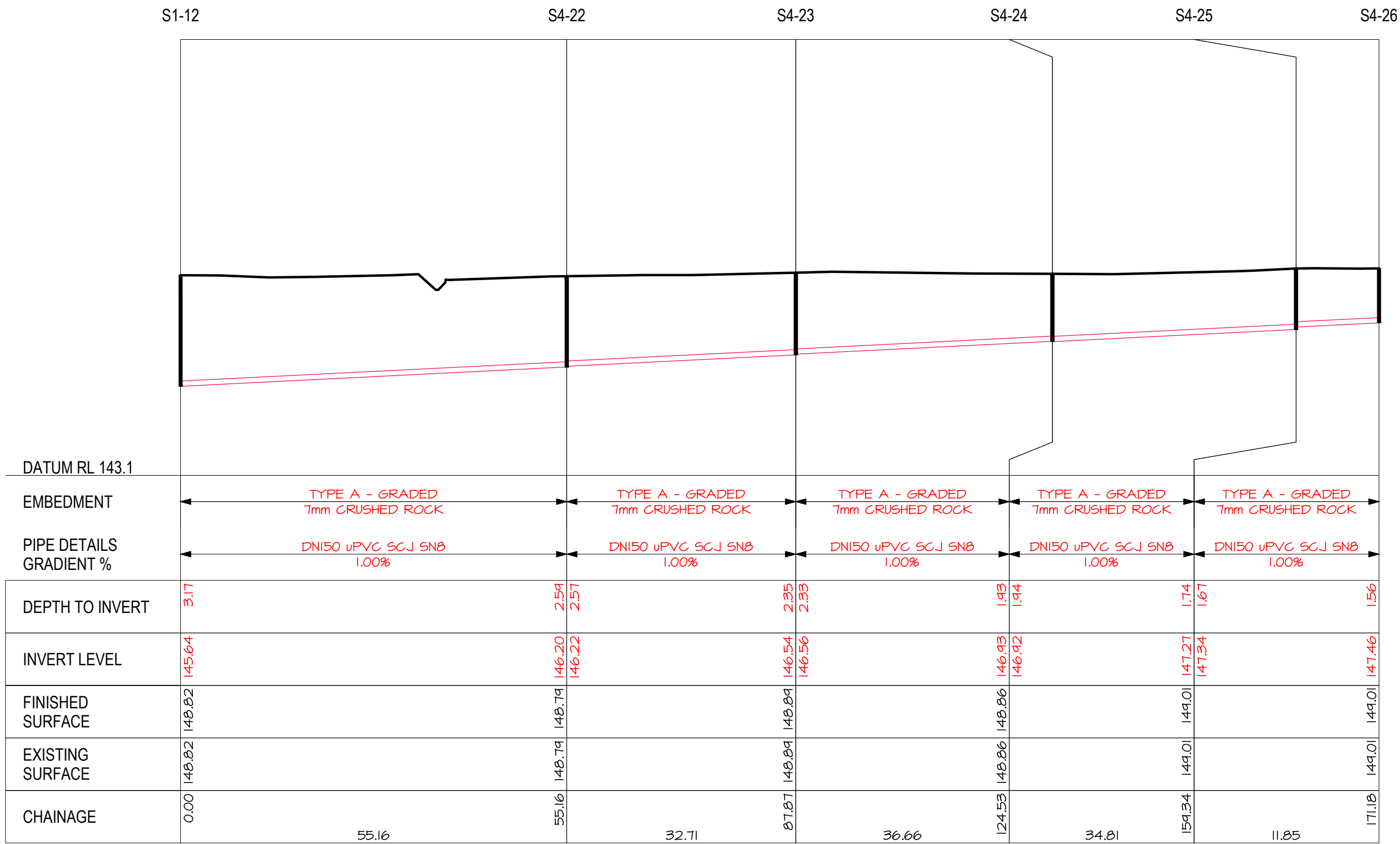
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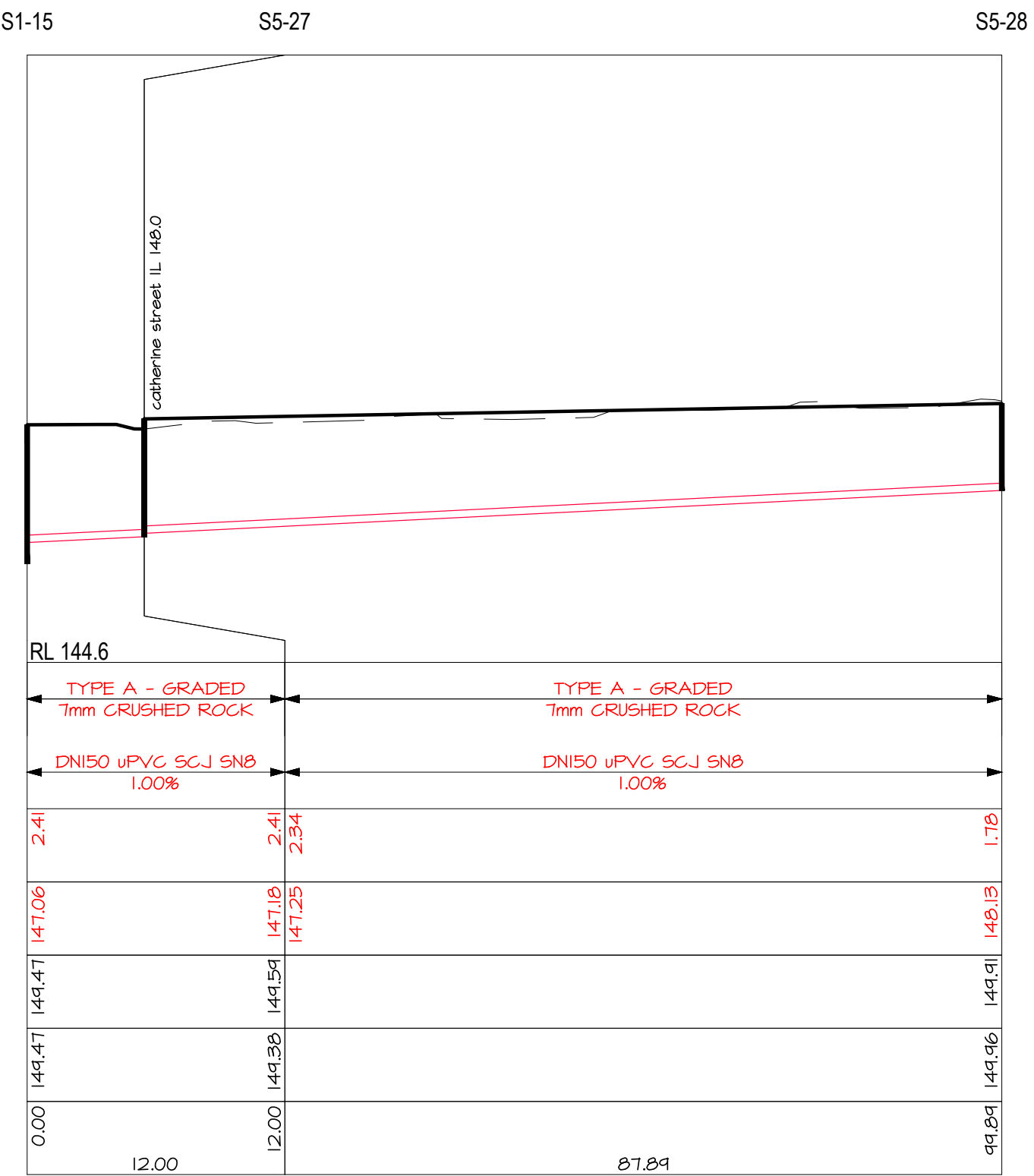
LINE 3

SEWER - LONGITUDINAL SECTION

SCALES: HORIZ 1:500  
VERT 1:100



LINE 4



LINE 5

SEWER - LONGITUDINAL SECTION

SCALES: HORIZ 1:500  
VERT 1:100



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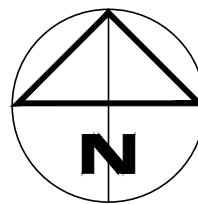


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FOR: C.DIXON

DRAWING: SEWER  
LONGITUDINAL SECTIONS  
SHEET 3 OF 4

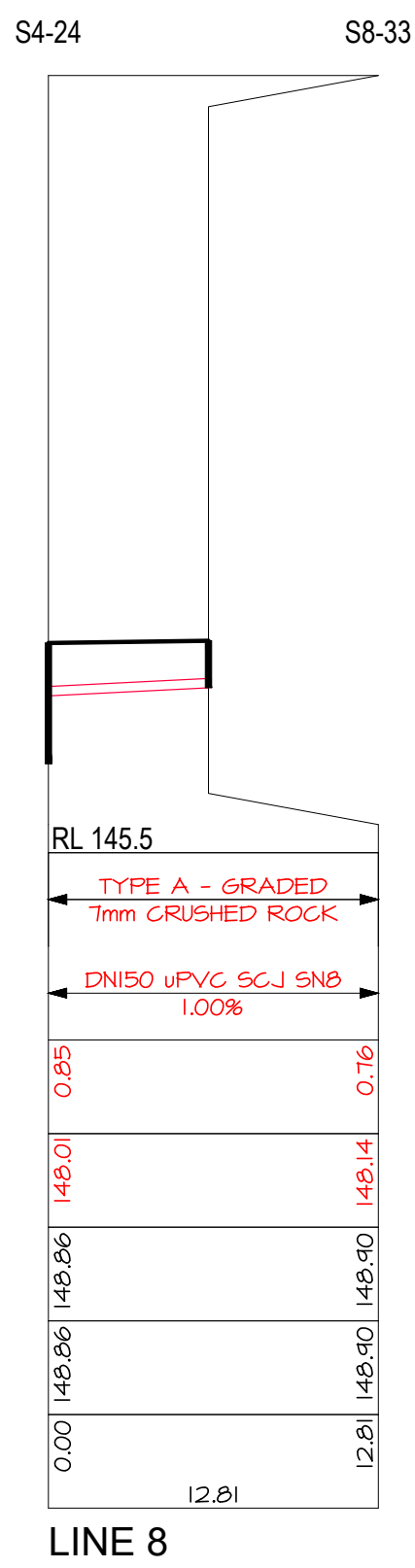
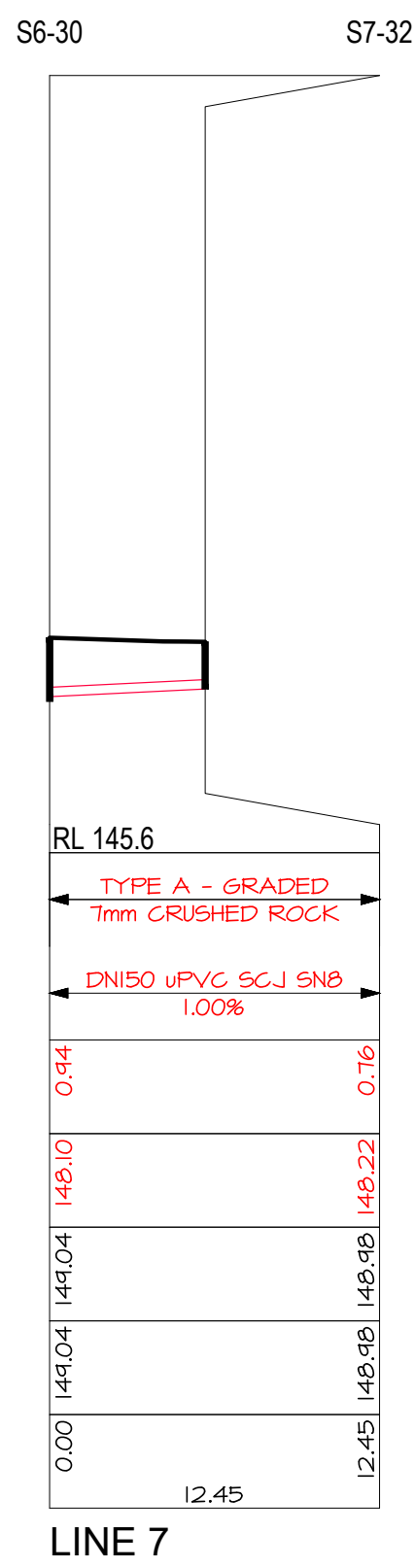
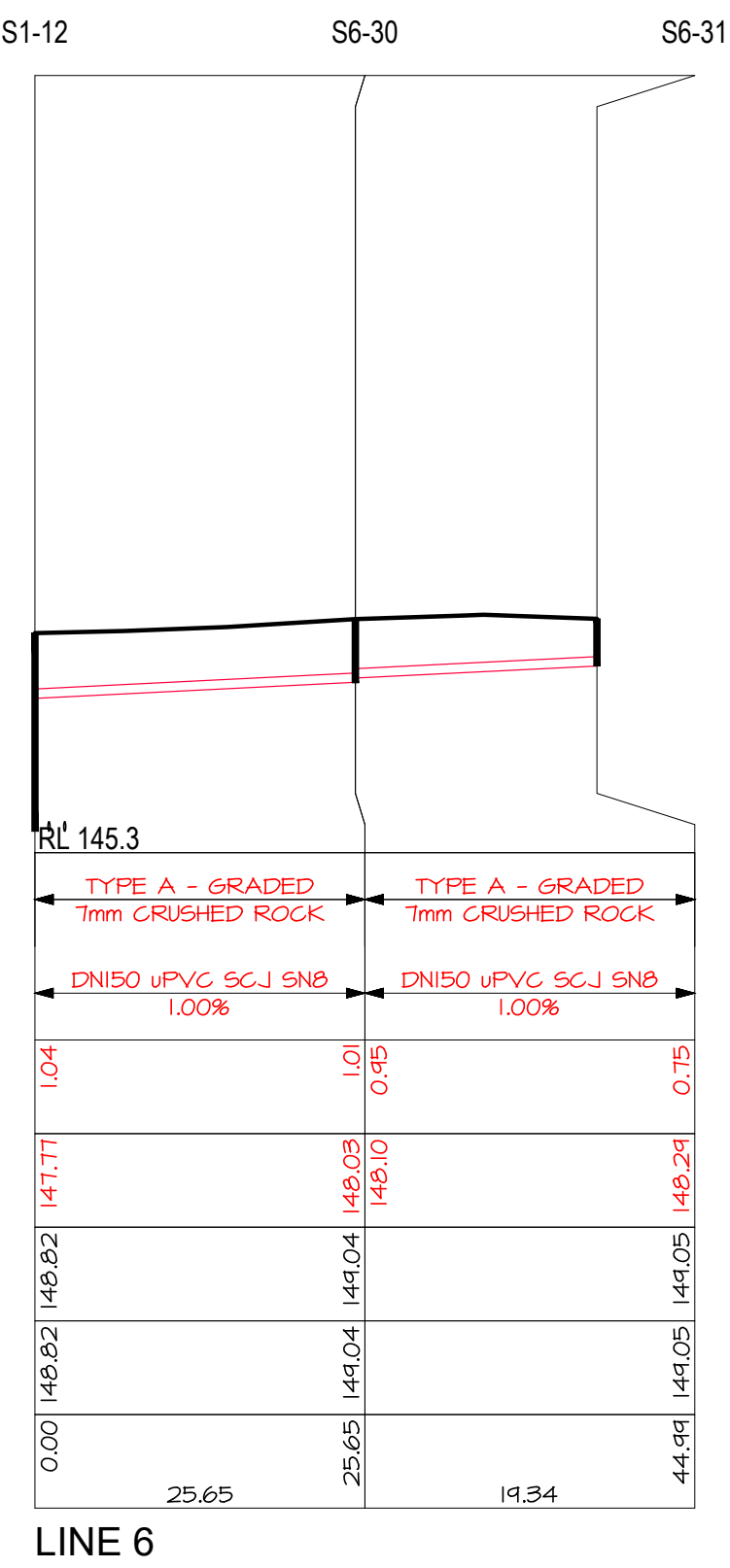
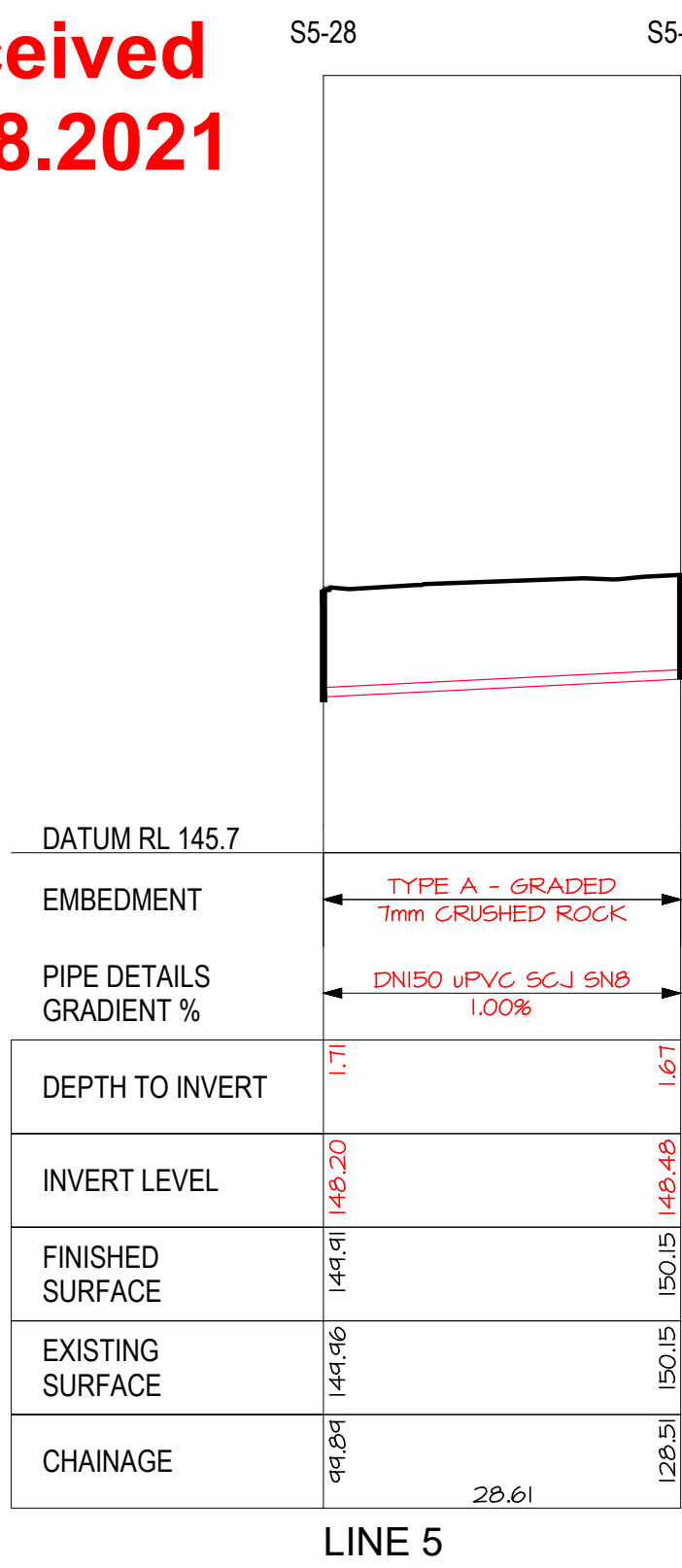
DESIGNED: M.C.V. DRAWN: HB CHECKED: P.M.W.

SCALES: AS SHOWN AT A1 SIZE DRAWING SHEET

PROJECT No: 19.019 DRAWING No: P31 REV: -

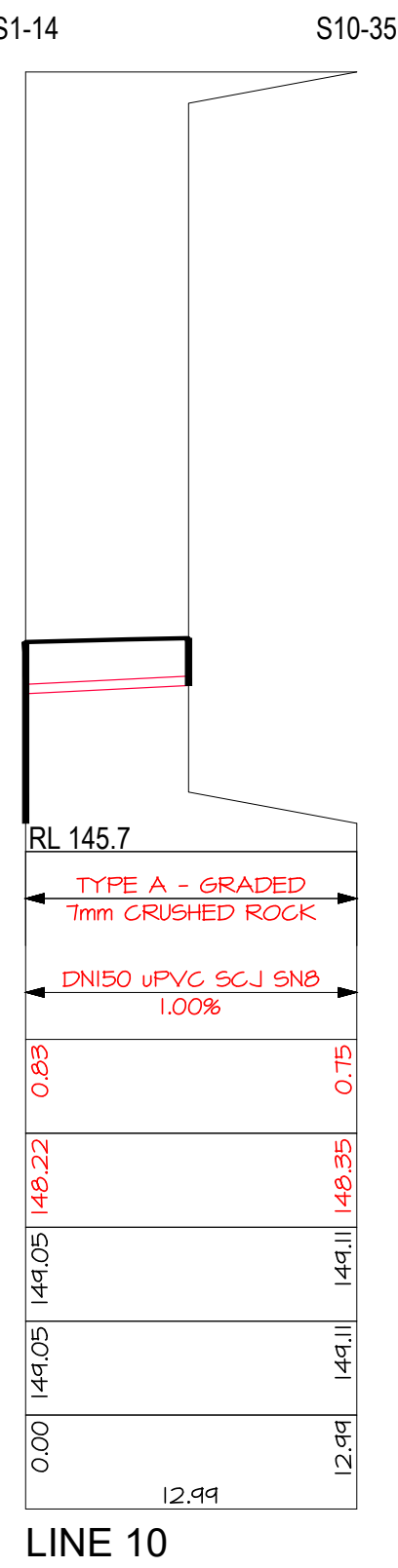
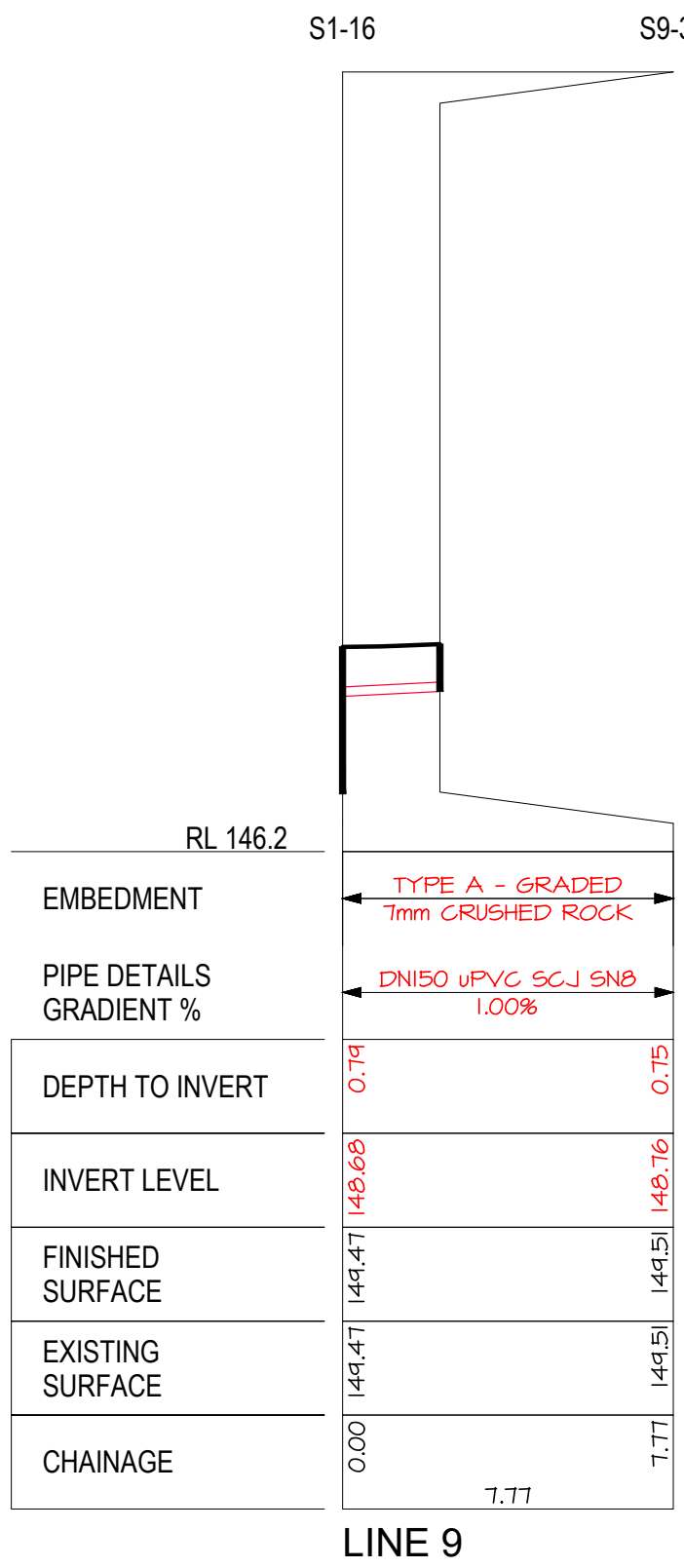


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SEWER - LONGITUDINAL SECTION

SCALES: HORIZ 1:500  
VERT 1:100



SEWER - LONGITUDINAL SECTION

SCALES: HORIZ 1:500  
VERT 1:100



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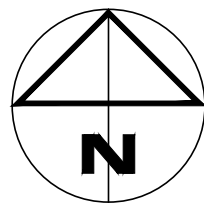


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PROJECT: 44 LOT SUBDIVISION

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FOR: C.DIXON

DRAWING: SEWER  
LONGITUDINAL SECTIONS

DESIGNED: M.C.V DRAWN: H.B. CHECKED: P.M.W.

SCALES: AS SHOWN AT A1 SIZE DRAWING SHEET

PROJECT No: 19.019 DRAWING No: P32 REV: -



**Rosemary Jones**

---

**From:** Hills, Garry <Garry.Hills@stategrowth.tas.gov.au>  
**Sent:** Tuesday, 10 August 2021 3:19 PM  
**To:** NMC Planning  
**Subject:** FW: Referral to Department of State Growth of Planning Application PLN-21-0062 - 145 - 173 Marlborough Street, Longford TAS 7301

Our Ref: D21/202425

Hello Karen – thank you for the referral.

I advise that the Department do not object to the proposal. However it is noted that drainage works are required across Cressy Road as part of the development.

In this regard it will be appreciated if you can arrange to include the below as a condition (and subsequent note) on any permit issued by Council;

- Detailed engineering drawings showing the extent of the proposed stormwater main, in particular the road crossing of Cressy Road, and all associated works must be provided to the Department of State Growth for review and acceptance as part of a works permit application, see Note.

NOTE: A valid works permit is required for all works undertaken in the State road (Cressy Road) reservation. Details of the permit process and application forms can be found at: [www.transport.tas.gov.au/roads\\_and\\_traffic\\_management/permits\\_and\\_bookings/service\\_works\\_gas\\_water\\_electricity](http://www.transport.tas.gov.au/roads_and_traffic_management/permits_and_bookings/service_works_gas_water_electricity).

Applications must be received by the Department of State Growth a minimum of twenty (20) business days prior to the expected commencement date for works in order to allow sufficient time for the application to be assessed. No works are to be undertaken until a written permit has been issued.

Let me know if you need any further information.

Kind regards,

**Garry Hills** | Principal Analyst Traffic Engineering  
Infrastructure Tasmania Division | Department of State Growth  
GPO Box 536, Hobart TAS 7001  
Phone: (03) 6777 1940  
[www.stategrowth.tas.gov.au](http://www.stategrowth.tas.gov.au)

**DEPARTMENT OF STATE GROWTH** COURAGE TO MAKE A DIFFERENCE THROUGH:



---

**From:** NMC Planning <[planning@nmc.tas.gov.au](mailto:planning@nmc.tas.gov.au)>  
**Sent:** Friday, 6 August 2021 10:32 AM  
**To:** Development <[Development@stategrowth.tas.gov.au](mailto:Development@stategrowth.tas.gov.au)>  
**Subject:** Referral to Department of State Growth of Planning Application PLN-21-0062 - 145 - 173 Marlborough Street, Longford TAS 7301



Good morning

Please find attached referral for your action.

Kind regards  
Karen

*Karen Jenkins*



Administration Officer - Community & Development | Northern  
Midlands Council

Council Office, 13 Smith Street (PO Box 156), Longford Tasmania 7301

T: (03) 6397 7303 | F: (03) 6397 7331

E: [karen.jenkins@nmc.tas.gov.au](mailto:karen.jenkins@nmc.tas.gov.au) | W: [www.northernmidlands.tas.gov.au](http://www.northernmidlands.tas.gov.au)



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of choice**

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## REFERRAL OF DEVELOPMENT APPLICATION PLN-21-0062 TO WORKS &amp; INFRASTRUCTURE DEPARTMENT

Property/Subdivision No: 109300.658

Date: 17 September 2021

Applicant: Mr Carlton Dixon

Proposal: 44-lot subdivision, 3 x roads &amp; associated services, building demolition (vary lot size, Bushfire Prone Area, Road &amp; Railway Assets Code, Attenuation Area)

Location: 145 Marlborough St, 153 Marlborough St, 173 Marlborough St, 10 Anstey St, 119 Catherine St, 344 Cressy Rd, unmade street (Queen St), and Anstey St, Brickendon St, Marlborough St, Cressy Rd, Catherine St &amp; Cracroft St road reserves, Longford: CT's 157278/2, 173613/1, 173613/2, 173613/6, 104455/3 &amp; 104455/

W&I referral PLN-21-0062, 145 Marlborough St, 153 Marlborough St, 173 Marlborough St, 10 Anstey St, 119 Catherine St, 344 Cressy Rd, unmade street (Queen St), and Anstey St, Brickendon St, Marlborough St, Cressy Rd, Catherine St & Cracroft St road reserves, Longford: CT's 157278/2, 173613/1, 173613/2, 173613/6, 104455/3 & 104455/

Planning admin: W&amp;I fees paid.

**Jonathan - if you require further information, advise planning section as soon as possible – there are only 14 days from receipt of permitted applications and 21 days from receipt of discretionary applications to stop the clock.**

Please inspect the property and advise regarding stormwater/drainage, access, traffic, and any other engineering concerns.

Is there is a house on one of the lots?	No
Is it connected to all Council services?	Yes
Are any changes / works required to the house lot?	No
Are the discharge points for stormwater, infrastructure that is maintained by Council? (This requires a check to ensure the downstream infrastructure is entirely owned, maintained, operated by Council and have been taken over as Council assets.)	Yes

**Stormwater:**

Does the physical location of stormwater services match the location shown on the plan? (Requires an on-site inspection)	Yes
Is the property connected to Council's stormwater services?	Yes
If so, where is the current connection/s?	Open drains connect to Catherine St
Can all lots access stormwater services?	Yes
If so, are any works required?	As per plan
Is stormwater detention required	Yes
Has a stormwater detention design been submitted	N/A
If so, is it designed for 20- year ARI with overland flow path to road or any other low risk Council approved place of discharge.	N/A
If no to above, has the design for 100 – year ARI been done.	N/A
If yes to any of the above, does it comply with Councils stormwater policy	N/A
Is the design approved by works & infrastructure	N/A



Please quote drawing numbers and any other relate documentation (email etc.)	#:
Additional Comments/information	No
<b>Stormwater works required:</b>	
<i>Works to be in accordance with Standard Drawing TSD-SW25 – a 100mm stormwater connection.</i>	
<i>Multiple Dwellings: Works to be in accordance with Standards – a 150mm stormwater connection</i>	
Is there kerb and gutter at the front of the property?	No
Are any kerb-and-gutter works required?	Yes, as per plan

**Road Access:**

Does the property have access to a made road?	Yes
If so, is the existing access suitable?	Yes
Does the new lot/s have access to a made road?	Yes
If so, are any works required?	Yes, see below
Is off-street parking available/provided?	Yes

**Road / access works required:**

<i>Works to be in accordance with Standard Drawing TSD R09 - concrete driveway crossover &amp; apron from the edge of the Road to the property boundary of Lot.</i>	
Is an application for vehicular crossing form required?	Yes
Is a footpath required?	Yes
Extra information required regarding driveway approach and departure angles	No
Are any road works required?	No
Are street trees required?	Yes
Additional Comments:	An Engineer's design is required.

Engineer's comment:**WORKS & INFRASTRUCTURE DEPARTMENT CONDITIONS****STANDARD CONDITIONS FOR SMALL SUBDIVISIONS**W.1 Stormwater

- o Each lot shall be provided with a connection to the Council's stormwater system, constructed in accordance with Council standards and to the satisfaction of Council's Works & Infrastructure Department.
- o A stormwater design plan detailing a piped stormwater network (designed for the 10% Annual Exceedance Probability storm) and overland flow paths for the 1% Annual Exceedance Probability storm must be provided to the approval of the General Manager prior to the commencement of any works on site.

W.2 Access (Urban)

- o A concrete driveway crossover and concrete apron shall be constructed for each lot from the edge of the street to the property boundary in accordance with Council standards.

Detailed engineering plans required

Before the commencement of any works for the subdivision, detailed engineering plans by a certified engineer, to the approval of Council's General Manager, must be lodged with Council.

The plans must include:

- An engineering design of the road including pavement long sections and cross sections
- An engineering design of the drainage system including calculations



### Roadworks

- All road works must be carried out in accordance with The LGAT standard drawings
- All seal works must be asphalt
- A 1.8m wide concrete footpath to be constructed outside the frontage of all lots.

### Planting of Street Trees

- Before the final plan is sealed, a bond or bank guarantee of \$250 per lot (i.e. 37 x \$250) must be provided to the Council.
- The developer must plant the street trees in accordance with the landscape plan at the end of the 12-month maintenance period. If the trees are not planted, Council may use the bond/bank guarantee to ensure the plantings occur.
- Each tree is to be provided with a means of irrigation, a root guard to prevent damage to adjoining infrastructure and an anti-vandalism tie down to prevent removal

### W.5 As constructed information

As Constructed Plans and Asset Management Information shall be provided in accordance with Council's standard requirements.

### W.6 Municipal standards & certification of works

Unless otherwise specified within a condition, all works shall comply with the Municipal Standards including specifications and standard drawings. Any design shall be completed in accordance with Council's subdivision design guidelines to the satisfaction of the Works & Infrastructure Department. Any construction, including maintenance periods, shall also be completed to the approval of the Works & Infrastructure Department.

### W.7 Works in road reserve

No works shall be undertaken within the public road reserve, including crossovers, driveways or kerb and guttering, without prior approval for the works by the Works & Infrastructure Manager. Twenty-four hours (24) notice shall be given to the Works & Infrastructure Department to inspect works within road reserve and before placement of concrete or seal. Failure to do so may result in rejection of the vehicular access or other works and its reconstruction.

### W.8 Hydraulic separation

- Any existing pipes and stormwater connections shall be located where required pipes are to be rerouted to provide an independent system for each lot.
- Certification shall be provided that hydraulic separation between the all lots has been achieved.

### W.9 Easements to be created

Easements shall be created over all Council-owned services in favour of the Northern Midlands Council. Such easements shall be created on the final plan to the satisfaction of the Planning & Development Manager.

### W.10 Pollutants

- The developer/property owner shall be responsible for ensuring pollutants such as mud, silt or chemicals are not released from the site.
- Prior to the commencement of the development works the developer/property owner must install all necessary silt fences and cut-off drains to prevent soil, gravel and other debris from escaping the site. No material or debris is to be transported onto the road reserve (including the naturestrip footpath and road pavement). Any material that is deposited on the road reserve shall be removed by the applicant. Should Council be required to clean or carry out works on any of their infrastructure as a result of pollutants being released from the site the cost of these works may be charged to the developer/property owner.

### W.11 Bonds

The subdivision shall be subject to a maintenance period and a bond shall be held by Council until the completion of the maintenance period. The bond shall be calculated based on 5% of the total cost of works based on Council's standard road construction rates.

### W.12 Naturestrips

Any new naturestrips, or areas of naturestrip that are disturbed during construction, shall be topped with 100mm of good quality topsoil and sown with grass. Grass must be established and free of weeds prior to Council accepting the development.

*Jonathan Galbraith (Engineering Officer)*

*Date: 17/9/21*



**Rosemary Jones**

---

**From:** TasNetworks Customer Service Centre <customer.enquiries@tasnetworks.com.au>  
**Sent:** Wednesday, 29 September 2021 4:12 PM  
**To:** NMC Planning  
**Subject:** (ECM:1198590) [CN21-191933] 145 Marlborough Street LONGFORD TAS 7301  
**Attachments:** email\_logo.jpg; twitter\_icon.png; facebook\_icon.png  
  
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi Karen,

Thank you for your email on 17/09/2021 referring the abovementioned development.

Based on the information provided, the development is not likely to adversely affect TasNetworks' operations.

As with any subdivision of this magnitude, consideration should be given to the electrical infrastructure works that will be required to ensure a supply of electricity can be provided to each lot. To understand what these requirements may entail, it is recommended you advise the proponent to contact TasNetworks Early Engagement team at [early.engagement@tasnetworks.com.au](mailto:early.engagement@tasnetworks.com.au) at their earliest convenience.

Kind regards,  
Vicki

Vicki Maloney  
Connections Advisor  
Customer Connections Team  
Available Tuesday – Friday  
P 03 6324 7583  
[networkcustomersupply@tasnetworks.com.au](mailto:networkcustomersupply@tasnetworks.com.au)

1 Australis Dr, Rocherlea 7248  
PO Box 419, Launceston TAS 7250

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@TasNetworks  
/TasNetworks

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To contact us please reply to this e-mail or call our Customer Service Centre on 1300 137 008  
Monday to Friday, 9am-5.00pm



[www.tasnetworks.com.au](http://www.tasnetworks.com.au)



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## 2021-11-15 ORDINARY MEETING OF COUNCIL ATTACHMENTS - Agenda

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Our ref: PLN-21-0062



18/10/2021

C Dixon  
P.O. Box 1983  
HOBART 7001  
By email: [cdixon@bnil.com.au](mailto:cdixon@bnil.com.au)

Dear Mr Dixon,

**Planning Application PLN-21-0062- Additional Information Required for 44-lot subdivision, 3 x roads & associated services, building demolition (vary lot size, Bushfire Prone Area, Road & Railway Assets Code, Attenuation Area) at and Anstey St, Brickendon St, Marlborough St,, Cressy Rd, Catherine St & Cracroft St road reserves, Longford**

I refer to the abovementioned application, which was referred to TasWater (the water and sewer authority). The information you previously supplied was not sufficient. They have requested additional information (see attached RAI). If you have any queries, please contact TasWater's Development Co-ordinator directly:

☎ 13 6992

✉ [development@taswater.com.au](mailto:development@taswater.com.au)

The information requested must be provided to Council for forwarding to TasWater (preferably by email to [Planning@nmc.tas.gov.au](mailto:Planning@nmc.tas.gov.au)).

Therefore, in accordance with Section 54 of the *Land Use Planning and Approvals Act 1993*, the statutory period for processing the application will not recommence until the requested information has been supplied to the satisfaction of the Planning Authority. It is a requirement of the Planning Authority that all correspondence, if emailed, is sent to [Planning@nmc.tas.gov.au](mailto:Planning@nmc.tas.gov.au) and referenced with the planning application number **PLN-21-0062-**. If you have any queries, please contact Council's Planning Section on 6397 7303, or e-mail [planning@nmc.tas.gov.au](mailto:planning@nmc.tas.gov.au)

Yours sincerely



Rosemary Jones  
**Administration Officer**





## Submission to Planning Authority Notice

<b>Council Planning Permit No.</b>	PLN-21-0062	<b>Council notice date</b>	17/09/2021
<b>TasWater details</b>			
<b>TasWater Reference No.</b>	TWDA 2021/01583-NMC	<b>Date of response</b>	26/10/2021
<b>TasWater Contact</b>	David Boyle	<b>Phone No.</b>	0436 629 652
<b>Response issued to</b>			
<b>Council name</b>	NORTHERN MIDLANDS COUNCIL		
<b>Contact details</b>	Planning@nmc.tas.gov.au		
<b>Development details</b>			
<b>Address</b>	145 MARLBOROUGH STREET, LONGFORD	<b>Property ID (PID)</b>	2964516
<b>Description of development</b>	44-lot subdivision		
<b>Schedule of drawings/documents</b>			
<b>Prepared by</b>	<b>Drawing/document No.</b>	<b>Revision No.</b>	<b>Date of Issue</b>
6ty°	19.019 P24	C	19/10/2021
6ty°	19.019 P25	A	27/07/2021
<b>Conditions</b>			
<p>Pursuant to the <i>Water and Sewerage Industry Act</i> 2008 (TAS) Section 56P(1) TasWater imposes the following conditions on the permit for this application:</p> <p><b>CONNECTIONS, METERING &amp; BACKFLOW</b></p> <ol style="list-style-type: none"> <li>1. A suitably sized water supply with metered connections and sewerage system and connections to each lot of the development must be designed and constructed to TasWater's satisfaction and be in accordance with any other conditions in this permit.</li> <li>2. Any removal/supply and installation of water meters and/or the removal of redundant and/or installation of new and modified property service connections must be carried out by TasWater at the developer's cost.</li> <li>3. Prior to commencing construction of the subdivision/use of the development, any water connection utilised for construction/the development must have a backflow prevention device and water meter installed, to the satisfaction of TasWater.</li> </ol> <p><b>ASSET CREATION &amp; INFRASTRUCTURE WORKS</b></p> <ol style="list-style-type: none"> <li>4. Existing DN63mm Ø water mains (asset no. A491210, A491117 &amp; A490982) located in Anstey St up to the intersection of Anstey St and Cracroft St, must be upgraded to a minimum of a DN100mm Ø water main. This new water main must extend just past the proposed lot 15 of this subdivision. Also reconnect existing properties in Anstey St to this new water main as it pass.</li> <li>5. The proposed DN100mm Ø water main extension proposed for Brickendon St, will have the existing private water main reconnected to the end of this main, this services properties past Brickendon St and Anstey St intersection. Existing water meter at Marlborough St and Brickendon intersection, must be relocated to the end of the new DN100mm Ø water main past proposed lot 44.</li> <li>6. Plans submitted with the application for Engineering Design Approval must, to the satisfaction of TasWater show, all existing, redundant and/or proposed property services and mains.</li> </ol> <p><b>Advice:-</b> refer to the advice section below regarding engineering design approval.</p>			





7. Prior to applying for a Permit to Construct, to construct new infrastructure the developer must obtain from TasWater Engineering Design Approval for new TasWater infrastructure. The application for Engineering Design Approval must include engineering design plans prepared by a suitably qualified person showing the hydraulic servicing requirements for water and sewerage to TasWater's satisfaction.
8. Prior to works commencing, a Permit to Construct must be applied for and issued by TasWater. All infrastructure works must be inspected by TasWater and be to TasWater's satisfaction.
9. In addition to any other conditions in this permit, all works must be constructed under the supervision of a suitably qualified person in accordance with TasWater's requirements.
10. Prior to the issue of a Consent to Register a Legal Document all additions, extensions, alterations or upgrades to TasWater's water and sewerage infrastructure required to service the development, are to be completed generally as shown on, and in accordance with, the plans listed in the schedule of drawings, and are to be constructed at the expense of the developer to the satisfaction of TasWater, with live connections performed by TasWater.
11. After testing/disinfection, to TasWater's requirements, of newly created works, the developer must apply to TasWater for connection of these works to existing TasWater infrastructure, at the developer's cost.
12. At practical completion of the water and sewerage works and prior to TasWater issuing a Consent to a Register Legal Document the developer must obtain a Certificate of Practical Completion from TasWater for the works that will be transferred to TasWater. To obtain a Certificate of Practical Completion:
  - a. Written confirmation from the supervising suitably qualified person certifying that the works have been constructed in accordance with the TasWater approved plans and specifications and that the appropriate level of workmanship has been achieved;
  - b. A request for a joint on-site inspection with TasWater's authorised representative must be made;
  - c. Security for the twelve (12) month defects liability period to the value of 10% of the works must be lodged with TasWater. This security must be in the form of a bank guarantee;
  - d. Work As Constructed drawings and documentation must be prepared by a suitably qualified person to TasWater's satisfaction and forwarded to TasWater.
13. After the Certificate of Practical Completion has been issued, a 12 month defects liability period applies to this infrastructure. During this period all defects must be rectified at the developer's cost and to the satisfaction of TasWater. A further 12 month defects liability period may be applied to defects after rectification. TasWater may, at its discretion, undertake rectification of any defects at the developer's cost. Upon completion, of the defects liability period the developer must request TasWater to issue a "Certificate of Final Acceptance". The newly constructed infrastructure will be transferred to TasWater upon issue of this certificate and TasWater will release any security held for the defects liability period.
14. The developer must take all precautions to protect existing TasWater infrastructure. Any damage caused to existing TasWater infrastructure during the construction period must be promptly reported to TasWater and repaired by TasWater at the developer's cost.
15. Ground levels over the TasWater assets and/or easements must not be altered without the written approval of TasWater.
16. A construction management plan must be submitted with the application for TasWater Engineering





Design Approval. The construction management plan must detail how the new TasWater infrastructure will be constructed while maintaining current levels of services provided by TasWater to the community. The construction plan must also include a risk assessment and contingency plans covering major risks to TasWater during any works. The construction plan must be to the satisfaction of TasWater prior to TasWater's Engineering Design Approval being issued.

#### **FINAL PLANS, EASEMENTS & ENDORSEMENTS**

17. Prior to the Sealing of the Final Plan of Survey, a Consent to Register a Legal Document must be obtained from TasWater as evidence of compliance with these conditions when application for sealing is made.  
*Advice: Council will refer the Final Plan of Survey to TasWater requesting Consent to Register a Legal Document be issued directly to them on behalf of the applicant.*
18. Pipeline easements and/or lots, to TasWater's satisfaction, must be created over any existing or proposed TasWater infrastructure and be in accordance with TasWater's standard pipeline easement conditions and/or lot creation requirements.
19. Prior to the issue of a TasWater Consent to Register a Legal Document, the applicant must submit a .dwg file, prepared by a suitably qualified person to TasWater's satisfaction, showing:
  - a. the exact location of the existing water/sewerage infrastructure,
  - b. the easement protecting that infrastructure.

The developer must locate the existing TasWater infrastructure and clearly show it on the .dwg file. Existing TasWater infrastructure may be located by a surveyor and/or a private contractor engaged at the developers cost.

#### **DEVELOPMENT ASSESSMENT FEES**

20. The applicant or landowner as the case may be, must pay a development assessment fee of \$1,179.68 and a Consent to Register a Legal Document fee of \$154.42 to TasWater, as approved by the Economic Regulator and the fees will be indexed, until the date paid to TasWater.  
The payment is required within 30 days of the issue of an invoice by TasWater.
21. In the event Council approves a staging plan, a Consent to Register a Legal Document fee for each stage, must be paid commensurate with the number of Equivalent Tenements in each stage, as approved by Council.

#### **Advice**

##### **General**

For information on TasWater development standards, please visit  
<http://www.taswater.com.au/Development/Development-Standards>

For application forms please visit <http://www.taswater.com.au/Development/Forms>

##### **Engineering Design Approval.**

The proposed sizing of the sewer main, especially 640m of DN150mm Ø outside the subdivision, will be assessed, to see that it will meet all the requirements of well-designed sewer network. There may be a possibility that TasWater will require a portion, or all of this sewer main to be embiggened to the next size pipe.

Your design has not allowed for the DN300mm Ø bulk transfer water main, located in Marlborough St on the eastern side of the road reserve.

##### **Boundary Conditions**





The proposed development is in the Longford PRV zone with a supply head of 179m. The 2 connection points are at an elevation of 149m, giving a maximum (static) pressure of 30m.

Total boundary heads (HGL), not pressures, at the connection points for Peak Day & Peak Day plus 10 L/s Fire Flow are:

Pipe	Peak Day (m)	Peak Day+10 L/s Fire Flow (m)
A491120	173	167
A491210	172	N/A as pipe < DN100

It should be noted that these are the boundary heads in the water mains themselves at the proposed connection points and do not include losses through the actual connections or associated pipework.

#### Declaration

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

#### Authorised by

**Jason Taylor**

Development Assessment Manager

#### TasWater Contact Details

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



**Karen Jenkins**

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**From:**  
**Sent:** Tuesday, 21 September 2021 8:15 AM  
**To:** NMC Planning  
**Subject:** Planning application PLN21-0062

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

To whom it may concern. I wish to object to the above application . I am unsure how this will impact the local race track, being a long time horse racing enthusiast .  
I would like to attend the meeting, please advise what I need to do for this to occur?

Kind regards

Ed Spiden

Ed Spiden  
EMS Wholesale Meats Pty Ltd



17.8.21

Mr Des Jennings  
General Manager  
Northern Midlands Council

Michael Morris

**RE: PLN-21-0062**

Dear Des,

I wish to object to this subdivision application on the following three grounds;

**1.**

This proposed subdivision is on land currently being used to spell and train racehorses. The land is part of a larger area around the Longford thoroughbred training centre, which was previously classified as Particular Purpose Racehorse Training and Stables. That is to say the land was set aside for that purpose in order to support the adjacent Longford Training Centre. The zoning was changed to low residential solely to comply with the statewide planning scheme template, and not because the Council had any desire at the time to change the intended use of the land. There is just as much need today to preserve the land for the support of racing as there was when Particular Purpose Racehorse Training and Stables was instituted, and the interim planning scheme still requires that to be the case. In fact it is even more imperative now with the town growing southward, that this buffer zone around the track be preserved.

If Council is to now allow or facilitate subdivision and development of this land, not only will it be in breach of the planning scheme, it will have the following repercussions.

- A. It will be risking future conflict between existing trainers and horsemen and future residential owners unused to the implications of living in close proximity to racehorse stables, and driving on roads and streets frequently used by horses. This would clearly conflict with Section 32 of the Land Use Planning and Approvals Act 1993 which requires council to "as far as practicable avoid the potential for land use conflicts with use and development permissible under the planning scheme applying to the adjacent area"
- B. But most importantly it will be signing the slow death warrant of the Longford Training Centre. A training centre can only survive when it has the necessary support structures in place and an essential part of that is the space available for training and spelling, as well as an understanding and sympathetic immediate local community. Those residences presently within the area are almost all involved in, and sympathetic to the racing industry. There can be no guarantee of that with this subdivision, which is a requirement of the current interim planning scheme.

Council would be aware that the Longford Training Centre has considerable cultural and colonial significance as the oldest continuously used racetrack in Australia. Sydney's prestigious Banjo Club recognises Australian country racetracks that it believes are an important part of our colonial heritage, in keeping with the spirit of Banjo Paterson, after whom the club was named. The Longford track received this recognition approximately a decade ago. Following the unfortunate and sad demise of the Deloraine track and its historic live steeplechases, the Longford track is the last remaining iconic country racetrack in Tasmania. The importance of the track and the Longford Cup is not sufficiently recognised by Council in



my view. At a time when country tracks are under siege it is imperative, we celebrate and highlight those things that add value to our towns, clubs and institutions, so that it becomes harder for regulators and opponents to shut them down.

If Council were to allow subdivision of land specifically set aside to aid and support training it would be a clear indication it has no regard for our racing history. The land and racetrack should in my view should be added to the historic precinct of which Brickendon and Woolmers are a part.

- C. Any subdivided land must be used in accordance with the interim planning scheme, which means it must have a use associated with the racing industry and council has a duty and obligation to ensure this occurs.

2.

The proposed density of development is excessive and out of character with both the traditional use, and the use for which the land is intended. The recommended minimum lot size for land zoned low residential is 1500 m2. The majority of lots in the proposed subdivision do not meet this minimum.

3.

Finally, I draw your attention to the emphatic rejection by the Tasmanian Planning Commission of Northern Midlands Interim Planning Scheme 2013 Draft amendment 04-2020 (see Appendix 1 for full transcript), and specifically the reasons for that rejection as they are pertinent to this current application. Remembering of course that this proposed draft amendment was an amendment initiated by council to facilitate another subdivision of the same parcel of land involved in this subdivision application. In particular the following points from the Commissions consideration need to be borne in mind:

- 27. *The Commission considers that the justification provided by the planning authority does not achieve the stated intent as described in the planning authority's response of 7 July 2021. The Commission finds that the intent of the draft amendment and intent of the previous PP1 Zone do not achieve the same outcome, as the PP1 Zone was specifically written to support uses associated with the Tasmanian racing industry.*
- 28. *The Commission considers that if the purpose of the draft amendment is to reinstate uses that were removed from the area under the PP1 Zone, the whole area needs to be reviewed to determine the required zoning and other provisions to achieve the stated intent.*

It is evident from this; it is the Commissions view the area is not appropriately zoned and that council needs to review this before taking any further decisions. Further the Commission states:

- 41. *The Commission finds that the draft amendment will allow for land use conflict to arise with the equine and residential uses for land that is zoned Low Density Residential. This conflict particularly relates to activities associated with the Longford Racecourse. This is evident of a lack of strategic planning and justification for the additional uses for the nominated titles in the draft amendment.*



42. *The Commission note that the planning authority have liaised with TasRacing regarding the Longford Racecourse but have provided no indication of the future intent for the site.*
43. *If it is the planning authority's intent to safeguard the uses associated with the Tasmanian racing industry, strategic planning must be undertaken in liaison with TasRacing to ensure that no irreversible planning decisions are made that may impact on the existing equine uses.*
44. *Objective (c) in Part 2, Schedule 1 of the Act states:*  
*(c) to ensure that the effects on the environment are considered and provide for explicit consideration of social and economic effects when decisions are made about the use and development of land; and*
45. *The Commission considers that the draft amendment fails to acknowledge the horse racing industry in Longford, which, on the evidence, is of social and economic benefit to Longford.*
46. *Due to the lack of strategic planning for this site, the Commission finds that the draft amendment does not meet Objective (a) and (c) in Part 2, Schedule 1 of the Act.*

The Commission clearly concurs with my view that the original intent of the land to be a buffer around the track for horse use, needs to be preserved, and that not to do so will foster conflict, which council has an express obligation to prevent. And Commission point 43 cannot be over emphasised

*If it is the planning authority's intent to safeguard the uses associated with the Tasmanian racing industry, strategic planning must be undertaken in liaison with TasRacing to ensure that no irreversible planning decisions are made that may impact on the existing equine uses.*

No irreversible planning decision most surely includes approving a 44 lot subdivision that doesn't even meet the minimum lot size for low residential zoning, let alone any more appropriate zoning that may be assigned to the area.

Yours Sincerely



Michel Morris



**APPENDIX 1.**

**TASMANIAN PLANNING COMMISSION**

**DECISION**

**Planning scheme** Northern Midlands Interim Planning Scheme 2013

**Amendment** 04-2020 – insert Business and professional services, if for Veterinary Centre, and Domestic animal breeding, boarding or training, if not for animal pound, cattery or kennel, as additional site-specific uses in the Low Density Residential Zone for various titles in southern Longford.

**Planning authority** Northern Midlands Council

**Date of decision** 11 August 2021

**Decision**

The draft amendment is rejected under section 41(b) of the *Land Use Planning and Approvals Act 1993*.

Peter Fischer Robin Nolan **Delegate (Chair) Delegate**



Northern Midlands Interim Planning Scheme 2013 Draft amendment 04-2020

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## **REASONS FOR DECISION**

### **Background**

#### **Amendment**

The draft amendment proposes additional site specific uses in the Low Density Residential Zone for specified titles in southern Longford. The draft amendment is in two parts:

- to allow Business and professional services, if for veterinary centre as a permitted use; and
- to allow Domestic animal breeding, boarding or training, if not for an animal pound, cattery or kennel as a permitted use.

#### **Site information**

The site includes the lots in southern Longford that were subject to the Particular Purposes (Horse Training and Stables) (PP1) Zone of the former Northern Midlands Planning Scheme 1995.

The titles contain various buildings and outbuildings associated with a variety of uses, including residential and equine uses.

#### **Issues raised in representations**

One representation was received during the exhibition period from TasWater. TasWater did not raise any issues in relation to the draft amendment.

A second representation was received after the exhibition period that was accepted by the planning authority.

The representor raised concerns that the draft amendment would impact the existing Longford Training Centre land uses that are associated with the Tasmanian racing industry.

#### **Planning authority's response to the representations**

The planning authority considered the representations and recommended that:

The representation does not impact on the draft amendment and the draft amendment does not require modification as a result of the representation. (p. 42)

#### **Date and place of hearing**

The hearing was held at the Commission's office on Level 3, 144 Macquarie Street, Hobart on the 20 May 2021.

#### **Appearances at the hearing**

Planning authority: Mr Paul Godier, Senior Planner

Dr Michael Morris, Longford Equine Clinic, Representor:



Northern Midlands Interim Planning Scheme 2013 Draft amendment 04-2020

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### Consideration of the draft amendment

1. Under section 40 of the *Land Use Planning and Approvals Act 1993* (the Act), the Commission is required to consider the amendment and the representations, statements and recommendations contained in the planning authority's section 39 report.
2. A hearing was convened to assist the Commission in considering the issues in the representations.
3. The amendment has been initiated and certified by the Northern Midlands Council, in its capacity as planning authority, and further supported in the reports under sections 35 and 39.
4. Under section 32(1), in the opinion of the relevant decision-maker, a draft amendment:
  - (a)-(d) . . .
  - (e) must, as far as practicable, avoid potential for land use conflicts with use and development permissible under the planning scheme applying to the adjacent area;
  - (ea) must not conflict with the requirements of section 300;
  - (f) must have regard to the impact that the use and development permissible under the amendment will have on the use and development of the region as an entity in environmental, economic and social terms.
5. Under section 32(2), the provisions of section 20(2)-(9) inclusive apply to the amendment of a planning scheme in the same manner as they apply to a planning scheme.
6. Section 300 includes that: (1) An amendment may only be made under Division 2 or 2A to a local provision of a planning scheme, or to insert a local provision into, or remove a local provision from, such a scheme, if the amendment is, as far as is, in the opinion of the relevant decision-maker, practicable, consistent with the regional land use strategy for the regional area in which is situated the land to which the scheme applies.
7. Section 32(1)(e) is not considered relevant to the draft amendment as the land does not adjoin an adjacent municipal area.
8. Under section 32(2), the provisions of section 20(2)-(9) inclusive apply to the amendment of a planning scheme in the same manner as they apply to a planning scheme. These matters are not relevant, as the draft amendment has no implications for any common provisions.
9. The relevant regional strategy under section 300(1) is the Northern Tasmania Regional Land Use Strategy, 23 June 2021 (the regional strategy).

### Northern Tasmania Regional Land Use Strategy

10. In the section 35 report dated 21 September 2020, the planning authority identifies the site as being located in a Supporting Consolidation Area under the regional strategy.
11. The planning authority contends that the draft amendment is consistent with the regional strategy, as:



District Service Centres are identified as being significant regional settlement areas with an important subregional role in terms of access to a wide range of services, education and employment opportunities. Employment within District Centres is strongly related to surrounding productive resources. The draft amendment is consistent with the Regional Land Use Strategy. (p. 1590)



Northern Midlands Interim Planning Scheme 2013 Draft amendment 04-2020

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## Commission's consideration

12. The Commission notes that supporting consolidation areas are defined in the regional strategy as forming part of the urban growth area. Supporting consolidation areas are intended to support a wide range of services and facilities, and comprise a suitable and complementary mix of land uses to support the Regional Settlement Hierarchy and the Regional Activity Centre Hierarchy.
13. Whilst acknowledging potential conflicts of use for land zoned Low Density Residential, the Commission finds that the inclusion of Business and professional services (if for veterinary centre) and modified provisions for Domestic animal breeding, boarding and training are, as far as is practicable, consistent with the regional strategy, as they provide services to support the urban settlement.

## Interim planning scheme

14.

In the section 35 report dated 21 September 2020, the planning authority state that the draft amendment has been prepared following research into a recent public enquiry. It is understood that the enquiry related to operating a general veterinary centre in the area.

15. Much of the planning authority's justification claims that the draft amendment would reinstate uses that were previously permitted in the Northern Midlands Planning Scheme 1995.
16. Equestrian Facility, which includes stabling, exhibiting or riding of horses, and Veterinary Establishment were permitted uses in the PP1 Zone.
17. The PP1 Zone intent states: (i) The intent of this zone is to identify the Longford Racetrack and existing stables as a focus of a major horse-training facility serving the Tasmanian Racing Industry.
  - (ii) The zone identifies land to the south and west of the existing training establishments to accommodate future expansion of the Industry.
  - (iii) Development standards will promote the integration of training facilities with attention given to a network of interlinking access strips for horse and rider and their separation from vehicles, the provision of communal training facilities, extensive landscaping and appropriate environmental controls.
  - (iv) The subdivision of land within this zone is subject to satisfying environmental considerations for development however will allow further consideration being given to increasing the density of stables in the zone. (p. 117-118)
18. At the hearing, Dr Morris contended that re-introducing the draft amendment uses into the Low Density Residential Zone does not achieve the purpose of the previous PP1 Zone, which focused on protecting the Tasmanian racing industry.
19. The protection of the Tasmanian racing industry in southern Longford was discussed at the hearing. Mr Paul Godier advised that the planning authority are working with TasRacing in relation to the racecourse; however, no further details were provided.
20. The Commission questioned whether there were other methods that could be explored to obtain the desired outcome while protecting the Tasmanian racing industry.
21. Mr Godier advised that based on his discussions with the planning authority, a Particular Purpose Zone or Specific Area Plan could be an option.



Northern Midlands Interim Planning Scheme 2013 Draft amendment 04-2020

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22. Following the hearing the Commission sent the planning authority a directions letter to allow Mr Godier to discuss these options with the planning authority.

23. The planning authority responded on 7 July 2021 stating: 1. The primary purpose of the draft amendment is to make 'veterinary centre' a permitted (with permit) use and development in the Low Density Residential zone in southern Longford, thereby reintroducing a use that was lost with the introduction of the 2013 scheme.

2. A secondary purpose of the draft amendment is to allow for new horse training, stabling and other equine related activities / uses and development in the Low Density Residential zone in southern Longford, thereby reintroducing a use that was lost with the introduction of the 2013 scheme.

24. Point 1 relates to the Business and professional services (veterinary centre) use in Part 1 of the draft amendment. Point 2 refers to the Domestic animal breeding, boarding or training use in Part 2 of the draft amendment.

25. In his response submission dated 16 July 2021, Dr Michael Morris contends that zoning of the site is not compatible with the Tasmanian racing industry, as follows:

The reality is low residential is not a suitable zoning for this area and council needs to come up with a better alternative. As I've said previously the original intent for this land was to be a buffer zone between the training centre and surrounding residential areas. There is just as much a need for this buffer zone as there ever was, in fact more so as the town grows to the south. Having a low residential zone directly next to the training centre immediately sets up potential conflict between future residential owners and traditional thoroughbred industry people...

I would urge the commission to ask council to come up with a better zoning alternative for the area, which both values and protects our historic track and training centre.

26. With regard to the proposed uses, Dr Morris contended that while horses are domesticated animals, horses are unlikely to fit within the Domestic animal breeding, boarding and training use as they are bred in a similar manner to sheep and cattle which are categorised as livestock.

### **Commission's consideration**

27. The Commission considers that the justification provided by the planning authority does not achieve the stated intent as described in the planning authority's response of 7 July 2021. The Commission finds that the intent of the draft amendment and intent of the previous PP1 Zone do not achieve the same outcome, as the PP1 Zone was specifically written to support uses associated with the Tasmanian racing industry.

28. The Commission considers that if the purpose of the draft amendment is to reinstate uses that were removed from the area under the PP1 Zone, the whole area needs to be reviewed to determine the required zoning and other provisions to achieve the stated intent.

29. The Commission notes that the draft amendment has been prepared in response to a public enquiry and that Business and professional services (veterinary centre) will inevitably be a discretionary use in the Low Density Residential Zone under the State Planning Provisions (SPPs). The Commission considers that adding this use to a small portion of the Low Density Residential



Zone within the municipality, rather than the whole zone, is premature and lacks strategic justification.



Northern Midlands Interim Planning Scheme 2013 Draft amendment 04-2020

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30. The Commission notes the comments by Dr Morris at the hearing and agree that the Domestic animal breeding, boarding or training use is not adequate in addressing the planning authority's purpose for the draft amendment.
31. The Commission notes that Resource development is defined in the interim planning scheme as [emphasis added]:

**use of land for** propagating, cultivating or harvesting plants or for **keeping and breeding of livestock** or fishstock. If the land is so used, the use may include the handling, packing or storing of produce for dispatch to processors. **Examples include** agricultural use, aquaculture, bee keeping, controlled environment agriculture, crop production, **horse stud**, intensive animal husbandry, plantation forestry and turf growing. (p. B-30)

32. The Commission also notes that the definition of livestock in the Macquarie Dictionary states:

*noun* the horses, cattle, sheep, and other useful animals kept or bred on a farm or ranch.

33. The Commission finds that the planning authority's intended purpose of the Domestic animal breeding, boarding and training use is more compatible with the Resource development use of the interim planning scheme. However, the Commission finds that Resource development use, which allows various activities, would be inconsistent with the objective of the Low Density Residential Zone, which states:

12.1.1.2 To provide for non-residential uses that are compatible with residential amenity. (p. D12-1)

34. The Commission notes the concerns of Dr Morris; however, the planning authority have been allowed to review the draft amendment, as certified and exhibited, to address these concerns and have chosen to make no changes.
35. The planning authority have not provided clarification on the future intent of the southern Longford area or taken the initiative to modify the draft amendment in response to the evidence at the hearing.

#### State Planning Provisions

36. With the implementation of the Local Provisions Schedule, the Commission is mindful of the transitional provisions that carry any amendments made to the interim planning scheme into the Tasmanian Planning Scheme – Northern Midlands.
37. In this case the draft amendment to make Business and professional services as a permitted use is inconsistent with the discretionary categorisation under the State Planning Provisions. The same applies to the intended permitted category of Domestic animal breeding, boarding or training to be made permitted under the draft amendment but prohibited under the State Planning Provisions.
38. The Commission views that the zoning and other provisions for the area subject to the draft amendment should be addressed through the preparation and approval process of the Local Provisions Schedule for Northern Midlands.



**State Policies and Resource Management and Planning System Objectives**

39. The Commission finds that no State Policy has specific application to the draft amendment.

40. Resource Management and Planning System Objective (a) in Part 2, Schedule 1 of the Act states:

(a) to require sound strategic planning and co-ordinated action by State and local government; and



Northern Midlands Interim Planning Scheme 2013 Draft amendment 04-2020

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41. The Commission finds that the draft amendment will allow for land use conflict to arise with the equine and residential uses for land that is zoned Low Density Residential. This conflict particularly relates to activities associated with the Longford Racecourse. This is evident of a lack of strategic planning and justification for the additional uses for the nominated titles in the draft amendment.
42. The Commission note that the planning authority have liaised with TasRacing regarding the Longford Racecourse but have provided no indication of the future intent for the site.
43. If it is the planning authority's intent to safeguard the uses associated with the Tasmanian racing industry, strategic planning must be undertaken in liaison with TasRacing to ensure that no irreversible planning decisions are made that may impact on the existing equine uses.
44. Objective (c) in Part 2, Schedule 1 of the Act states:

(c) to ensure that the effects on the environment are considered and provide for explicit consideration of social and economic effects when decisions are made about the use and development of land; and

45. The Commission considers that the draft amendment fails to acknowledge the horse racing industry in Longford, which, on the evidence, is of social and economic benefit to Longford.
46. Due to the lack of strategic planning for this site, the Commission finds that the draft amendment does not meet Objective (a) and (c) in Part 2, Schedule 1 of the Act.

### **Decision on draft amendment**

47. The draft amendment is rejected under section 41(b) of the *Land Use Planning and Approvals Act 1993* as does not further the objectives of (a) and (c) in Part 2, Schedule 1 of the Act.



**Karen Jenkins**

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**From:**  
**Sent:** Tuesday, 21 September 2021 3:24 PM  
**To:** NMC Planning  
**Subject:** Fwd: Submission PLN-21-0062  
**Attachments:** Objection submission - 145-172 Marlborough Street Longford.pdf  
  
**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

To whom it may concern,

Please find my re-submission of my objection to the development at 145 Marlborough street Longford.

Please confirm that this has now been brought across to the new case file.

Cheers,  
Sam

Sent from my iPhone

Begin forwarded message:

**From:**  
**Date:** 16 August 2021 at 2:57:39 pm AEST  
**To:** NMC Planning <planning@nmc.tas.gov.au>  
**Subject:** Submission PLN-21-0062

To whom it may concern,

Please find attached my submission RE the 145-173 Marlborough Street Longford subdivision development application.

Kind regards,  
Sam Chugg



**August 14, 2021**

Planning Department  
Northern Midlands Council  
PO Box 156  
Longford, TAS 7301

Dear Sir/Madam

**Objection to proposed 44 lot subdivision at 145-172 Marlborough Street, Longford**

This submission has been prepared to provide a third-party assessment of the proposed 44 lot subdivision at 145-172 Marlborough St, Longford with respect to the acceptable solutions and performance requirements as set out in NMC Interim Planning Scheme 2013.

Based on the assessment undertaken (refer Table 1) it is recommended that the development application should be denied based on the following grounds:

- i. The development seeks to bypass the strategic intent of the Low Density Residential zoning classification for the site area, which was specified to provide a buffer to the horse racing sector and other heavy industry, whilst other more preferable locations are zoned within the town for higher density greenfield/infill development
- ii. The 1200m<sup>2</sup> minimum lot size fails to comply with the minimum 1 hectare area requirement and the historic treatment of the low density zoning classification within Longford
- iii. The small lot sizes will effectively preclude most non-residential uses typical to the character of the surrounding area of the site
- iv. The development will have a negative impact on the sustainability of the local horse racing industry that has been built around the Longford Race Track, both directly through the conversion of a horse stable to smaller residential allotments and indirectly through the reduction of suitable land available for either existing players to expand or new players to enter the industry
- v. The development standards for the required building envelopes for the construction of residential dwellings are not able to be met on all new lots (particularly those only 22m in width), due to the larger setbacks required for Low Density Residential zones
- vi. Unless stringent requirements are placed by Council on the proposed development, it's likely it will result in poor infrastructure outcomes for the town, particularly concerning the road corridor (i.e. it's unclear if adequate road widths for off-street parking and/or footpath access will be provided in what will effectively be a new residential area, which runs counter to Council's recent efforts to improve the road and nature strip corridors within Longford)
- vii. A typical residential dwelling and shed constructed on one of the new lots will more than double the maximum 10% site coverage area exceedance limit for low density zoning, which will have a material impact on the pre- and post-development stormwater flows
- viii. It's unclear if the system capacity for Council's stormwater systems can withstand connecting 44 new lots without significant whole-of-network upgrades

In addition to the above, due to the small lot sizes the development application fails most of the acceptable solutions provided within the Planning Scheme, placing a heavy reliance on discretionary assessment of the performance requirements. However, the development application does not provide a strong evidence base (at least in what has been provided in the public domain) that would



justify effectively the creation of "medium" density zone. Noting that such a medium density zone does not exist within the Planning Scheme, nor is it appropriate at the site location.

The request for payment of cash in lieu of the provision of public open space also increases the total project dwelling density across the 6.25 hectare site and further exacerbates the poor land use outcomes of the development.

Furthermore, there is a high degree of reputational risk exposure to Council associated with the approval of the proposed development if it's perceived that the "planning rules" have been changed, seeing as it's well understood within the broader community that the developer has been pre-emptively purchased much of the Low Density Residential zoned land at prices reflective of the understood zoning restrictions.

Given that the development will result in poor short, medium and long term planning outcomes for the town there is no basis for Council to approve the development on a discretionary basis. That is, failure of Council to adhere to the intent of the minimum lot size area could have serious implications for planning outcomes, both directly at the proposed development site and within the wider Northern Midlands Council region.

Regards,  
Sam Chugg



Table 1 - Assessment of Development Application (44 lot subdivision at 145-172 Marlborough Street, Longford)

Planning Scheme Item	Acceptable solutions/ performance criteria	Proponent submission (paraphrased)	Third Party Assessor Comment
<b>12.1 Zone Purpose</b> <b>12.1.1 Zone Purpose Statements</b> <b>12.1.1.1 To provide for residential use or development on larger lots in residential areas where there are infrastructure or environmental constraints that limit development.</b> <b>12.1.1.2 To provide for non-residential uses that are compatible with residential amenity.</b> <b>12.1.1.3 To ensure that development respects the natural and conservation values of the land and is designed to mitigate any visual impacts of development on public views.</b>	N/A	Not addressed	<p>The proposed development does not meet the Low Density Residential zone purpose statement, as the subdivision layout seeks to create a new “medium” density zone, by applying a hybrid solution of the General and Low Density Residential zones.</p> <p>The smaller lot sizes will effectively preclude the majority of non-residential uses that are typical to Low Density Residential zones within the locale, particularly concerning the horse racing industry which is adjacent to the site. That is, if developed, the 6.25 hectare site area will no longer provide for non-residential uses that are compatible with residential amenity (Item 12.1.1.2).</p> <p>Concerningly, it appears that the proposed development also appears to seek to adopt the less stringent requirements of a rural road corridor in its design. The proposed development will</p>



Planning Scheme Item	Acceptable solutions/ performance criteria	Proponent submission (paraphrased)	Third Party Assessor Comment
			<p>therefore run counter to the Northern Midlands Council's efforts to improve roads and footpath access in the town of Longford, and result in a poor infrastructure outcome.</p> <p><b>Assessment outcome: FAIL</b></p>
<b>12.3.2 Low Density Residential Character Objective</b> To ensure that discretionary uses support the: a) visual character of the area; and b) local area objectives, if any.	N/A	Not addressed	<p>The proposed development does not reflect the land use values of the development area, which were zoned Low Density Residential to (a) protect the sustainability of the local horse racing industry, and (b) provide a buffer to nearby heavy industry operations.</p> <p>The horse racing industry surrounding the Longford Race Track is something unique to the town of Longford, that's survived for over a century due to the land use planning protections surrounding the track.</p> <p><b>Assessment outcome: FAIL</b></p>
<b>12.4 Development Standards</b>	n/a	Not addressed	<p>Despite the development application being for a subdivision, Council should pre-assess whether or not the development standards</p>



Planning Scheme Item	Acceptable solutions/ performance criteria	Proponent submission (paraphrased)	Third Party Assessor Comment
			<p>within Section 12.4 can be met for every one of the 44 proposed lots, as the proposed lot sizes are significantly smaller than the 1 hectare minimum lot size area specified for Low Residential Zoning</p> <p>Failure to consider section 12.4.1 as part of the development application process could lead to the creation of lots that make it impossible to meet the planning scheme for subsequent residential dwelling construction.</p>
<b>12.4.1 Clauses 12.4.1.1 – 12.4.1.6 only apply to development within the Residential Use Class.</b> <b>12.4.1.1 Site Coverage Objective</b> <b>a) To ensure that the site coverage respects the existing or preferred neighbourhood character; and</b> <b>b) To reduce the impact of increased stormwater runoff on the drainage system; and</b> <b>c) To ensure sufficient area for landscaping and private open space.</b>	<u>Acceptable Solutions</u> A1 The site coverage must not exceed 10% of the site. <u>Performance Criteria</u> P1 The site coverage must have regard to the: a) size and shape of the site; and b) existing buildings and any constraints imposed by existing development or the features of the site; and c) site coverage of adjacent properties; and	Not addressed	<p>A typical residential arrangement on 1200m<sup>2</sup> within Longford is likely to possess a 20-25 sq dwelling (&gt;186 m<sup>2</sup>) and 10m x 8m shed/outbuilding (80 m<sup>2</sup>).</p> <p>Such a residential arrangement would have a site coverage of approximately +22.2% [(186 + 80) / 1200], which is more than double the specified 10% provided as an acceptable solution, even prior to the provision of a driveway and other outdoor impervious areas are considered.</p>



Planning Scheme Item	Acceptable solutions/ performance criteria	Proponent submission (paraphrased)	Third Party Assessor Comment
	<p>d) effect of the visual bulk of the building and whether it respects the neighbourhood character; and</p> <p>e) capacity of the site to absorb runoff; and</p> <p>f) landscape character of the area and the need to remove vegetation to accommodate development.</p>		<p>The small lot sizes are also unable to achieve the site coverage performance criteria due to:</p> <ul style="list-style-type: none"> <li>• Significant misalignment with existing lot size and shape character of the area (i.e. proposed 1200m<sup>2</sup> lot sizes are less than one tenth of the typical surrounding lot sizes), and</li> <li>• Failure to consider the integral landscape character that this area of the town of Longford provides the local horse racing industry.</li> </ul> <p><b>Assessment outcome: FAIL</b></p>
<p><b>12.4.1.2 Building Height Objective</b>  <b>To ensure that the height of dwellings respects the existing or desired future character statements.</b></p>	<p><u>Acceptable Solutions</u>  A1 Building height must not exceed 8 metres.</p> <p><u>Performance Criteria</u>  P1 Building height must be appropriate to the site and the streetscape having regard to the:</p> <p>a) effect of the slope of the site on the height of the building; and</p> <p>b) relationship between the proposed building height and the height of existing adjacent buildings; and</p>	Not addressed	<p><b>Assessment outcome: PASS</b></p>



Planning Scheme Item	Acceptable solutions/ performance criteria	Proponent submission (paraphrased)	Third Party Assessor Comment
	c) visual impact of the building when viewed from a road.		
<b>12.4.1.3 Frontage Setbacks</b> <b>Objective</b> <b>To ensure that the setbacks of dwellings from the road respect the existing or preferred neighbourhood character and make efficient use of the site.</b>	<u>Acceptable Solutions</u> A1.1 Primary frontage setbacks must be a minimum: a) of 15m; and b) for infill lots, within the range of the frontage setbacks of buildings on adjoining lots, indicated by the hatched section in Figure 12.4.1.3 below; and  Figure 12.4.1.3 – Primary Frontage Setback for Infill Lots A1.2 Buildings must be set back a minimum of 15m from any other frontage.  <u>Performance Criteria</u> P1 Buildings are set back from the primary frontage an appropriate distance having regard to: a) the efficient use of the site; and b) the safety of road users; and c) the prevailing setbacks of existing buildings on nearby lots; and d) the visual impact of the building when viewed from the road; and e) retention of vegetation within the front setback.	Not addressed	The proposed development has not shown how the frontage, side and rear setback requirements will be collectively achieved to provide a suitable building pad for <u>each</u> of the new lot configurations.  <b>Assessment Outcome: FAIL / More information required</b>



Planning Scheme Item	Acceptable solutions/ performance criteria	Proponent submission (paraphrased)	Third Party Assessor Comment
<b>12.4.1.4 Rear and Side Setbacks</b> <b>Objective</b> <b>To ensure that the:</b> <b>a) height and setback of dwellings from a boundary respects the existing neighbourhood character and limits adverse impact on the amenity and solar access of adjoining dwellings; and</b> <b>b) separation of buildings is consistent with the preferred low density character and local area objectives, if any.</b>	<u>Acceptable Solutions</u> A1 Buildings must be set back 5m from the rear boundary A2 Buildings must be set back 7.5m from side boundaries.  <u>Performance Criteria</u> P1 Building setback to the rear boundary must be appropriate to the location, and Interim Planning Scheme 2013 Low Density Residential Zone Page D12-6 having regard to the: a) ability to provide adequate private open space for the dwelling; and b) character of the area and location of dwellings on lots in the surrounding area; and c) impact on the amenity and privacy of habitable room windows and private open space of existing and adjoining dwellings; and d) impact on the solar access of habitable room windows and private open space of adjoining dwellings; and e) locations of existing buildings and private open space areas; and f) size and proportions of the lot.  P2 Building setback to the side boundary must be appropriate to the location,	Not Addressed	<p>A rear setback of 5m is achievable on all proposed lots; however, the side setback of 7.5m on either side is not achievable for every lot.</p> <p>It is noted that the proposed layout locates multiple narrower lots (22m in width) side-by-side in the north-eastern section of the subdivision, which will result in the placement of 12 dwellings (lots 2-8, 10-14) along just a 100 m span of road (refer new road off Anstey Street).</p> <p>In this section, future dwellings will need to be constructed within close proximity to one another, at spacings typical of a General Residential area and they will not be able to meet the higher setback requirement and/or privacy levels required for Low Density Residential areas as part of the Planning Scheme.</p> <p><b>Assessment Outcome: Fail</b></p>



Planning Scheme Item	Acceptable solutions/ performance criteria	Proponent submission (paraphrased)	Third Party Assessor Comment
	<p>having regard to the:</p> <p>a) ability to provide adequate private open space for the dwelling; and</p> <p>b) character of the area and location of dwellings on lots in the surrounding area; and</p> <p>c) impact on the amenity and privacy of habitable room windows and private open space of existing and adjoining dwellings; and</p> <p>d) impact on the solar access of habitable room windows and private open space of adjoining dwellings; and</p> <p>e) locations of existing buildings and private open space areas; and</p> <p>f) size and proportions of the lot; and</p> <p>g) extent to which the slope and retaining walls or fences reduce or increase the impact of the proposed variation.</p>		
<p><b>12.4.3 Subdivision</b></p> <p><b>12.4.3.1 Lot Area, Building Envelopes and Frontage</b></p> <p><b>Objective</b></p> <p><b>To ensure:</b></p> <p><b>a) the area and dimensions of lots are appropriate for the zone; and</b></p> <p><b>b) the conservation of natural values, vegetation and faunal habitats; and</b></p>	<p><u>Acceptable Solutions</u></p> <p>A1.1 Each lot must:</p> <p>a) have a minimum area of 1 ha; and</p> <p>b) have new boundaries aligned from buildings that satisfy the relevant acceptable solutions for setbacks; or</p> <p>c) be required for public use by the Crown, a an agency, or a corporation all the shares of which are held by</p>	<p>Proposed lots 1200m2 to 1508m2 with an average of 1280m2.</p> <p>It is submitted that the proposal meets the P1.1 requirements as follows:</p>	<p>The proposed lot sizes disregard the historic treatment of the Low Density Residential zoning of the site both within the town of Longford and more broadly across the state of Tasmania.</p> <p>The acceptable solutions for A1.1 (a) and (b) are not met, due to the</p>



Planning Scheme Item	Acceptable solutions/ performance criteria	Proponent submission (paraphrased)	Third Party Assessor Comment
<p><b>c) the design of subdivision protects adjoining subdivision from adverse impacts; and</b></p> <p><b>d) each lot has road, access, and utility services appropriate for the zone.</b></p>	<p>Councils or a municipality; or</p> <p>d) be for the provision of public utilities; or</p> <p>e) for the consolidation of a lot with another lot with no additional titles created; or</p> <p>f) to align existing titles with zone boundaries and no additional lots are created.</p> <p>A1.2 Subdivision at Devon Hills will not result in any new lots.</p> <p><u>Performance Criteria</u></p> <p>P1.1 Each lot for residential use must provide sufficient useable area and dimensions to allow for:</p> <p>a) a dwelling to be erected in a convenient and hazard free location; and</p> <p>b) on-site parking and manoeuvrability; and</p> <p>c) adequate private open space; and</p> <p>d) reasonable vehicular access from the carriageway of the road to a building area on the lot, if any; and</p> <p>e) development that would not adversely affect the amenity of, or be out of character with, surrounding development and the streetscape.</p>	<p>(a) Not located in landslide area and able to provide for BAL19 or lower on all lots.</p> <p>(b) Lots are flat and provide sufficient area for parking/manoeuvrability, with a minimum of 6m road frontage provided.</p> <p>(c) Adequate private open space is provided</p> <p>(d) Adequate vehicle access provided</p> <p>(e) It is submitted that the subdivision will provide an ideal density to transition the character from the general residential zoned land with 600m2 lots to the north to the Low Density Zoned land to the south with larger lot sizes.</p>	<p>proposed lot sizes falling well short of the <u>minimum</u> 1 hectare requirement (which many Councils within Tasmania adopt as a hard minimum standard) and fails to fully account for the site setback requirements (i.e. 22m wide lots cannot support 7.5 metre side setbacks – refer lots 10-13).</p> <p>Further, the performance criteria for P1.1 (c) and (e) are not met. That is, for item (c) the proposed layout does not provide all lots with sufficient privacy and/or dwelling separation from neighbours typical to the character of Low Density Residential properties.</p> <p>For item (e) the application appears to even acknowledge that the proposed development seeks to create a hybrid of the General and Low Density Residential zoning – terming it as an ideal “transition” density from General Residential to Low Density residential zoned land.</p> <p>Such a “medium” density zone does not apply at the proposed</p>



Planning Scheme Item	Acceptable solutions/ performance criteria	Proponent submission (paraphrased)	Third Party Assessor Comment
			<p>development site, nor does it exist within the NMC Interim Planning Scheme 2013.</p> <p>In addition, the proposed lots are highly out of character with the surrounding area and it will have both a direct and ongoing indirect impact on the amenity/function of the established horse racing industry by removing an existing stable and preventing the establishment of new players.</p> <p>The proposed development thus fails Item 12.4.3.1 of the Planning Scheme both in terms of the acceptable solutions and performance criteria.</p> <p>NB: The 1 hectare minimum is provided within the Planning Scheme as a best practice value for the minimum area to meet the strategic zone purpose and development standards outlined within 12.4.1.1 to 12.4.1.4.</p> <p>Failure of Council to adhere to the lot size minimum area intent could have serious implications for</p>



Planning Scheme Item	Acceptable solutions/ performance criteria	Proponent submission (paraphrased)	Third Party Assessor Comment
			<p>planning outcomes, both directly at the proposed development site and within the wider Northern Midlands Council region. There is also a high degree of reputational risk exposure for NMC associated with the proposed development if its perceived that the “planning rules” have been changed, given that the developer has bought up much of the Low Density Residential zoned land at prices reflective of the understood zoning restrictions.</p> <p><b>Assessment Outcome: FAIL</b></p>
<b>A2 Each lot must have a frontage of at least 6m.</b>	P2 No performance criteria.	All lots provide minimum of 6m frontage.	<p>All lots meet minimum frontage requirement.</p> <p><b>Assessment Outcome: PASS</b></p>
<b>A3 Each lot must be connected to a reticulated: a) water supply; and b) sewerage system.</b>	<p>P3 Lots that are not provided with reticulated water and sewerage services must be:</p> <p>a) in a locality for which reticulated services are not available or capable of being connected; and</p> <p>b) capable of accommodating an on-site wastewater management system.</p>	Proposal plans provide details of how existing stormwater and sewerage mains will be extended from Cracroft Street to the site to enable all lots to be connected	<p>It’s unclear if the system capacity for the TasWater sewer and water systems have been considered as part of the development application.</p> <p>For a development of 44 lots, the Council has insufficient information to accept the proposed sewer and water solution based just on a</p>



Planning Scheme Item	Acceptable solutions/ performance criteria	Proponent submission (paraphrased)	Third Party Assessor Comment
			<p>drawing of the route alignment that the sewer and water pipelines will take to connect with the existing reticulation systems.</p> <p>Whole of network modelling on the TasWater sewer and water network may need to be undertaken either by the developer or TasWater, to ensure that the services are (a) feasible, and (b) appropriately designed. At a minimum a letter from TasWater should be sought/provided stating that the latent system capacity is sufficient to support the project.</p> <p><b>Assessment Outcome: More information required</b></p>
<b>A4 Each lot must be connected to a reticulated stormwater system.</b>	<p>P4 Stormwater may only be discharged from the site in a manner that will not cause an environmental nuisance, and that prevents erosion, siltation or pollution of any watercourses, coastal lagoons, coastal estuaries, wetlands or inshore marine areas, having regard to:</p> <p>a) the intensity of runoff that already occurs on the site before any development has occurred for a storm event of 1% Annual Exceedance</p>	<p>The proposed plans provide detail of how the reticulated stormwater mains will be extended from Cracroft Street to the site to enable each of the lots to be connected to full reticulated services.</p>	<p>It's unclear if the system capacity for Council's stormwater systems have been considered as part of the development application.</p> <p>For a 44 lot development spanning a catchment area of 6.25 hectares, Council has provided insufficient information to the public domain required to accept the proposed stormwater solution.</p>



Planning Scheme Item	Acceptable solutions/ performance criteria	Proponent submission (paraphrased)	Third Party Assessor Comment
	<p>Probability (pre-development levels); and</p> <p>b) how the additional runoff and intensity of runoff that will be created by the subdivision for a storm event of 1% Annual Exceedance Probability, will be released at levels that are the same as those identified at the predevelopment levels of the subdivision; and</p> <p>c) whether any on-site storage devices, retention basins or other Water Sensitive Urban Design (WSUD) techniques are required within the subdivision and the appropriateness of their location; and</p> <p>d) overland flow paths for overflows during extreme events both internally and externally for the subdivision, so as to not cause a nuisance.</p>		<p>Whole of network modelling on the Longford stormwater network should be undertaken by the developer, to ensure that the services are (a) feasible, and (b) appropriately designed.</p> <p>It should also be noted that because the development fails to provide lots that will possess a site coverage of 10% or less there will be a higher increase in the net stormwater output across the 6.25 hectare site area pre- and post-development.</p> <p><b>Assessment Outcome: FAIL / More information required</b></p>
<p><b>10.6.1 Provision of Public Open Space Objective</b></p> <p><b>a) To provide public open space which meets user requirements, including those with disabilities, for outdoor recreational and social activities and for landscaping which contributes to the identity, visual amenity and health of the community; and</b></p>	<p><u>Acceptable Solutions</u></p> <p>A1 The application must:</p> <p>a) include consent in writing from the General Manager that no land is required for public open space but instead there is to be a cash payment in lieu.</p>	<p>Consent from the General Manager has been sought for payment of cash in lieu of public open space.</p>	<p>The proposed development site covers an area of 6.25 hectares and seeks payment of cash in lieu of the provision of public open space. This will further exacerbate the poor land use outcomes of the development, given that the developer is already seeking to</p>



Planning Scheme Item	Acceptable solutions/ performance criteria	Proponent submission (paraphrased)	Third Party Assessor Comment
b) To ensure that the design of public open space delivers environments of a high quality and safety for a range of users, together with appropriate maintenance obligations for the short, medium and long term.	<p><u>Performance Criteria</u></p> <p>P1 Provision of public open space, unless in accordance with Table E10.1, must:</p> <p>a) not pose a risk to health due to contamination; and</p> <p>b) not unreasonably restrict public use of the land as a result of:</p> <p>i) services, easements or utilities; and</p> <p>ii) stormwater detention basins; and</p> <p>iii) drainage or wetland areas; and</p> <p>iv) vehicular access; and</p> <p>c) be designed to:</p> <p>i) provide a range of recreational settings and accommodate adequate facilities to meet the needs of the community, including car parking; and</p> <p>ii) reasonably contribute to the pedestrian connectivity of the broader area; and</p> <p>iii) be cost effective to maintain; and</p> <p>iv) respond to the opportunities and constraints presented by the physical characteristics of the land to provide practically useable open space; and</p> <p>v) provide for public safety through Crime Prevention Through Environmental Design principles; and</p> <p>vi) provide for the reasonable amenity of adjoining land users in the design of facilities and associated works; and</p> <p>vii) have a clear relationship with adjoining land uses through treatment such as</p>		<p>lower the minimum lot density from 1 hectare to 1200m2.</p> <p><b>Assessment Outcome: FAIL / consent of cash in lieu of public open space should be denied</b></p>



Planning Scheme Item	Acceptable solutions/ performance criteria	Proponent submission (paraphrased)	Third Party Assessor Comment
	alignment, fencing and landscaping; and ix) create attractive environments and focal points that contribute to the existing or desired future character statements, if any.		



**Karen Jenkins**

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**From:** Northern Midlands Council  
**Sent:** Thursday, 23 September 2021 10:08 AM  
**To:** NMC Planning  
**Subject:** FW: PLN-21-0062 - Planning Submission

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

For your information, I will ECM

Our Longford office is open from 8:45am until 4:30pm weekdays, however meetings with Council Officers are by appointment only, and we ask that transactions be conducted via telephone or online wherever possible. Our Customer Service team can be contacted by phone, post, via our website or email at [council@nmc.tas.gov.au](mailto:council@nmc.tas.gov.au)  
Our priority is to keep our community, including staff, ratepayers and residents safe and to minimise the spread of COVID-19.



**Administration | Northern Midlands Council**  
Council Office, 13 Smith Street (PO Box 156), Longford Tasmania 7301  
T: (03) 6397 7303 | F: (03) 6397 7331  
E: [council@nmc.tas.gov.au](mailto:council@nmc.tas.gov.au) | W: [www.northernmidlands.tas.gov.au](http://www.northernmidlands.tas.gov.au)

Tasmania's Historic Heart

**employer  
of choice**

**Sent:** Thursday, 23 September 2021 10:05 AM  
**To:** Northern Midlands Council <[council@nmc.tas.gov.au](mailto:council@nmc.tas.gov.au)>  
**Subject:** PLN-21-0062 - Planning Submission

Attention: Planning Department

I seek to make a submission relating to the subdivision road widths. The GHD report (clause 4.3) assumes Rural Road standards for the 3 new cul-de-sacs - ie verges and no kerb and channel. In fact the LGAT Subdivision standards Urban Road Standards should be used to provide for K&C and given it is within the urban area - hence FOK widths of 6.9m and 8.9m respectively for 15m and 18m road reserve widths.

Kind regards

Harry Galea





Tasmania Fire Service

Bushfire Risk Unit

File No: AD3702

General Manager  
Northern Midlands Council  
planning@nmc.tas.gov.au

Attn: Planning

Dear Sir/Madam,

**DEVELOPMENT APPLICATION PLN-21-0062 – 145-173 MARLBOROUGH STREET, LONGFORD**

I write in relation to the abovementioned development application that is currently on public exhibition. Please consider this submission as a representation on behalf of the Tasmania Fire Service.

The application seeks approval for a 44-lot subdivision within the Low-Density Residential Zone.

The site is designated as being within a bushfire-prone area under the Planning Scheme and subsequently the application must comply with Section E1.0 Bushfire-Prone Areas Code.

Tasmania Fire Service has no in-principle objection to the proposed development providing it complies with the Bushfire-Prone Areas Code.

A bushfire report prepared by Livingston Natural Resource Services dated 12 March 2021 has been provided in support of the development application. Tasmania Fire Service has the following concerns with respect to this documentation.

1. The application fails to demonstrate compliance with E1.6.2 A1 of the Planning Scheme. Despite the Bushfire Risk Assessment Report stating that roads must comply with Table E1, neither the Bushfire Hazard Management Plan by Livingston Natural Resources nor the subdivision plan by 6ty<sup>o</sup> demonstrate that the proposed cul-de-sacs provide a turning circle with a minimum 12m outer radius in accordance with Table E1. In its conclusion the report refers to 18m diameter turning circles requiring trafficable turning provisions. The TFS is of the view that even with trafficable turning provisions such as mountable kerbs and trafficable footpaths the proposed 18m diameter (9m radius) cul-de-sacs may not achieve the DTS 12m outer radius required.





2. The BHMP shows 16 lots with a BAL-LOW/BAL 12.5 mix, but only 5 of those could realistically accommodate BAL-LOW. The TFS is concerned that the lots which are part BAL-12.5/part BAL-LOW may cause difficulties at the building stage because AS3959 Part 3.5 does not allow construction requirements for an elevation not exposed to the source of bushfire attack to be reduced to below BAL-12.5.

The TFS raised these issues with the Bushfire Hazard Practitioner when the subdivision application was first advertised in early August 2021 and recommended that the issues be addressed, but it appears the practitioner has made no effort to revise the documentation.

In conclusion, the application fails to comply with the Bushfire-Prone Areas Code. It is recommended that Council does not support the application in its current form.

If you would like to discuss this matter further, please contact me on  
or at

Yours sincerely,



Suzie Gifford  
**PLANNING & ASSESSMENT OFFICER**

24 September 2021

Cc





29 September 2021

The General Manager  
Northern Midlands Council  
PO Box 156,  
Longford, TAS 7301

Dear General Manager,

**Re: PLN-21-0062 Application for subdivision**

Brickmaking has had a presence in the Launceston region for approximately 150 years, and Clifton Brick has been a part of this since the mid-1970s when it acquired Machens Bricks (Kings Meadows) and Huttons Bricks (Mount Pleasant and Prospect). Within a very short period the pressure to relocate these businesses due to progressive development of residential areas around them and the associated residential amenity expected by their new neighbours placed them in conflict and the sites closed over the next 1 to 2 years.

In 1977 Clifton built the Longford Plant which has played a role in creating hundreds of jobs and building thousands of homes over many decades, through boom and bust. Brickmaking in the area is part of Austral Bricks' proud history. In the early 2000s the Longford business became part of the Brickworks Group, trading as Austral Bricks.

Longford Plant points of interest:

- Of 20 Tasmanian brickmakers to operate since the late 1880s, only the Longford site remains
- First carbon neutral bricks made in Australia (2014)
- Only remaining sawdust-fired tunnel kiln in the Australia
- Operates 3 satellite quarries and purchases clay and mudstone from another 2 quarries, supporting local excavation and earthmoving businesses
- Operates Design and Trade Centres in Launceston and Hobart
- Directly employs 33 staff FTE
- Produces approximately 13 million bricks per year for local and export markets

**Residential encroachment**

Longford continues to expand and residential areas have moved closer to industry. The decisions to approve housing closer to Austral Bricks' operations have been beyond our control, but we continue a commitment to abiding by all legislative and regulatory obligations for our operations. The site has received multiple letters of commendation from EPA for its environmental performance.

In August 2019 Austral Bricks made a submission to Council regarding the PLN-19-070 application to rezone a large piece of land located 370m north of the Longford site property boundary. This submission highlighted Austral Bricks' preference that no further residential rezoning occur south of Cracroft Street to minimise impacts on the brick plant and future residents.

Unfortunately, it is common for brick plants to become encroached by residential development and subjected to increasing and often unachievable community expectations. This typically results in brickmakers being forced to

Austral Bricks (TAS)  
ABN 14 009 501 053  
Cressy Road,  
Longford TAS 7301







shut down operations well before raw material reserves are exhausted. Similarly, the quarries supplying raw materials are also at risk of encroachment.

Mainland state and local governments are recognising the need to protect valuable and strategic resources such as clay, sand and stone (and by extension the associated processing and manufacturing facilities) to ensure building and construction demands can be met in future at a reasonable cost. For example, Victoria has led the way with the following extracts from plans and policy being central to Austral Bricks recent success in gaining planning approval for a new quarry in Wallan, where the quarry was prioritised over residential development:

*Plan Melbourne supports that “the sequencing of urban development in growth areas should allow strategic resources ... to be extracted ahead of establishing urban area, with provision for these areas to proceed outside defined buffer zones that can be subsequently in-filled by other urban land uses”.*

*State planning policy provides that “Planning is to assist in the conservation and wise use of natural resources including energy, water, land, stone and minerals to support both environmental quality and sustainable development”.*

*Hume Council’s Regional Growth Plan identifies extractive industry as a State significant land use and observes that “A locally available supply of earth resources, including heavy construction materials, will support settlement growth, economic development and the provision of cost-effective infrastructure. Consideration could be given to measures that help facilitate and manage the future extraction of earth resources in the region as part of diversifying its economy”.*

#### **Current & future operations**

Austral Bricks has been operating from the Longford site for 45 years and is proud of its operations and its role in the community. Maintaining positive relationships with stakeholders is paramount to business success, with many of our employees living in the local area.

We are open and transparent about our site operations and future plans, and company representatives maintain strong relationships with mining and environmental regulatory authorities.

Austral is not actively pursuing a relocation of the site, but has preliminary designs for an upgrade and expansion at Longford. The potential upgrade would result in raw material delivery, crushing and stockpiling activities being conducted further north of current operations, although the impact of residential encroachment now weighs more heavily than ever on future investment decisions.

Austral Bricks’ Longford operation is a key industry in the area and many hundreds of people rely on us for their livelihood. We take our role as a key employee and driver of economic activity in the region and the state very seriously. If our operations were to cease it would have a significant impact on the local economy and leave many people without jobs.

Six of the nine most recently closed brickmakers in Tasmania operated for 70 years or longer, so as the last remaining brickmaker on the Longford site, Austral Bricks should be viewed as middle-aged and with plenty of life left in it.

We would welcome the opportunity to discuss the impacts of the PLN-21-0062 redevelopment proposal further.





Yours sincerely,

A handwritten signature in blue ink, appearing to read 'C. McCormick', written in a cursive style.

Cameron McCormick  
Environment Manager  
Brickworks Building Products

A handwritten signature in blue ink, appearing to read 'A. Barham', written in a cursive style.

Andrew Barham  
Business Unit Manager  
Austral Bricks (Tas)



29<sup>th</sup> September, 2021

Planning Department  
Northern Midlands Council  
PO Box 156  
LONGFORD. TAS. 7301

Dear Sir / Madam,

**Objection to proposed 44 lot sub-division at 145-172 Marlborough Street, Longford**

We wish to make you aware of what we consider as some of our concerns and potential issues that may arise as a result of the proposed 44 lot development on Marlborough & Anstey Streets, Longford, refer Ref No PLN-21-0062.

1. Stormwater – our understanding is that stormwater is to be directed to the Back Creek. Currently South Longford experiences stormwater issues each year due to inadequate stormwater drainage. Has the appropriate reports and modelling been supplied by the developer to demonstrate no adverse impact will be forthcoming from the development of the extra sites, along with controls of water flow and quality of treatment?
2. Road Traffic – We are grass roots thoroughbred racing stakeholders and we are majorly concerned about the potential increase of traffic in the immediate vicinity of the racecourse precinct.

Has there been any thought as to removing Anstey Street access as this alleviate some of the potential issues. There is also great concern with the cul-de-sac off Brickendon Street as there is a considerable amount of racing participant traffic to access the racetrack facilities and the Longford Equine Clinic.

3. Public Areas – with the potential of 44 families to converge in this one area, as racing people we are concerned that there may be a safety hazard in that children may see the racecourse precinct as their play area.
4. Longford Racecourse Master Plan – how will this plan align with the proposed 44 lot development along with the proposed time schedules.
5. Land quality – we question the suitability of the land for development given the previous land use was for horses and disposal of stable manure.



We trust council will bring our points into consideration when proposal is discussed.

Tanya Hanson

Alana Fulton



**TO WHOM IT MAY CONCERN**

[PLN-21-0062 - 145 Marlborough St, 153 Marlborough St, 173 Marlborough St, 10 Anstey St, 119 Catherine St, 344 Cressy Rd, unmade street \(Queen St\), and Anstey St, Brickendon St, Marlborough St, Cressy Rd, Catherine St & Cracroft St road reserves, Longford: \(CTs 157278/2, 173613/1, 173613/2, 173613/6, 104455/3 & 104455/4\) - 44-lot subdivision, 3 x roads & associated services, building demolition \(vary lot size, Bushfire Prone Area, Road & Railway Assets Code, Attenuation Area\)](#)

I wish to resubmit my objection to the above application of 44-lots in Longford. The reason for the objection at this time is that it preempts the zoning and redevelopment of the racecourse and its surrounds.

As yet, developments are still being assessed under the 2013 Interim Planning Scheme which under Section 12.2 Use Table has existing use rights for “horse training” and presumably stabling and exercising. This has implications for the developer under E11 Environmental Impacts and Attenuation Code which speaks of “ensuring appropriate consideration is given for environmental harm or environmental nuisance in the location of new sensitive uses”...

Horse activity from whatever discipline attracts trucks, cars, noise (training starts at 4 am) manure and flies. This does not sit well with low density housing unless the people are involved in the horse industry. It appears from the Tasmanian Planning Commission report that the amendment to the Northern Midlands Planning Scheme “fails to acknowledge the horse racing industry in Longford, which, on the evidence is of a social and economic benefit to Longford”. The draft amendment suggested does not meet objectives (a) and (c) in Part 2, Schedule 1 of the Act because there has been a lack of strategic planning for the whole site.

If such a subdivision were allowed, an existing use that has been in the Northern Midlands since 1845 could be compromised, particularly on its current site, as potential new horse businesses would have insufficient private land available for a horse business. There needs to be a buffer zone between these uses and low density residential development.

If the Northern Midlands Council wishes to develop a multi-faceted horse industry associated with the racing track, there must be adjacent properties available for new horse related settlement that do not impact on none horse related residences.

There are a lot of discretions being sought in this application, which begs the question as to why this application is being entertained at this time? Does the Planning Scheme allow the Northern Midlands Council set the strategic direction of the town without being pushed by developers, which is a point that appears to



be raised by the rejection of the planning scheme draft amendment put up by the Northern Midlands Council?

Added to this, now there are the added complications that all municipalities will have to face in planning terms with ongoing Covid19 and climate change. Issues such as distancing and open space, water runoff and solar access are going to be more important in developing future planning strategies for the general health and well being of our population.

I hope the Council can hold the zone to allow the development of the Longford Racecourse and the racing industry in Longford.

Yours faithfully,

Dee Alty  
Longford resident



NORTHERN MIDLANDS COUNCIL									
File No.									
Property									
Attachments									
REC'D 29 SEP 2021									
CM						PLN			
COM						BLD			
CSM						IMVR			
WM						EA			
HR									
HLT									

Neil Tubb

September 27, 2021

Mr Des Jennings  
General Manager  
Northern Midlands Council

**Objection to Planning Application PLN-21-0062 145-173 Marlborough Street - readvertised.**

I wish to resubmit my objection to the 44-lot subdivision on 145-173 Marlborough Street, Longford.

As you are aware I previously submitted a petition to protect this area earlier this year, now we find an even larger development is being proposed.

Further to the fact that horse activity from whatever discipline attracts trucks, cars, noise (training starts at 4 am) manure and flies, there is also the safety factor that needs to be considered. Should this development proceed it is fair to predict that young families will be settling in this area with young kids, who will be wanting to ride their bikes in the area around their houses.

Surely this presents risk factors pertaining to the safety of children in the area.

I don't believe horses and children are a good mix!!!

Having digested a report about Amendment 04-2020 from the Tasmanian Planning Commission that quotes the "Northern Midlands Planning Scheme fails to acknowledge the horse racing industry in Longford, which, on the evidence is of a social and economic benefit to Longford". They further mention the draft amendment suggested does not meet objectives (a) and (c) in Part 2, Schedule 1 of the Act because there has been a lack of strategic planning for the whole zone.

They further mention they believe that future planning must be in liaison between Council and TasRacing to ensure that no irreversible planning decisions are made that will impact the existing equine uses.

It should also be noted that the zoning in this area allows Council to reject the application because there is a discretionary factor within the Low Density Residential Zone.



Surely this feedback sends a clear message that the current zoning is unsuitable for this development.

If such a subdivision were allowed, an existing use that has been in the Northern Midlands since 1845 could be compromised, particularly on its current site, as potential new horse businesses would have insufficient private land available for a horse business. There needs to be a buffer zone between these uses and low-density residential development.

Furthermore, approving this plan would seem to contradict the direction that TasRacing are proposing for the Racetrack by way of their \$700,000 infrastructure Program.

Why would they invest these dollars into the track that will have a limited future for the reasons stated in the press and in this letter.

Should the Northern Midlands Council have plans to develop a multi-faceted horse industry which includes equestrian events, there must be adjacent properties available for new horse related settlement that do not impact on none horse related residences.

Sincere regards,



Neil Tubb



Sept 26, 2021

Mr Des Jennings  
General Manager  
Northern Midlands Council

Planning Application PLN-21-0062

Dear Mr Jennings

I would like to address some areas of concern around this proposed development.

#### BRICKWORKS

Only one sound recording was conducted at the Brickworks. Surely more than 10 minutes of recording is required? The brickworks may well be operating in compliance with EPN at the time of measurement, however I believe this proposed subdivision will be impacted by the noise. The drone of the 24/7 fan system can often be heard at our home at night....over one kilometre away!

#### HORSE TRAINING FACILITIES

This development is encroaching on the horse training area.

The safety and well-being of residents would be impacted. I've cycled past Anstey St when the circular training facility is thumping. Not a pleasant sound for residents. Then there is the noise and smell, plus flies attracted by the horses. I certainly would not choose to live in this precinct!!

#### DRAINAGE, STORMWATER

It would appear that this will all end up in Catherine St. Will Back Creek be impacted?

Also how will this added flow impact on the proposed subdivision on Pitts land on Catherine/Bulwer/Burghley Sts that is approved for stage one on Bulwer St side?

#### LOW RESIDENTIAL ZONE

I don't think these block sizes comply with this zoning. They are jammed in on each other like general residential zones.

In the Tas Planning Commission Northern Midlands Interim Planning Scheme 2013 draft amendment 04-2020 I noted reference numbers 41-46.

It would appear that Northern Midlands Council lacks strategic planning with the limited amount of land that is available for new residences in Longford. We need this buffer to remain around the track and training facilities.

Effective communication is vital between NMC planning and Tas Racing, otherwise we risk losing this racecourse and racing industry asset.

Thanks for hearing my concerns.  
Bronwyn Baker



NORTHERN MIDLANDS COUNCIL	
TO	
FROM	
SUBJECT	
DATE	29 SEP 2021
TIME	
BY	
FOR	
FILED	
CLERK	
W/	
HR	
HLT	



To Whom It May Concern:

I write to you today regarding the proposed subdivision of three parcels of land bounded by Anstey, Brickendon and Marlborough streets, Longford (PLN-21-0062).

Clause 7.5.4 of the Northern Midlands Interim Planning Scheme states the planning authority may consider the relevant objective in an applicable standard to help determine whether a use or development complies with the performance criterion for that standard.

Clause 12.4.3.1 of the Scheme states an objective in a) to ensure the area and dimensions of lots are appropriate for the zone.

The DA notes reliance on 12.4.3.1 P1.1 which requires lots be capable of providing sufficient useable area and dimensions to allow in a), a dwelling to be erected in a convenient and hazard free location.

The definition of convenient is something involving little trouble or effort, i.e. lacking difficulty. On this basis, it could be considered whether the proposed lot sizes and dimensions may result in a foreseeable difficulty impacting future development complying with the Scheme.

With lots ranging between 1200m<sup>2</sup> and 1508m<sup>2</sup>, site coverage for an average size dwelling of 200m<sup>2</sup> as referred to in the DA would vary between 13.26% and 16.67%.

Drawing P24 (Revision A) states the total site area to be 6.2534 hectares (62,534m<sup>2</sup>) with the area reserved for roads at 8,488m<sup>2</sup>. The total area for lots is therefore 55,046m<sup>2</sup> or an average of approximately 1228m<sup>2</sup> (not 1280m<sup>2</sup> as stated throughout the DA). Site coverage for an average dwelling of 200m<sup>2</sup> based on the average lot size would subsequently equate to 16.28%.

As this clearly exceeds the acceptable solution for site coverage in the low density residential zone (maximum 10%), none of the lots are capable of satisfying the acceptable solution for an average size dwelling.

Applying the minimum setbacks stipulated in 12.4.1.3 of the Scheme suggests a resultant area of less than 200m<sup>2</sup> available for the construction of dwellings or other buildings on lots 2, 14, 21, 22, 31, 36, 37 and 44.

Similarly, compliance with setback requirements for the narrow lots 3, 4, 5, 10, 11, 12 and 13 is likely to result in poor dwelling orientation (e.g. long façade running north-south rather than east-west to maximise solar gain in winter) and the Bushfire Hazard Management Plan indicates several lots may require relaxation of setbacks for development to be located in areas of sites which have a lower BAL rating.



Given the likelihood of significant reliance on performance criteria for any future development, it becomes a question of whether the likely density and/or reduced setbacks could be considered as respecting the existing neighbourhood character for the low density residential zone.

The DA makes a comparison with the general residential zone to the north as having lots in the range of 600-800m and claims the proposed lot sizes provide a 'transitioning' from higher to lower densities.

In *C & H Margetts v Burnie City Council* [2017] TASRMPAT 18, it was noted that factoring in smaller lots in zones other than the zone in question would be 'an impermissible course which would effect a dilution of zone standards, and would be tantamount to the Tribunal attempting to rezone the subject site'.

As the DA is not requesting a change in zoning, the comparison with the general residential zone is unreasonable.

Based on LISTmap, average lot size to the land between Marlborough St and Cressy Rd appears to be around 4,334m<sup>2</sup> (16 parcels of land including the portion of 132 Marlborough St zoned low density residential and 3 parcels which lack a property ID, of which two lack road access). All other parts of the low density residential zone appear to have larger average lot sizes.

Therefore, any development reliant on the performance criteria would potentially fail respect the existing neighbourhood character by virtue of the fact lot sizes are well below the prevailing average of the low density residential zone more broadly which subsequently means site coverage will also be notably higher than the prevailing average of the zone.

On this basis, lot area and sizes do not appear appropriate for the zone and in many instances may significantly limit development opportunities.

Likewise, it is unclear whether the proposal is compatible with the Racecourse Masterplan which does not appear to have yet been finalised or made available for public comment.

I trust these issues will be carefully considered by Council.

Kind regards,

Mark Rhodes



**Rosemary Jones**

---

**From:**  
**Sent:** Friday, 1 October 2021 3:14 PM  
**To:** NMC Planning  
**Subject:** RE: re the concerns you have raised regarding PLN21-0062 - subdivision near Longford Racecourse

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Mr. Des Jennings  
General Manager  
Northern Midlands Council

Dear Des,

I have emailed you before on the subject of planning and land use around the Longford Racecourse and of my desire to secure the long term viability of the Longford Training Centre.

In regard to the development PLN21-0062 now being re-advertised I can only implore that the Council does all it can to prevent further housing adjacent to the track that could in the future restrict the stabling or day yarding of racehorses .

The need for a long term plan by Tas Racing for the training centre is obvious and any Council plans for the use of the racecourse and surrounding open space should be influenced by the potential growth of this important industry for the town.

As I said in my last email there is a lot of other land ready to be subdivided in Longford and Perth that I consider should be built on instead of the proposed development west of the racecourse.

Yours sincerely,

Richard Archer









TERRA FIRMA  
TOWN PLANNING

0408 129 133  
jo@terrafirmaplanning.com.au  
78 Hop Valley Rd, Blackwood Creek TAS 7301

27 October 2021

Northern Midlands Council  
PO Box 156  
LONGFORD TAS 7301

By email: council@nmc.tas.gov.au, paul.godier@nmc.tas.gov.au

Attn: Paul Godier

Cc: Carlton Dixon, Peter Dixon

Dear Paul

**PLN21-0062 - 44 Lot subdivision – Marlborough St, Longford – Response to Tasfire representation**

I act on behalf of Carlton and Peter Dixon, the developers for the proposed 44 lot subdivision that is the subject of the planning application PLN21-0062.

I refer to your recent email query to Carlton regarding the representation by the Tasmanian Fire Service (TFS) and the opportunity to make a submission to address the concerns expressed by TFS.

Thank you for providing the opportunity to address the representation and on behalf of Carlton and Peter Dixon the following comments are submitted in response.

The TFS have recommended that Council not support the application in its current form due to concerns regarding the bushfire hazard management plan (BHMP), however in doing so, the TFS fails to recognise section 51(2)(d) of the LUPAA, which does not allow for a planning authority to reject a BHMP that has been certified by an accredited bushfire practitioner and therefore cannot legally form the basis of a decision to refuse the development application. This is now a long-established legal premise and planning authorities are not expected to substitute the expertise of an accredited bushfire practitioner. I refer you to the relevant sections highlighted below which compels the planning authority to accept the certified BHMP, noting that section 69A of the LUPAA indemnifies the planning authority from any liability in respect of *'anything done, or omitted to be done in accordance with a BHMP'*:

**51(2) In determining an application for a permit, a planning authority –**

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

*(b) must take into consideration such of the prescribed matters as are relevant to the use or development the subject of the application; and*



(c) must take into consideration the matters set out in representations relating to the application that were made during the period referred to in section 57(5); and

(d) must accept –

(i) any relevant bushfire hazard management plan, or other prescribed management plan relating to environmental hazards or natural hazards, that has been certified as acceptable by an accredited person or a State Service Agency...

The BHMP was prepared by Scott Livingstone who is an accredited practitioner under the *Fire Service Act 1979*. The layout and dimensions of roads is prescribed under standard C13.6.2 of the Bushfire Prone Areas Code and forms part of the certified BHMP.

That being said, Mr Livingstone prepared an amended BHMP following earlier discussions between himself and the TFS, that addresses the concerns raised in the TFS representation. Due to a communication mix-up, this document was not forwarded to Council earlier, however I enclose it now with this letter. The BHMP diagrammatically shows the need for widened cul-de-sac heads to meet the code standard and the BAL ratings have been adjusted to correct an issue with interpretation. The subdivision plan can be readily modified to accommodate these adjustments.

As such, it is submitted that if Council is of a mind to approve the application, that the issue can be readily addressed through a permit condition to provide an amended plan of subdivision and the corresponding revised BHMP which will resolve the TFS concerns. A recommended condition could read as follows:

*# Prior to the commencement of works:*

- a) *an amended bushfire hazard management plan is to be submitted showing cul de sac head dimensions of 12 metres outer radius and corrected BAL classifications for lots with a combined BAL Low/BAL 12.5 to achieve a minimum of BAL 12.5 for all parts of a dwelling constructed on those lots; and*
- b) *an amended plan of subdivision is to be submitted incorporating the requirements of the bushfire hazard management plan amended in accordance with condition # a).*

The matters raised by TFS relating to the finer detail of the bushfire technical standards to be included in BHMP's and issues relating to the TFS communications with accredited practitioners are not matters that alter the substance of the application or the public understanding of the proposed subdivision in order to make informed representations. As discussed above, the certification of the BHMP is protected under legislation. The submission of the amended BHMP at this stage demonstrates that the application is not consequentially altered in addressing the TFS concerns. Due process will be maintained as statutory procedures provide for appropriate revision and endorsement before commencement of any works on the subdivision so that all parties can be assured that the resulting subdivision meets the requirements of the Bushfire Prone Areas Code.

If you have any queries in regard to the above submission, please do not hesitate to call me on the number provided above.

Yours sincerely



Jo Oliver  
Director

*Enclosures: Bushfire Report V6 – Livingston Natural Resource Services*



**REVISED V7**  
**Received 27/10/2021**

## **Bushfire Hazard Management Report: Subdivision**

**Report for:** CP& PC Dixon

**Property Location:** 145, 153, 173 Marlborough Street, Longford

**Prepared by:** Scott Livingston  
Livingston Natural Resource Services  
299 Relbia Road  
Relbia, 7258

**Date:** 12<sup>th</sup> March 2021  
Version 6





**REVISED V7**  
**Received 27/10/2021**

**Summary**

**Client:** CP & PC Dixon

Current zoning: Low Density Residential, Northern Midlands Interim  
Planning Scheme 2013

**Property**

**identification:** CT 173613/1, PID 2964516, 145 Marlborough St Longford  
Owner: NP Stubbs

CT 173613/2, PID 2018204, 153 Marlborough St Longford  
Owner: Twisted hotels Pty Ltd

CT 157278/2, PID 2018212, 173 Marlborough St Longford  
Owner: New Norfolk Hotels Pty, Zeekap (No 102) Pty Ltd

**Proposal:** A 44 lot + roads subdivision is proposed from existing titles CT 173613/1  
& 2, 157278/2: 145-153-173 Marlborough St Longford.

**Assessment  
comments:** A field inspection of the site was conducted to determine the Bushfire Risk  
and Attack Level.

**Assessment  
by:**



---

Scott Livingston,  
Master Environmental Management,  
Natural Resource Management Consultant.  
Accredited Person under part 4A of the Fire Service Act 1979:  
Accreditation # BFP-105.



# REVISED V7

## Received 27/10/2021

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## REVISED V7

### Received 27/10/2021

#### DESCRIPTION

This report and BHMP supersedes BHMP SRL20/32S6, dated 12/3/2021, updates to clarify BAL low zones and turning head requirements.

A 44 lot + roads subdivision is proposed from existing titles CT 173613/1 & 2, 157278/2, 145-153-173 Marlborough St Longford. The subdivision and surrounding land are mapped as bushfire prone in Planning Scheme overlays.

The subdivision fronts Marlborough, Brickendon and Anstey Streets. The properties are pasture with a stable complex on 145 Marlborough St, they contain no existing dwellings. Land to the north is developed residential lots, land to the south and west is low density residential land containing a mosaic of managed land and pasture. Land to the east of Anstey St is the Longford Racecourse. The area is serviced by a water reticulated supply.

See Appendix 1 for maps and site plan, and appendix 2 for photographs.

#### BAL AND RISK ASSESSMENT

The land is mapped as Bushfire Prone in Planning Scheme overlays.

#### VEGETATION AND SLOPE

Lot		North	East	South	West
all lots	Slope (degrees, over 100m)	Flat /upslope	Flat /upslope	Flat /upslope	Down slope 0-5°
1	Vegetation, within 100m of Lot boundaries	0-100m low threat	0-100m low threat	0-38m grassland, 38-100m low threat	0-100m grassland
	BAL rating at boundary (existing vegetation)	BAL Low	BAL Low	BAL Low	BAL FZ
	BAL rating with setbacks/hma	BAL Low	BAL Low	BAL Low	BAL Low
2	Vegetation, within 100m of Lot boundaries	0-25m grassland, 25-100m low threat	0-100m low threat	0-12m grassland, 12-72m low threat 72-100m grassland	0-100m grassland
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL Low	BAL Low	BAL FZ
	BAL rating with setbacks/hma	BAL Low	BAL Low	BAL Low	BAL Low



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3~6	Vegetation, within 100m of Lot boundaries	0-100m low threat	0-45+m grassland, 45+-100m low threat	0-12m grassland, 12-72m low threat 72-100m grassland	0-31+m-grassland, 31+m-100m low threat
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL FZ	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL Low	BAL Low	BAL Low	BAL Low
7	Vegetation, within 100m of Lot boundaries	0-100m low threat	0-100m grassland	0-100m grassland	0-100m low threat
	BAL rating at boundary (existing vegetation)	BAL Low	BAL FZ	BAL FZ	BAL Low
	BAL rating with setbacks/hma	BAL Low	BAL Low	BAL Low	BAL Low
8	Vegetation, within 100m of Lot boundaries	0-50m grassland, 50-100m low threat	0-100m grassland	0-100m grassland	0-100m low threat
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL FZ	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL Low	BAL Low	BAL Low	BAL Low
9	Vegetation, within 100m of Lot boundaries	0-100m grassland	0-100m grassland	0-100m grassland	0-100m grassland
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL FZ	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL 12.5	BAL 12.5	BAL 12.5	BAL 12.5
10~13	Vegetation, within 100m of Lot boundaries	0-100m grassland	0-41m+ grassland, 41m+-100m low threat	0-100m grassland	0-100m grassland
	BAL rating at boundary	BAL FZ	BAL FZ	BAL FZ	BAL FZ



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	(existing vegetation)				
	BAL rating with setbacks/hma	BAL 12.5/ BAL 19	BAL 12.5/ BAL 19	BAL 12.5/ BAL 19	BAL 12.5/ BAL 19
14, 15	Vegetation, within 100m of Lot boundaries	0-100m grassland	0-100m low threat	0-100m grassland	0-100m grassland
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL Low	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL 12.5	BAL 12.5	BAL 12.5	BAL 12.5
16	Vegetation, within 100m of Lot boundaries	0-100m low threat	0-100m grassland	0-100m grassland	0-77m grassland, 77-100m low threat
	BAL rating at boundary (existing vegetation)	BAL Low	BAL FZ	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL Low / BAL 12.5	BAL Low / BAL 12.5	BAL Low / BAL 12.5	BAL Low / BAL 12.5
17	Vegetation, within 100m of Lot boundaries	0-100m low threat	0-100m grassland	0-100m grassland	0-40m grassland, 40-100m low threat
	BAL rating at boundary (existing vegetation)	BAL Low	BAL FZ	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL Low	BAL Low	BAL Low	BAL Low
18	Vegetation, within 100m of Lot boundaries	0-100m low threat	0-100m grassland	0-100m grassland	0-20m low threat, 20-100m grassland
	BAL rating at boundary (existing vegetation)	BAL Low	BAL FZ	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL 12.5	BAL 12.5	BAL 12.5	BAL 12.5



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19~21	Vegetation, within 100m of Lot boundaries	0-30+m grassland, 30+m-100m low threat	0-100m grassland	0-100m grassland	0-20m low threat, 20-100m grassland
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL FZ	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL 12.5	BAL 12.5	BAL 12.5	BAL 12.5
22~24	Vegetation, within 100m of Lot boundaries	0-30+m grassland, 30+m-100m low threat	0-100m grassland	0-100m grassland	0-40m grassland, 40-60m low threat, 60-100m grassland
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL FZ	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL Low	BAL Low	BAL Low	BAL Low
25~28	Vegetation, within 100m of Lot boundaries	0-100m grassland	0-100m grassland	0-100m grassland	0-100m grassland
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL FZ	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL 12.5/ BAL 19	BAL 12.5/ BAL 19	BAL 12.5/ BAL 19	BAL 12.5/ BAL 19
29	Vegetation, within 100m of Lot boundaries	0-100m grassland	0-100m grassland	0-100m grassland	0-62m grassland, 62-82m low threat, 82-100m grassland
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL FZ	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL Low / BAL 12.5	BAL Low / BAL 12.5	BAL Low / BAL 12.5	BAL Low / BAL 12.5
30	Vegetation, within 100m of Lot boundaries	0-100m grassland	0-100m grassland	0-100m grassland	0-40m grassland, 40-60m low threat, 60-100m grassland
	BAL rating at boundary	BAL FZ	BAL FZ	BAL FZ	BAL FZ



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	(existing vegetation)				
	BAL rating with setbacks/hma	BAL Low	BAL Low	BAL Low	BAL Low
31, 32	Vegetation, within 100m of Lot boundaries	0-100m grassland	0-100m grassland	0-100m grassland	0-20m low threat, 20-100m grassland
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL FZ	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL 12.5	BAL 12.5	BAL 12.5	BAL 12.5
33	Vegetation, within 100m of Lot boundaries	0-100m grassland	0-100m grassland	0-100m grassland	0-63m low threat, 63-100m grassland
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL FZ	BAL FZ	BAL Low
	BAL rating with setbacks/hma	BAL Low / BAL 12.5	BAL Low / BAL 12.5	BAL Low / BAL 12.5	BAL Low / BAL 12.5
34, 35	Vegetation, within 100m of Lot boundaries	0-100m grassland	0-100m grassland	0-25+m grassland, 25+m-100m low threat	0-63m low threat, 63-100m grassland
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL FZ	BAL FZ	BAL Low
	BAL rating with setbacks/hma	BAL Low	BAL Low	BAL Low	BAL Low
36, 37	Vegetation, within 100m of Lot boundaries	0-100m grassland	0-100m grassland	0-25+m grassland, 25+m-100m low threat	0-65m low threat, 65-100m grassland
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL FZ	BAL FZ	BAL Low
	BAL rating with setbacks/hma	BAL 12.5	BAL 12.5	BAL 12.5	BAL 12.5



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38, 39, 40	Vegetation, within 100m of Lot boundaries	0-100m grassland	0-50m grassland, 50-100m low threat	0-30+m grassland, 30+m-100m low threat	0-40m grassland, 40-100m low threat
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL FZ	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL Low	BAL Low	BAL Low	BAL Low
41, 42	Vegetation, within 100m of Lot boundaries	0-100m grassland	0-100m low threat	0-60+m grassland, 60+m-100m low threat	0-10m grassland
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL Low	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL Low / BAL 12.5	BAL Low / BAL 12.5	BAL Low / BAL 12.5	BAL Low / BAL 12.5
43	Vegetation, within 100m of Lot boundaries	0-100m grassland	0-100m grassland	0--100m low threat	0-10m grassland
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL FZ	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL Low	BAL Low	BAL Low	BAL Low
44	Vegetation, within 100m of Lot boundaries	0-100m grassland	0-100m grassland	0-30+m grassland, 30+m-100m low threat	0-10m grassland
	BAL rating at boundary (existing vegetation)	BAL FZ	BAL FZ	BAL FZ	BAL FZ
	BAL rating with setbacks/hma	BAL 12.5	BAL 12.5	BAL 12.5	BAL 12.5

**BUILDING AREA BAL RATING**

Setback distances for BAL Ratings have been calculated based on the vegetation that will exist after development and management of land within the subdivision and have also considered slope gradients. Where no setback is required for fire protection other Planning



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Scheme setbacks may need to be applied, other building constraints such as topography have not been considered.

The BAL ratings applied are in accordance with the Australian Standard AS3959-2009, *Construction of Buildings in Bushfire Prone Areas*, and it is a requirement that any habitable building, or building within 6m of a habitable building be constructed to the BAL ratings specified in this document as a minimum.

Bushfire Attack Level (BAL)	Predicted Bushfire Attack & Exposure Level
BAL-Low	Insufficient risk to warrant specific construction requirements
BAL-12.5	Ember attack, radiant heat below 12.5kW/m <sup>2</sup>
BAL-19	Increasing ember attack and burning debris ignited by windborne embers together with increasing heat flux between 12.5-19kW/m <sup>2</sup>
BAL-29	Increasing ember attack and burning debris ignited by windborne embers together with increasing heat flux between 19-29kW/m <sup>2</sup>
BAL-40	Increasing ember attack and burning debris ignited by windborne embers together with increasing heat flux between 29-40kW/m <sup>2</sup>
BAL-FZ	Direct exposure to flames radiant heat and embers from the fire front

#### **BUILDING SETBACKS**

BAL	Slope	Grassland
BAL Low	All slopes	50m
BAL 12.5	Flat/ Upslope	14m
	Down slope 0-5°	16m
BAL 19	Flat/ Upslope	10m
	Down slope 0-5°	11m

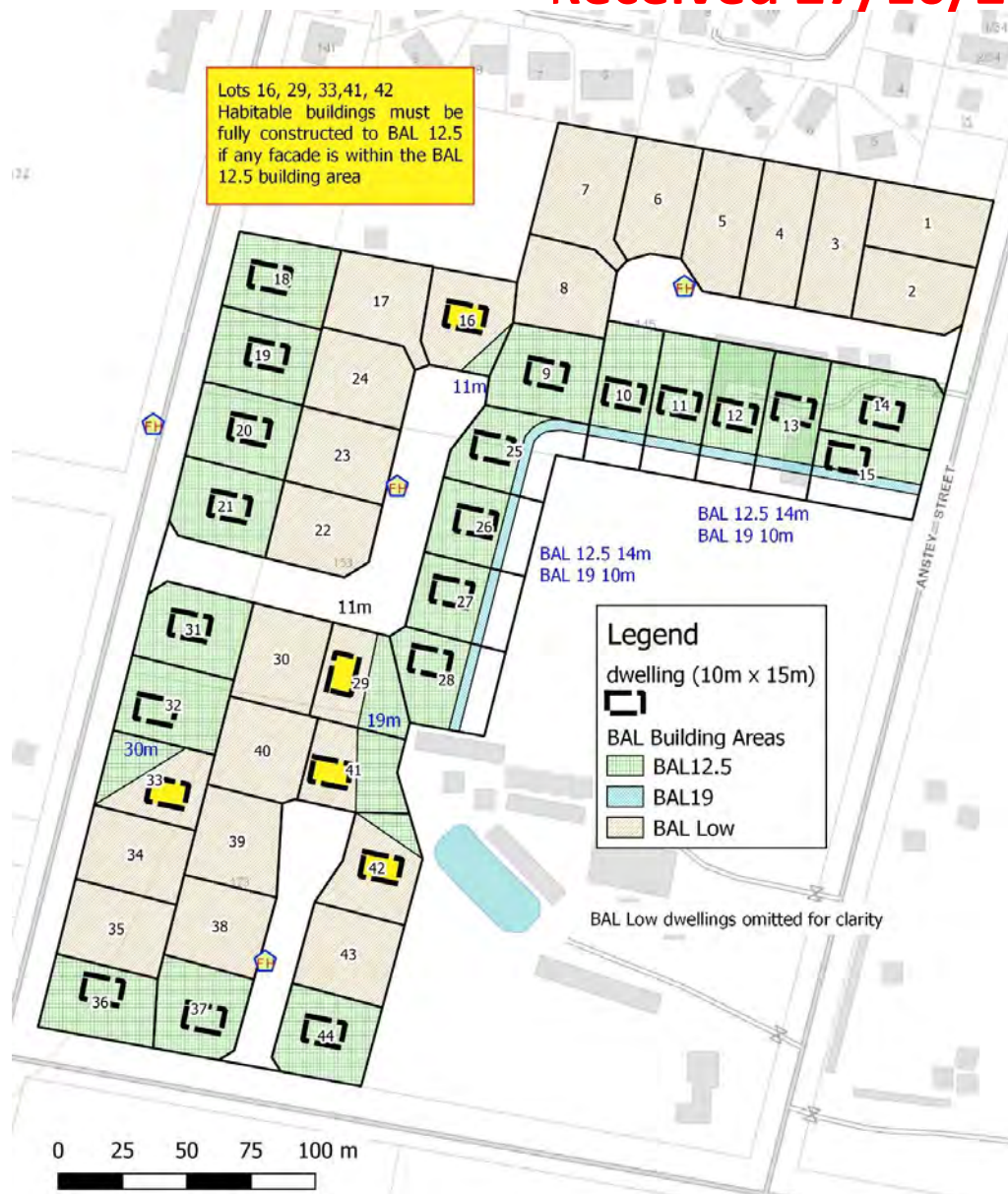
#### **PROPOSED LOT BAL RATING**

The setbacks shown below relies on hazard management on adjacent lots of the subdivision as per this report and BHMP.



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**Figure 1: Proposed Lots and building areas**

Lot	Rating	Setback
1~8	BAL low	no setback required
9	BAL 12.5	no setback required
10~13	BAL 12.5	10m from southern boundary
	BAL 19	14m from southern boundary
14	BAL 12.5	no setback required
15	BAL 12.5	10m from southern boundary
	BAL 19	14m from southern boundary



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16	BAL low (see note)	west of a line from 11m west of the SE corner of the lot to the corner of lot 8/9 on the eastern boundary
	BAL 12.5	no setback required
17	BAL low	no setback required
18~21	BAL 12.5	no setback required
22~24	BAL low	no setback required
25~28	BAL 12.5	10m from eastern boundary
	BAL 19	14m from eastern boundary
29	BAL low (see note)	west of a line from 11m east of the western boundary
	BAL 12.5	no setback required
30	BAL low	no setback required
31, 32	BAL 12.5	no setback required
33	BAL low (see note)	east of a line from the SW corner to a point 30m from the western corner on the northern boundary
	BAL 12.5	no setback required
34, 35	BAL low	no setback required
36, 37	BAL 12.5	no setback required
38, 39, 40	BAL low	no setback required
41	BAL low (see note)	west of a line from the eastern corner of the lot and road lot to a point 19m east of the NW Corner on the northern boundary
	BAL 12.5	no setback required
42	BAL low (see note)	south of a line from the NW corner of the lot to the direction change on the eastern boundary of the lot
	BAL 12.5	no setback required
43	BAL low	no setback required
44	BAL 12.5	no setback required

**BAL Low note:** Habitable buildings must be fully constructed to BAL 12.5 if any facade is within the BAL 12.5 building area of a lot.

#### **HAZARD MANAGEMENT AREA: STAGED DEVELOPMENT**

Hazard management areas include the area to protect the buildings as well as the access and water supplies.

Low threat vegetation, includes maintained lawns (<100mm in height) , gardens and orchards

At any stage all developed lots and roads and the balance lot within 50m of a developed lot must be managed as low threat vegetation from sealing of titles and in perpetuity.

The owner of a lot is responsible for management of vegetation within a lot.



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**Figure 2: Staged Hazard Management examples.**

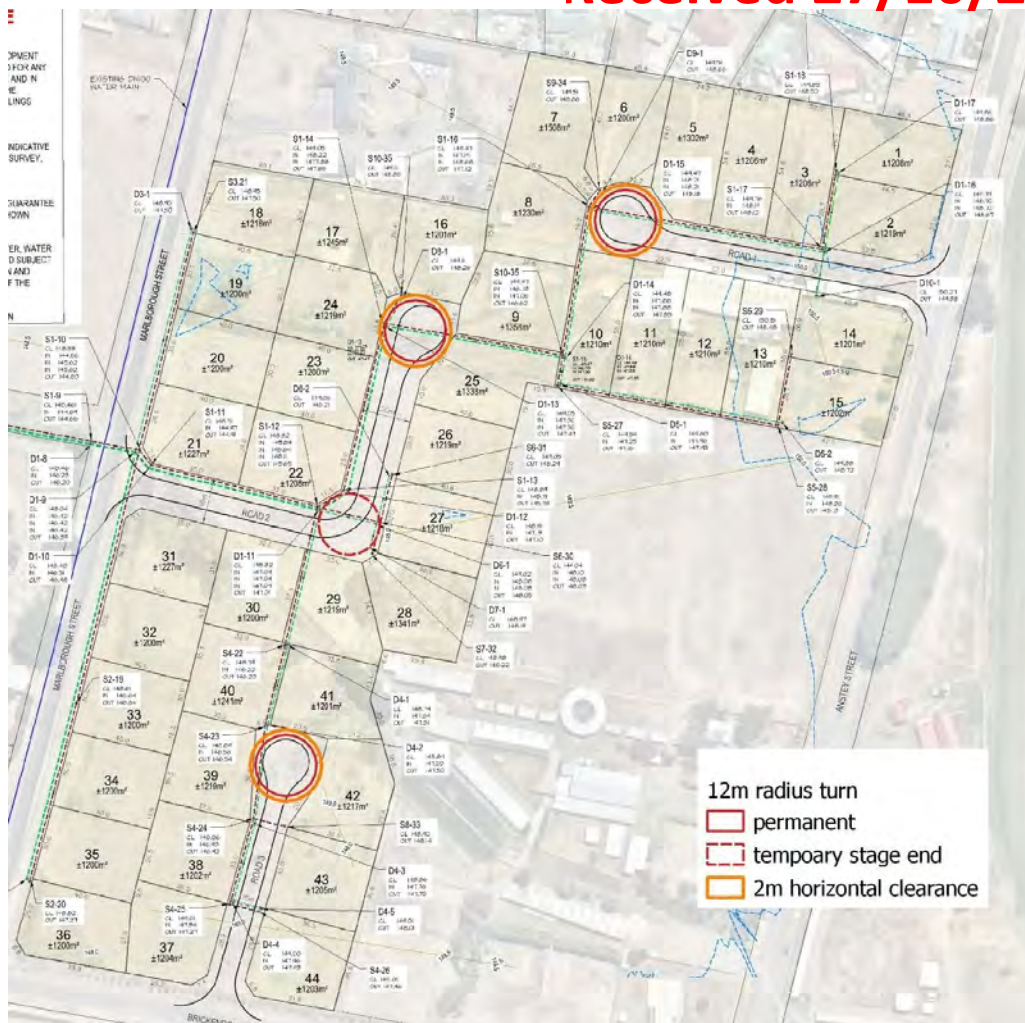
## **ROADS**

Subdivision roads within bushfire prone areas must comply with the relevant elements of Table E1 Roads from *Planning Directive No. 5.1 Bushfire-Prone Areas Code*. No subdivision roads are required for lots having frontage to Marlborough, Anstey or Brickendon Streets.

The terminus of any dead-end road must meet turning circle provisions including a 12m outer radius, including any temporary dead end during staged construction. *Dead end roads must be 7m in width*. Cul de sac heads must have no parking signs, where the carriageway is less than 12m outer radius, mountable kerbs and footpaths must be installed to provide compliant trafficable surface, all permanent turning circles show on the plan of subdivision are 18m diameter and will require trafficable turning provision on kerbs and footpaths. At least 2m horizontal and 4m vertical clearance from the carriageway including full 12m turn must be included in the design of cul de sac heads, this will require minor modification of boundaries at final survey for roads 2 and 3.



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Table E1: Standards for roads

Element		Requirement
A.	Roads	<p>Unless the development standards in the zone require a higher standard, the following apply:</p> <ul style="list-style-type: none"> <li>(a) two-wheel road, all-weather construction;</li> <li>(b) load capacity of at least 20t, including for bridges and culverts;</li> <li>(c) minimum carriageway width is 7m for a through road, or 5.5m for a dead-end or cul-de-sac road;</li> <li>(d) minimum vertical clearance of 4m;</li> <li>(e) minimum horizontal clearance of 2m from the edge of the carriageway;</li> <li>(f) cross falls of less than 3 degrees (1:20 or 5%);</li> <li>(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;</li> <li>(h) curves have a minimum inner radius of 10m;</li> <li>(i) dead-end or cul-de-sac roads are not more than 200m in length unless the carriageway is 7 metres in width;</li> <li>(j) dead-end or cul-de-sac roads have a turning circle with a minimum 12m outer radius; and</li> <li>(k) carriageways less than 7m wide have 'No Parking' zones on one side, indicated by a road sign that complies with <i>Australian Standard AS1743-2001 Road signs-Specifications.</i></li> </ul>



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### PROPERTY ACCESS

No access is required to water supply points and no specific design and construction requirements apply for any lot access.

**Table E2: Standards for Property Access**

Column 1 Element		Column Requirement
<b>A.</b>	Property access length is less than 30 metres; or access is not required for a fire appliance to access a water connection point.	There are no specified design and construction requirements.
<b>B.</b>	Property access length is 30 metres or greater; or access for a fire appliance to a water connection point.	<p>The following design and construction requirements apply to property access:</p> <ul style="list-style-type: none"> <li>(1) All-weather construction;</li> <li>(2) Load capacity of at least 20 tonnes, including for bridges and culverts;</li> <li>(3) Minimum carriageway width of 4 metres;</li> <li>(4) Minimum vertical clearance of 4 metres;</li> <li>(5) Minimum horizontal clearance of 0.5 metres from the edge of the carriageway;</li> <li>(6) Cross falls of less than 3 degrees (1:20 or 5%);</li> <li>(7) Dips less than 7 degrees (1:8 or 12.5%) entry and exit angle;</li> <li>(8) Curves with a minimum inner radius of 10 metres;</li> <li>(9) Maximum gradient of 15 degrees (1:3.5 or 28%) for sealed roads, and 10 degrees (1:5.5 or 18%) for unsealed roads; and</li> <li>(10) Terminate with a turning area for fire appliances provided by one of the following: <ul style="list-style-type: none"> <li>(a) A turning circle with a minimum inner radius of 10 metres; or</li> <li>(b) A property access encircling the building; or</li> <li>(c) A hammerhead "T" or "Y" turning head 4 metres wide and 8 metres long.</li> </ul> </li> </ul>
<b>C.</b>	Property access length is 200 metres or greater.	<p>The following design and construction requirements apply to property access:</p> <ul style="list-style-type: none"> <li>(1) The Requirements for B above; and</li> <li>(2) Passing bays of 2 metres additional carriageway width and 20 metres length provided every 200</li> </ul>



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<b>D.</b>	Property access length is greater than 30 metres, and access is provided to 3 or more properties.	The following design and construction requirements apply to property access: (1) Complies with Requirements for B above; and (2) Passing bays of 2 metres additional carriageway width and 20 metres length must be provided every 100 metres.
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#### **FIRE FIGHTING WATER SUPPLY**

The subdivision is serviced by a reticulated supply. Lots are partially within 120m of existing hydrants located on Marlborough Street and Anstey Streets. Additional hydrants will be required to meet 120m hose lays for the majority of lots including some with frontage to existing roads. New hydrants must meet the requirements of Table 4 of Directive No. 5.1 Bushfire-Prone Areas Code prior to sealing of titles for any lot.

**Table E4 Reticulated water supply for fire fighting**

Element		Requirement
A.	Distance between building area to be protected and water supply.	The following requirements apply: (a) the building area to be protected must be located within 120m of a fire hydrant; and (b) the distance must be measured as a hose lay, between the fire fighting water point and the furthest part of the building area.
B.	Design criteria for fire hydrants	The following requirements apply: (a) fire hydrant system must be designed and constructed in accordance with <i>TasWater Supplement to Water Supply Code of Australia WSA 03 – 2011-3.1 MRWA 2<sup>nd</sup> Edition</i> ; and (b) fire hydrants are not installed in parking areas.



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C.	Hardstand	<p>A hardstand area for fire appliances must be:</p> <ul style="list-style-type: none"><li>(a) no more than 3m from the hydrant, measured as a hose lay;</li><li>(b) no closer than 6m from the building area to be protected;</li><li>(c) a minimum width of 3m constructed to the same standard as the carriageway; and</li><li>(d) connected to the property access by a carriageway equivalent to the standard of the property access.</li></ul>
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Figure 3: Existing Water Supply coverage

### CONCLUSIONS

A 44 lot + roads subdivision is proposed from existing titles CT 173613/1 & 2, 157278/2, 145-153-173 Marlborough St Longford. The subdivision and surrounding land are mapped as bushfire prone in Planning Scheme overlays.

There is sufficient area on all lot to provide for a BAL 19 or lower for any future habitable dwellings. Land within the subdivision and adjacent to lots that have habitable buildings constructed must be managed as low threat in accordance with this report and BHMP. Provided hazard management on adjoining lots is undertaken staged development on lots will not affect BAL Ratings of any lot.

All permanent turning circles show on the plan of subdivision are 18m diameter and will require trafficable turning provision on kerbs and footpaths, to allow a full 2m horizontal clearance from the turning circle minor changes to lot frontages will be required at final survey prior to sealing of titles. Any temporary dead end during road construction that services a developed lot must also meet turning provision if longer than 30m.

The subdivision is serviced by a reticulated supply with additional hydrants required to service lots including those with frontage to Marlborough and Brickendon Streets. New hydrants must meet the requirements of Table 4 of Directive No. 5.1 Bushfire-Prone Areas Code.



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**REFERENCES**

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Planning Commission (2017), Planning Directive No. 5.1 Bushfire-Prone Areas Code.

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



APPENDIX 1 – MAPS

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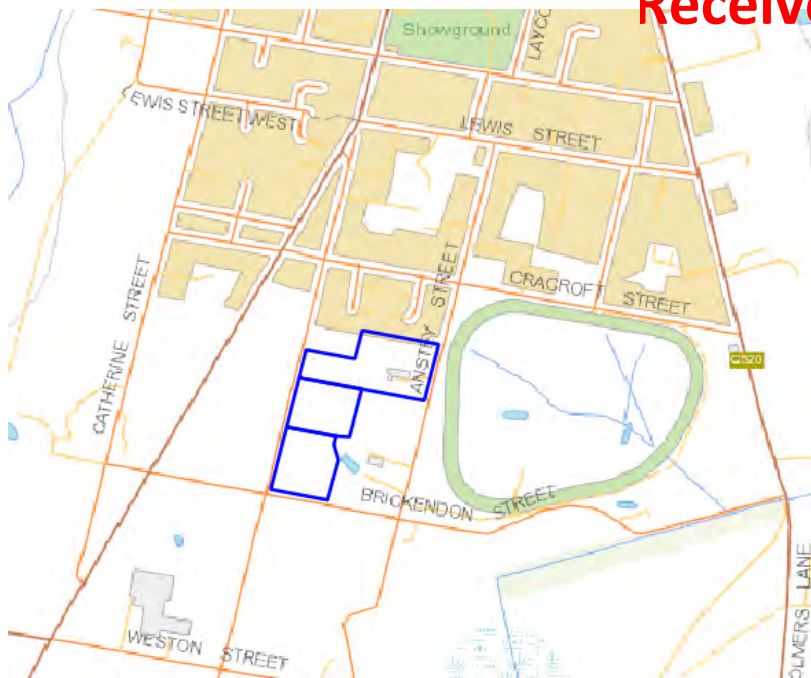


Figure 4: Location existing titles in blue



Figure 5: Aerial Image



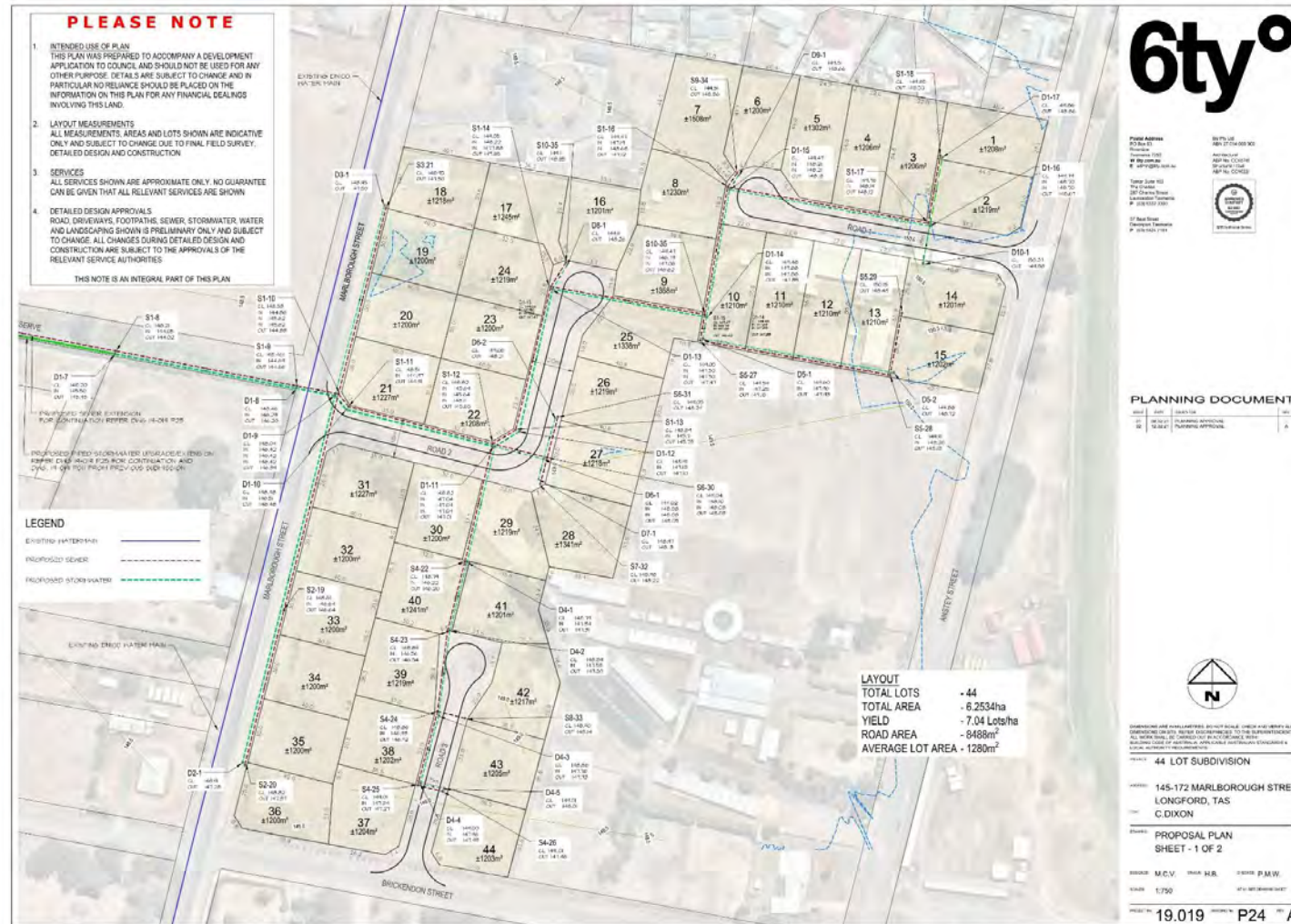


Figure 6: Proposed Subdivision Plan

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Attachment 14.3.20 Revised Bushfire Report 145-173 Marlborough Street Longford v 7 received 27-10-2021

Bushfire Report

Livingston Natural Resource Services

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**APPENDIX 2 – PHOTO**

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**Figure 7: south along Marlborough St from north of the subdivision**



**Figure 8: SW of Marlborough and Brickendon Sts**

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Figure 9: grassland south of Brickendon St

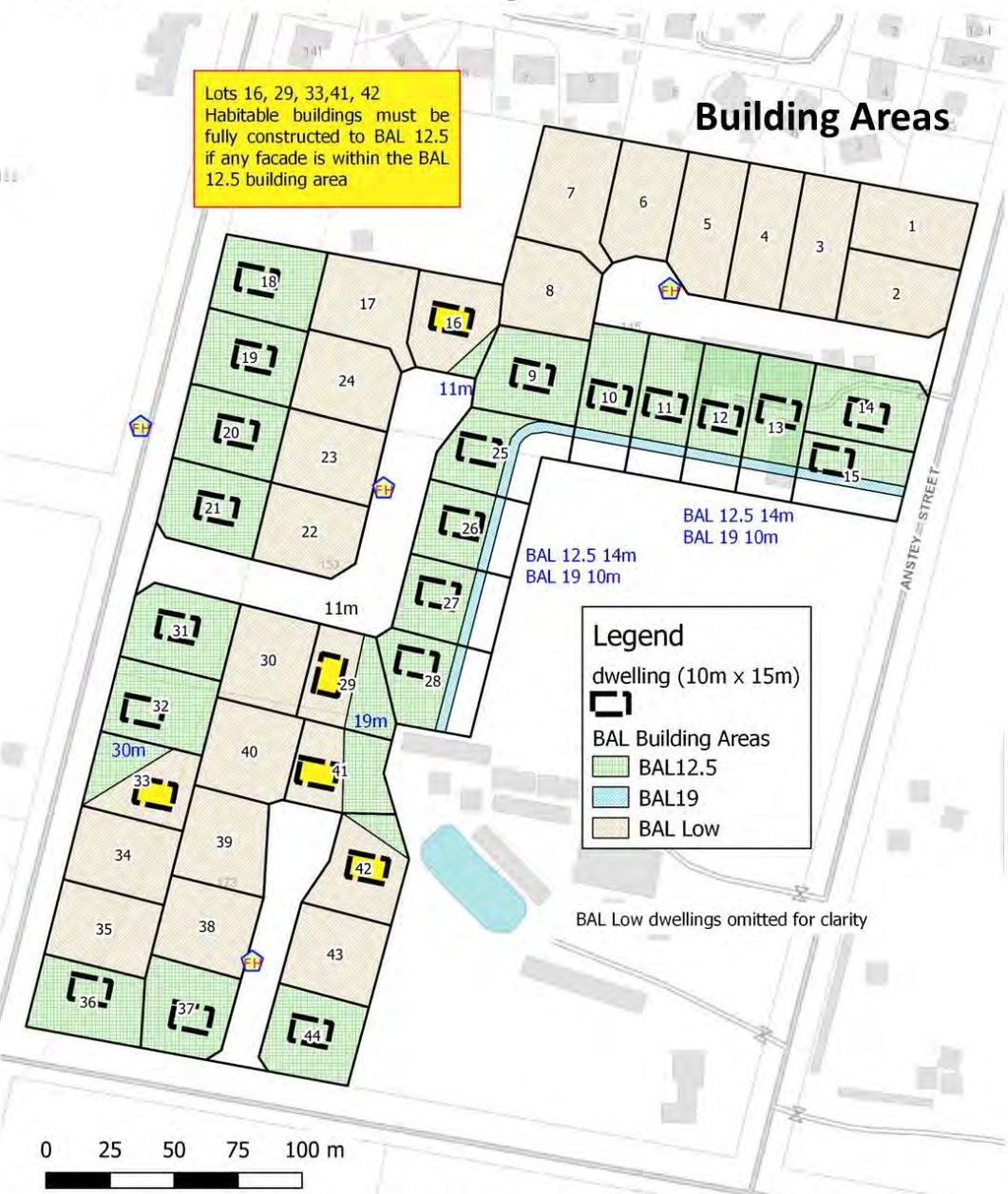


Figure 10: grassland east of subdivision Anstey St

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**Bushfire Hazard Management Plan:**



**Construction: BAL Low , BAL 12.5, BAL 19 as shown**

Buildings in Bushfire Prone Area to be built in accordance with the Building Code of Australia and Australian Standard AS3959.

Building setbacks / BAL ratings apply to habitable buildings (Class 1, 2 3, 8 or 9 ) and class 10a buildings within 6m of a habitable building.

Habitable buildings must be fully constructed to BAL 12.5 if any facade is within the BAL 12.5 building area of a lot.

Proposed Development	Subdivision, 44 lots & roads rom 3 lots
Plan of Subdivision	6TY Pty Ltd Proposal Plan P24 A, 12/2/21
Property Owner	NP Stubbs Twisted hotels Pty Ltd New Norfolk Hotels Pty Ltd, Zeekap (no 102) Pty Ltd
Address	145, 153 & 173 Marlborough St, Longford, 7301
CT	173613/1, 173613/2, 157278/2
PID	22964516, 2018204, 2018212

The following must be in place prior to sealing of titles for any stage and maintained in perpetuity:

- Hazard Management Areas including areas the balance lot
- Subdivision Roads
- Water Supply

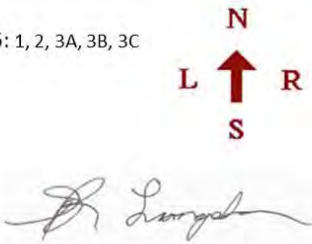
The owner of a lot is responsible for management of vegetation and maintenance of infrastructure within a lot, including staged HMA's on the balance lot .

See report table for individual lot BAL ratings and setback requirements

This BHMP has been prepared to satisfy the requirements of the *Northern Midlands Planning Scheme, 2013* and *Planning Directive No. 5.1 Bushfire-Prone Areas Code..*

This plan should be read in conjunction with the report titled: Bushfire Hazard Management Report, 145 153 173 Marlborough St Longford v7 Livingston Natural Resource Services

Scott Livingston  
Accreditation: BFP – 105: 1, 2, 3A, 3B, 3C  
Date 20/8/2021  
SRL20/32S7





Hazard Management Areas (HMA)

Hazard management areas include the area to protect the buildings as well as the access and water supplies.  
Low threat vegetation, includes maintained lawns (<100mm in height) , gardens and orchards  
All developed lots and roads and the balance lot within 50m of a developed lot must be managed as low threat vegetation from sealing of titles and in perpetuity.  
The owner of a lot is responsible for management of vegetation within a lot including the balance lot at any stage of development.



Water Supply

The subdivision will be serviced by a reticulated supply, additional hydrant smust be installed to the standards below. The building area to be protected must be located within 120 metres of a fire hydrant; and the distance must be measured as a hose lay, between the water connection point and the furthest part of the building area.

Additional Hydrants must comply with

- a. Fire hydrant system must be designed and constructed in accordance with TasWater Supplement to Water Supply Code of Australia WSA 03 – 2011-3.1 MRWA Edition 2.0; and
- b. Fire hydrants are not installed in parking areas

A hardstand area for fire appliances must be provided:

- a. no more than 3m from the hydrant, measured as a hose lay;
- b. No closer than six metres from the building area to be protected;
- c. With a minimum width of three metres constructed to the same standard as the carriageway; and
- d. Connected to the property access by a carriageway equivalent to the standard of the property access

ROADS

All roads within the subdivision must comply with the following:

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

The terminus of any dead-end road must meet turning circle provisions including a 12m outer radius, including any temporary dead end during staged construction. *Dead end roads must be 7min width.* Cul de sac heads must have no parking signs, where the carriageway is less than 12m outer radius, mountable kerbs and footpaths must be installed to provide compliant trafficable surface, all permanent turning circles show on the plan of subdivision are 18m diameter and will require trafficable turning provision on kerbs and footpaths . A full 2m horizontal clearance must be allowed from terminus turn heads(28m total diameter) within the road lots at final survey.

Turning provision must be installed on dead end staged roads.

Scott Livingston  
Accreditation: BFP – 105: 1, 2, 3A, 3B, 3C  
Date 20/8/2021  
SRL20/32S7



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**BUSHFIRE-PRONE AREAS CODE****CERTIFICATE<sup>1</sup> UNDER S51(2)(d) LAND USE PLANNING AND APPROVALS ACT 1993****1. Land to which certificate applies**

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

**Street address:** 145, 153 173 Marlborough St Longford

**Certificate of Title / PID:**

CT 173613/1, PID 2964516,  
CT 173613/2, PID 2018204,  
CT 157278/2, PID 2018212

**2. Proposed Use or Development**

**Description of proposed Use and Development:**

44 lot subdivision from 3 existing titles

**Applicable Planning Scheme:**

Northern Midlands Interim Planning Scheme 2013

**3. Documents relied upon**

This certificate relates to the following documents:

Title	Author	Date	Version
Bushfire Hazard Management Report, 145 153 173 Marlborough St Longford v7	Scott Livingston	20/8/2021	7
Bushfire Hazard Management Plan, 145 153 173 Marlborough St Longford v7	Scott Livingston	20/8/2021	7
Proposal Plan	6TY Pty Ltd	12/2/21	P024 A,

**4. Nature of Certificate**

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

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



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

<input type="checkbox"/>	<b>E1.5.1 / C13.5.1 – Vulnerable Uses</b>	
	<b>Acceptable Solution</b>	<b>Compliance Requirement</b>
<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"/>	<b>E1.5.2 / C13.5.2 – Hazardous Uses</b>	
	<b>Acceptable Solution</b>	<b>Compliance Requirement</b>
<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"/>	<b>E1.6.1 / C13.6.1 Subdivision: Provision of hazard management areas</b>	
	<b>Acceptable Solution</b>	<b>Compliance Requirement</b>
<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"/>	<b>E1.6.2 / C13.6.2 Subdivision: Public and fire fighting access</b>	
	<b>Acceptable Solution</b>	<b>Compliance Requirement</b>



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<input type="checkbox"/>	E1.6.2 P1 / C13.6.2 P1	<i>Planning authority discretion required. A proposal cannot be certified as compliant with P1.</i>
<input type="checkbox"/>	E1.6.2 A1 (a) / C13.6.2 A1 (a)	Insufficient increase in risk
<input checked="" type="checkbox"/>	E1.6.2 A1 (b) / C13.6.2 A1 (b)	Access complies with relevant Tables,

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



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#### 5. Bushfire Hazard Practitioner

<b>Name:</b>	Scott Livingston	<b>Phone No:</b>	0438 951 021
<b>Postal Address:</b>	299 Relbia Road, Relbia, 7258	<b>Email Address:</b>	scottlivingston.lnra@gmail.com
<b>Accreditation No:</b>	BFP – 105	<b>Scope:</b>	1, 2, 3A, 3B, 3C

#### 6. Certification

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

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

**Signed:**  
certifier



**Name:**

Scott Livingston

**Date:**

20/8/2021

**Certificate Number:**

SRL 20/32S7

(for Practitioner Use only)



**REVISED V7****Received 27/10/2021**

To:	CP & PC Dixon	Owner /Agent	<b>Form 55</b>
	30 Clarke Avenue	Address	
	Battery Point	7004	

**Qualified person details:**

Qualified person:	Scott Livingston		
Address:	299 Relbia Road	Phone No:	0438 951 201
	Relbia	7258	Fax No:
Licence No:	BFP-105	Email address:	scottlivingston.lnrs@gmail.com

Qualifications and Insurance details: Accredited Bushfire Assessor (description from Column 3 of the Director of Building Control's Determination)

Speciality area of expertise: Bushfire Assessment (description from Column 4 of the Director of Building Control's Determination)

**Details of work:**

Address:	145, 153, 173 Marlborough Street	Lot No:	1-44
	Longford	7301	Certificate of title No: CT 173613/1, CT 173613/2, CT 157278/2
The assessable item related to this certificate:	Bushfire Attack Level (BAL) <small>(description of the assessable item being certified)</small> Assessable item includes – - a material; - a design - a form of construction - a document - testing of a component, building system or plumbing system - an inspection, or assessment, performed		

**Certificate details:**

Certificate type: Bushfire Hazard (description from Column 1 of Schedule 1 of the Director of Building Control's Determination)

This certificate is in relation to the above assessable item, at any stage, as part of - (tick one)

building work, plumbing work or plumbing installation or demolition work: ☒

or

a building, temporary structure or plumbing installation: ☐

In issuing this certificate the following matters are relevant –



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Documents:

- Bushfire Attack Level Assessment & Report

Relevant  
calculations:

References:

- Australian Standard 3959
- Planning Directive No.5.1 *Bushfire-Prone Areas Code*
- Tasmanian Planning Scheme: Bushfire-Prone Areas Code C13
- Building Amendment Regulations 2016
- Director of Building Control, Determination
  - Application of Requirements for Building in Bushfire Prone Areas. (Aug 2017)
  - Director's Determination for Bushfire Hazard Areas v1.1 2021



*Substance of Certificate: (what it is that is being certified)*

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1. Assessment of the site Bushfire Attack Level (BAL) to Australian Standards 3959

Assessed as BAL Low, BAL 12.5, BAL 19

2. Bushfire Hazard Management Plan

Proposal is compliant with DTS requirements, clauses 4.1, 4.2, 4.3 & 4.4 Directors Determination Requirements for Building in Bushfire Prone Areas (v2.1)

Proposal is compliant with DTS requirements, tables 1, 2, 3A/3B & 4, Director's Determination for Bushfire Hazard Areas v1.1 2021

*Scope and/or Limitations*

**Scope:**

This report was commissioned to identify the Bushfire Attack Level for the existing property. All comment, advice and fire suppression measures are in relation to compliance with Planning Directive No 5.1, Bushfire-Prone Areas Code issued by the Tasmanian Planning Commission, the Building Code of Australia and Australian Standards, AS 3959-2009, Construction of buildings in bushfire-prone areas.

**Limitations:**

The inspection has been undertaken and report provided on the understanding that;-

1. The report only deals with the potential bushfire risk all other statutory assessments are outside the scope of this report.
2. The report only identifies the size, volume and status of vegetation at the time the site inspection was undertaken and cannot be relied upon for any future development.
3. Impacts of future development and vegetation growth have not been considered.

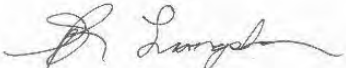


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**I certify the matters described in this certificate.**

Qualified person:

*Signed:*



*Certificate No:*

SRL20/32S7

*Date:*

20/8/2021

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**Received 27/10/2021**



**Rosemary Jones**

---

**From:** Bushfire Practitioner <bfp@fire.tas.gov.au>  
**Sent:** Monday, 1 November 2021 11:28 AM  
**To:** NMC Planning  
**Subject:** (ECM:1204938) FW: Representation to PLN21-0062 - 145-173 Marlborough Street, Longford  
**Attachments:** 5) Tas Fire Representation.pdf; Bushfire Report\_145-173 Marlborough Street Longford v7.pdf  
**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Hello Paul,

Thanks for sending us the updated bushfire report for this subdivision proposal.

I can confirm that the revised document resolves the issues TFS detected and we would like to withdraw our representation.

The report identifies the cul-de-sac heads and interim turning heads have a 9m radius and rely on mountable kerbs and trafficable footpaths to achieve a 12m outer radius. TFS is concerned that the turning provisions may be overlooked and we advise Council that the detailed civil design must include the necessary measures to ensure the cul-de-sac are trafficable, including no parking signs, mountable kerbs, 20t load capacity for footpaths, 2m horizontal clearance etc. We are hoping Council will address this matter as a condition on the permit.

Kind regards

**Suzie Gifford**

**Planning & Assessment Officer  
Bushfire Risk Unit**

**Tasmania Fire Service**

**Service | Professionalism | Integrity | Consideration**

Cnr Argyle and Melville Streets | GPO Box 308 Hobart Tasmania 7001  
Phone (03) 6166 5600 | Mobile 0460 016 178  
[suzanne.gifford@fire.tas.gov.au](mailto:suzanne.gifford@fire.tas.gov.au) | [www.fire.tas.gov.au](http://www.fire.tas.gov.au)

---

**From:** NMC Planning <planning@nmc.tas.gov.au>  
**Sent:** Thursday, 28 October 2021 11:24 AM  
**To:** Bushfire Practitioner <bfp@fire.tas.gov.au>  
**Subject:** Representation to PLN21-0062 - 145-173 Marlborough Street, Longford

Dear Suzie, I refer to your representation and the updated Bushfire Report v7 attached.

Can you please advise whether the updated Bushfire Report addresses the issues raised in your representation.

Regards,

*Paul Godier*





Senior Planner | Northern Midlands Council  
Council Office, 13 Smith Street (PO Box 156), Longford Tasmania 7301  
T: (03) 6397 7303 | F: (03) 6397 7331  
E: [paul.godier@nmc.tas.gov.au](mailto:paul.godier@nmc.tas.gov.au) | W: [www.northernmidlands.tas.gov.au](http://www.northernmidlands.tas.gov.au)

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## PLANNING APPLICATION

### Proposal

Description of proposal: Stand alone shed/carport

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

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

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

Site address: 6 Muirton Way, Perth, TNS

.....

CT no: .....

Estimated cost of project

\$15,000

(include cost of landscaping,  
car parks etc for commercial/industrial uses)

Are there any existing buildings on this property? Yes / No

If yes – main building is used as Residence

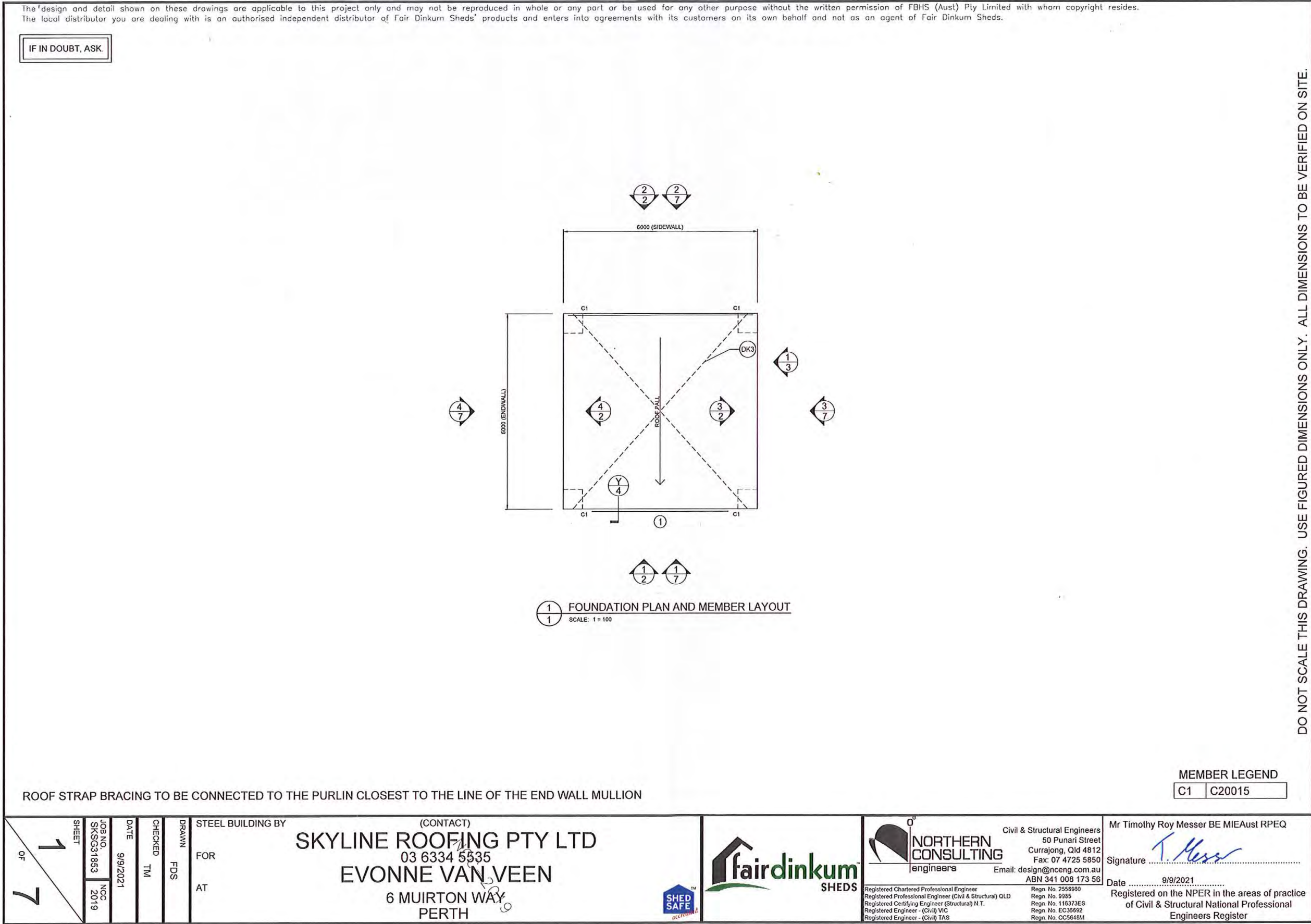
If variation to Planning Scheme provisions requested, justification to be provided:

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

Is any signage required? No

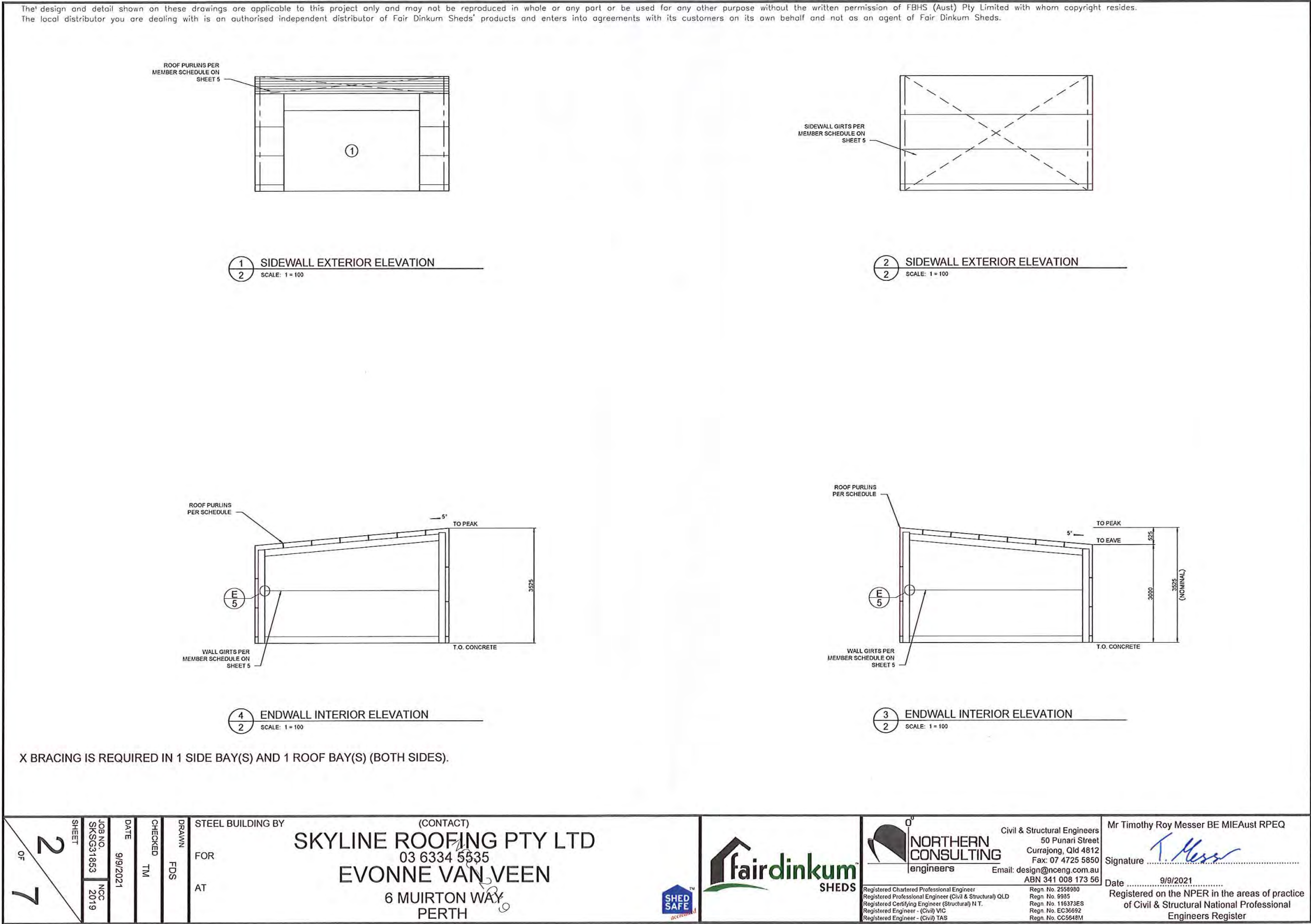
(if yes, provide details)





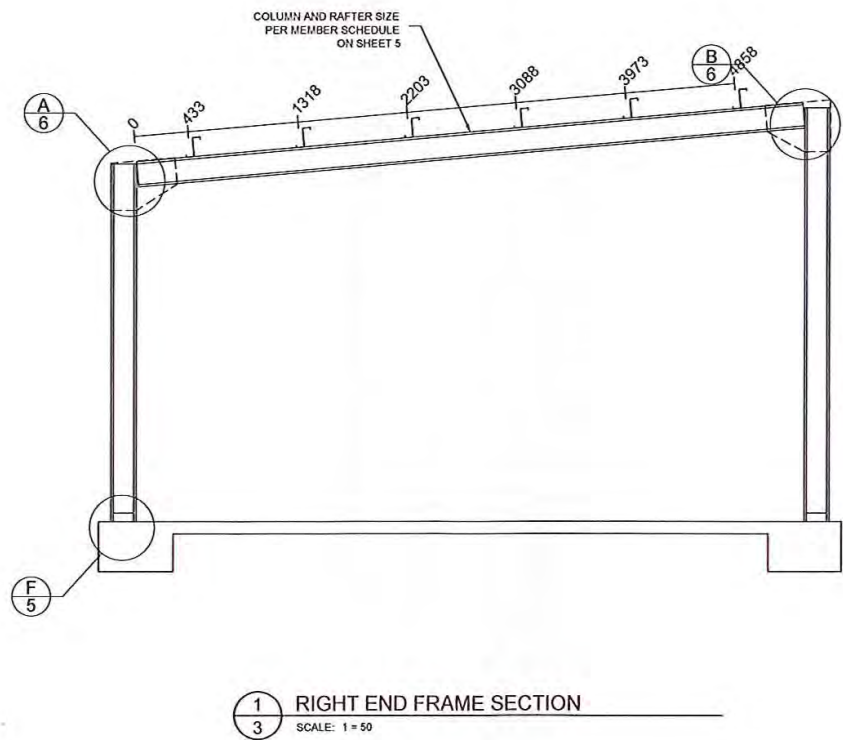
DO NOT SCALE THIS DRAWING. USE FIGURED DIMENSIONS ONLY. ALL DIMENSIONS TO BE VERIFIED ON SITE.







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Refer to Sheet #4 for concrete specification.

3 OF 7	SHEET	JOB NO. SKSG31853	DATE 9/9/2021	CHECKED TM	DRAWN FDS	STEEL BUILDING BY <b>SKYLINE ROOFING PTY LTD</b> (CONTACT) 03 6334 5535 <b>EVONNE VAN VEEN</b> 6 MURTON WAY PERTH			 Civil & Structural Engineers 50 Punari Street Currajong, Qld 4812 Fax: 07 4725 5850 Email: design@nceng.com.au ABN 341 008 173 56 Registered Chartered Professional Engineer Registered Professional Engineer (Civil & Structural) QLD Registered Certifying Engineer (Structural) N.T. Registered Engineer - (Civil) VIC Registered Engineer - (Civil) TAS	Mr Timothy Roy Messer BE MIEAust RPEQ Signature Date 9/9/2021 Registered on the NPER in the areas of practice of Civil & Structural National Professional Engineers Register
		NCC 2019			FOR AT					



1. COVERING CODE : NATIONAL CONSTRUCTION CODE (NCC), CLASSING TO AS1170 - ALL SECTIONS, BUILDING SUITABLE AS EITHER A PRIVATE GARAGE CLASS 10A, OR A FARM SHED (CLASS 7 OR 8), (UNLESS OTHERWISE SPECIFICALLY NOTED, FOR USE AS A FARM SHED, IT MUST MEET THE FOLLOWING REQUIREMENTS:

- MUST BE LESS THAN 2000 SQM IN AREA (INDICATIVE OF AN INDEPENDENT FLOOR AREA).
- MUST BE LOCATED ON A FARM AND USED IN CONNECTION WITH FARMING PURPOSES.
- BUILDING IS NOT TO BE OCCUPIED FREQUENTLY NOR FOR EXTENDED PERIODS BY PEOPLE, WITH A MAXIMUM OF 1 PERSON PER 200 SQM OR 2 PERSONS MAXIMUM IN TOTAL WHICHEVER IS THE LESSER.

CERTIFICATION IS ONLY VALID WHEN BUILDING IS SUPPLIED BY A DISTRIBUTOR OF FEHS. DRAWINGS ARE PROVIDED FOR THE DUAL PURPOSE OF OBTAINING BUILDING PERMITS AND AIDING CONSTRUCTION. ANY OTHER USE OR REPRODUCTION IS PROHIBITED WITHOUT WRITTEN APPROVAL FROM FEHS.

RESPONSIBILITY FOR DRAWINGS WITHOUT A SIGNATURE. EACH TITLE BLOCK CONTAINS A WATER MARK UNDER THE CUSTOMERS NAME CONTAINING THE DATE OF PRODUCTION OF THE DRAWINGS; THE DRAWINGS ARE TO BE SUBMITTED TO COUNCIL WITHIN 21 DAYS OF THIS DATE. THIS IS TO ENSURE THAT ONLY CURRENT DRAWINGS ARE IN CIRCULATION.

CONTRACTOR SHALL VERIFY AND CONFIRM ALL EXISTING CONDITIONS AND DIMENSIONS. ENGINEER SHALL BE NOTIFIED OF ANY DISCREPANCIES BETWEEN DRAWINGS AND EXISTING CONDITIONS PRIOR TO START OF WORK. CONTRACTOR MUST NOT MAKE ANY MODIFICATION FROM THE PROVIDED PLANS WITHOUT FIRST OBTAINING WRITTEN APPROVAL.

CONTRACTOR IS RESPONSIBLE FOR ENSURING NO PART OF THE STRUCTURE BECOMES OVERSTRESSED DURING CONSTRUCTION.

THE INDICATED DRAWING SCALES ARE APPROXIMATE. DO NOT SCALE DRAWINGS FOR CONSTRUCTION PURPOSES.  
FOR FURTHER DIRECTIONS ON CONSTRUCTION THE CONTRACTOR SHOULD CONSULT THE APPROPRIATE INSTRUCTION MANUAL.

5. **ENGINEERING :**  
THE ENGINEER / FIRM ARE NOT ACTING AS PROJECT MANAGERS FOR THIS DEVELOPMENT, AND WILL NOT BE PRESENT

THE UNDERSIGNING ENGINEERS HAVE REVIEWED THIS BUILDING FOR CONFORMITY ONLY TO THE STRUCTURAL DESIGN  
 PORTIONS OF THE GOVERNING CODE. THE PROJECT MANAGER IS RESPONSIBLE FOR ADDRESSING ANY OTHER CODE  
 REQUIREMENTS APPLICABLE TO THIS DEVELOPMENT.  
 THESE DOCUMENTS ARE STAMPED ONLY AS TO THE COMPONENTS SUPPLIED BY FWH. IT IS THE RESPONSIBILITY OF THE

OF THE OVERALL PROJECT. IN CASES OF DISCREPANCIES, THE LATEST DRAWINGS PROVIDED BY THIS SHALL GOVERN. NO ALTERATIONS TO THIS STRUCTURE (INCLUDING REMOVAL OF CLADDING) ARE TO BE UNDERTAKEN WITHOUT THE CONSENT OF THE CERTIFYING ENGINEER.

OPENINGS SUCH AS WINDOWS AND DOORS NEED TO BE INSTALLED AS PER THE PRODUCT MANUFACTURER'S

6. **INSPECTIONS :**  
NO SPECIAL INSPECTIONS ARE REQUIRED BY THE GOVERNING CODE ON THIS JOB. ANY OTHER INSPECTIONS REQUESTED BY THE LOCAL BUILDING DEPARTMENT SHALL BE CONDUCTED AT THE OWNER'S EXPENSE.

7. **SOIL REQUIREMENTS :**

occurs at 100% below finish grade, existing natural grade, or at first depth specified by local building department, whichever is the lowest elevation. REGARDLESS OF DETAIL Y ON SHEET 4 THE MINIMUM FOUNDATION DEPTH SHOULD BE 100CM INTO NATURAL GROUND OR BELOW FROST DEPTH SPECIFIED BY LOCAL COUNCIL. ROLLED OR COMPACTED FILL MAY BE USED UNDER SLAB, COMPACTED IN 150mm LAYERS TO A MAXIMUM DEPTH OF 900mm.

8. CLASS 10a or CLASS 7 FOOTING DESIGNS:  
THE FOUNDATION DOCUMENTED IS ALSO APPROPRIATE FOR CLASS 10a or CLASS 7 BUILDING DESIGNS ON "M-D", "H",

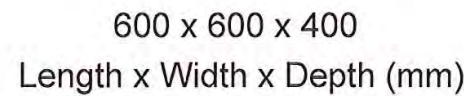
PLEASE BE AWARE THAT THE SLAB DESIGN FOR H & E CLASS SOILS IN THESE INSTANCES ARE DESIGNED TO EXPERIENCE SOME CRACKING. THIS CRACKING IS NOT CONSIDERED A STRUCTURAL FLAW OR DESIGN ISSUE, AND IS SIMPLY COSMETIC IN NATURE. IF THIS IS A CONCERN TO THE CLIENT IT IS ADVISED THEY DISCUSS OTHER OPTIONS

ALL CONCRETE DETAILS AND PLACEMENT SHALL BE PERFORMED IN ACCORDANCE WITH AS2870 AND AS3600. CONCRETE SHALL HAVE A MIN. 28-DAY STRENGTH OF 20MPa FOR EXPOSURE A1 & B1, 25MPa FOR EXPOSURE A2 & B2 AND 32MPa FOR EXPOSURE C. IN ACCORDANCE WITH SECTION 4. AS3600. GEMENT TO BE TYPE A. MAX AGGREGATE SIZE OF



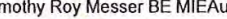
ALLOWABLE, AFTER WHICH CONSTRUCTION MAY BEGIN, THE CASE GIVEN NOT TO OVER-TIGHTEN HOLD DOWN BOLTS. GIVEN ALLOWABLE, SOIL TYPES 1 LAYER OF SL72 REINFORCING MESH IS TO BE INSTALLED ON STANDARD SLABS WITH A MINIMUM 30MM COVER FROM CONCRETE SURFACE. CONCRETE REINFORCING TO CONFORM TO AS 1302, AS1303 & AS 1304. ALL REINFORCING COVER TO BE A MINIMUM OF 30mm.

ALL STRUCTURAL STEEL, INCLUDING SHEETING THOUGH EXCLUDING CONCRETE REINFORCING, SHALL CONFORM TO AS 139 (GAUGE < 1mm fy = 550MPa, GAUGE > 1mm < 1.5mm fy = 500MPa, GAUGE > 1.5mm fy = 450MPa). NO WELDING IS TO BE PERFORMED ON THIS BUILDING.

11. **FOOT TRAFFIC :**  
FOR ERECTION AND MAINTENANCE PLEASE NOTE THE FOLLOWING DEFINED FOOT TRAFFIC ZONES:  
- CORRUGATED: WALK ONLY WITHIN 200MM OF SCREW LINES, FEET SPREAD OVER AT LEAST TWO RIBS.  
- MINICLAD: WALK ONLY IN PANS, OR ON RIBS AT SCREW LINES.



Y	BLOCK LOCAL THICKENING DETAIL	DWG NO SBLMA
---	-------------------------------	-----------------

4 OF 7	SHEET	JOB NO. SKSG31853	DATE 9/9/2021	CHECKED TM	DRAWN FDS	STEEL BUILDING BY	(CONTACT)	SKYLINE ROOFING PTY LTD	03 6334 5535	EVONNE VAN VEEN	6 MUIRTON WAY	PERTH			 NORTHERN CONSULTING engineers	Civil & Structural Engineers 50 Punari Street Currajong, Qld 4812 Fax: 07 4725 5850 Email: design@nceng.com.au ABN 341 008 173 58	Mr Timothy Roy Messer BE MIEAust RPEQ  Signature .....
						FOR	AT	Registered Chartered Professional Engineer Registered Professional Engineer (Civil & Structural) QLD Registered Certifying Engineer (Structural) N.T. Registered Engineer - (Civil) VIC Registered Engineer - (Civil) TAS	Regn. No. 2558930 Regn. No. 9985 Regn. No. 116373ES Regn. No. EC36992 Regn. No. CC5648M	Date ..... 9/9/2021 Registered on the NPWR in the areas of practice of Civil & Structural National Professional Engineers Register							



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ROOF PURLIN  
RAFTER  
4x14 GAUGE  
TEK SCREWS  
PER CONNECTION

D<sub>P</sub> PURLIN CONNECTION  
DETAIL  
DWG NO  
PCON9N

WALL GIRT  
COLUMN  
4x14 GAUGE  
TEK SCREWS  
PER CONNECTION

D<sub>G</sub> GIRT CONNECTION  
DETAIL  
DWG NO  
GCON9N

CEE COLUMN  
ZEE GIRT  
50 50 150  
NOTE: Non-cyclic = 2x14g TEK SCREWS each side  
Cyclic = 3x14g TEK SCREWS each side

E END WALL GIRT  
CONNECTION  
DWG NO  
EG9

COLUMN  
BASE CLEAT  
STRAP BRACE

F BASE CONNECTION  
DWG NO  
BC8

SCREW ARRANGEMENTS FOR ROOF SHEETS  
OVERLAP  
ROOF & INTERMEDIATE PURLINS  
35mm Long Roof Screws  
OVERLAP  
EAVE PURLINS  
35mm Long Roof Screws  
CORRUGATED ROOFING  
0.42 BMT, 0.47 TCT ZA, 0.48 TCT CB

G ROOF SHEETING  
PROFILE  
DWG NO  
RONC5

POSITIONING OF SCREWS TO WALL SHEETS  
OVERLAP  
0.42 MONOCLAD WALL CLADDING  
0.42 BMT  
0.47 TCT ZA  
0.48 TCT CB

H WALL SHEET PROFILE  
DWG NO  
W1NC4

SIDE DOOR JAMB  
WALL GIRT OR  
EAVE PURLIN  
4-12 GAUGE  
TEKS PER  
BRACKET  
HEADER  
"L" BRACKET  
OUTSIDE BUILDING  
INSIDE BUILDING

I SIDE DOOR SUPPORT  
CONNECTION  
DWG NO  
DFRS

STRAP BRACE  
2x14 GAUGE  
TEK SCREW  
ROOF PURLIN  
RAFTER  
STRAP BRACE TEK SCREWED TO UNDERSIDE OF PURLIN

M STRAP BRACING  
DWG NO  
PZSB

COLUMN  
WALL GIRT  
STRAP BRACE  
3x14 GAUGE  
TEK SCREW  
STRAP BRACE IS BENT OVER GIRT AND  
TEK SCREWED TO FLANGE OF COLUMN

M STRAP BRACING  
(UNLESS NOTED OTHERWISE)  
DWG NO  
GZSB

WALL GIRT  
BRIDGING

N BRIDGING  
DETAIL  
DWG NO  
PGBZ

FRAME COLUMN  
SIDE WALL  
ROLLER DOOR  
JAMB  
WALL GIRT  
CLADDING  
OPENING CORNER  
FLASHING

U SIDEWALL ROLLER  
DOOR JAMB  
DWG NO  
SRDJ

MEMBER AND MATERIAL SCHEDULE

1	END WALL RAFTER	Single C20019
2	C.S. FRAME RAFTER	Single C20019
3	END FRAME COLUMN (C1)	Single C20015
4	END FRAME MONO COLUMN (C1)	Single C20015
5	ANCHOR BOLTS (# PER DETS)	Screw Anchor 16mm x 100 Galv
6	LOWER EAVE PURLIN	C15019
7	UPPER EAVE PURLIN	C15019
8	TYP. ROOF PURLIN SIZE	Z15015 (1 rows of bridging)
9	MAIN BLDG. PURLIN SPACING	0.885 m. (6 rows) (Max Allow. 1.000m)
10	MAIN BLDG. PURLIN LENGTH	6 m. (0m Overlap)
11	ROOF PURLIN BRIDGING	Tophat 64 x 0.75
12	TYP. SIDEWALL GIRT SIZE	Z15015 (1 rows of bridging)
13	MAIN BLDG. SIDEWALL GIRT SPACING	0.891 m. (3 rows) (Max Allow. 1.281m)
14	MAIN BLDG. HIGH SIDEWALL GIRT SPACING	1.006 m. (3 rows)
15	MAIN BLDG. SIDEWALL GIRT LENGTH	6 m. (0m Overlap)
16	SIDEWALL GIRT BRIDGING	Tophat 64 x 0.75
17	TYP. ENDWALL GIRT SIZE	Z15015 (1 rows of bridging)
18	MAIN BLDG. ENDWALL GIRT SPACING	1.409 m. (2 rows) (Max Allow. 1.493m)
19	MAIN BLDG. ENDWALL GIRT LENGTH	5.29 m. (0m Overlap)
20	ENDWALL GIRT BRIDGING	Tophat 64 x 0.75
21	FRAME SCREW FASTENERS	14-13x22 Hex C/S (SP HD 5/16" Hex Drive)
22	FRAME BOLT FASTENERS	Purin Assy M12x30 ZP
23	X-BRACING STRAP AND FASTENERS	Single Bracing Strap Per Roll Light
24	WALL COLOUR	SHALE_GREY
25	ROOF COLOUR	BASALT
26	ROLLER DOOR COLOUR	SHALE_GREY
27	DOWNPIPE COLOUR	SHALE_GREY
28	GUTTER COLOUR	BASALT
29	CORNER FLASHING COLOUR	SHALE_GREY
30	BARGE FLASHING COLOUR	BASALT
31	OPENING FLASHING COLOUR	SHALE_GREY
32	OPEN BAY HEADER HEIGHT	0.5

"C.S." = CLEARSPAN "L" = LEFT "R." = RIGHT

^ NOTE: Upper Eave Purlin Positioned with bottom lip against Eave Purlin Bracket.

5  
OF  
7

SHEET

JOB NO  
SKSG31853

DATE  
9/9/2021

CHECKED  
TM

DRAWN  
FDS

STEEL BUILDING BY  
**SKYLINE ROOFING PTY LTD**  
03 6334 5535  
**EVONNE VAN VEEN**  
6 MURTON WAY  
PERTH

(CONTACT)

FOR  
AT

**fairdinkum**  
SHEDS

**SHED SAFE**  
AUSTRALIA

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ABN 341 008 173 56

Registered Chartered Professional Engineer  
Registered Professional Engineer (Civil & Structural) QLD  
Registered Certifying Engineer (Structural) N.T.  
Registered Engineer - (Civil) VIC  
Registered Engineer - (Civil) TAS

Mr Timothy Roy Messer BE MIEAust RPEQ

Signature .....

Date ..... 9/9/2021 .....

Registered on the NPER in the areas of practice  
of Civil & Structural National Professional  
Engineers Register

Attachment 14.4.1 Application

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HAUNCH CONNECTION  
C200 - Z150 - 5°

REFER TO MEMBER SCHEDULE ON THE ENGINEERING PLANS FOR COMPONENT SPECIFICATIONS.

MONO CONNECTION  
C200 - Z150 - 5°

REFER TO MEMBER SCHEDULE ON THE ENGINEERING PLANS FOR COMPONENT SPECIFICATIONS.

6  
OF  
7

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PERTH

SHED  
SAFE

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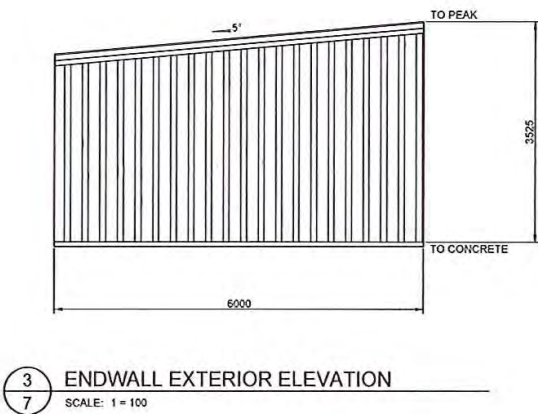
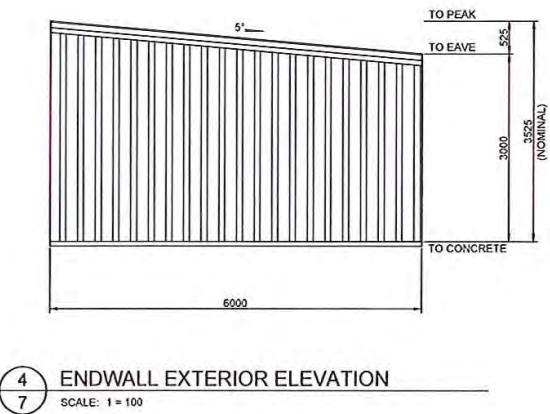
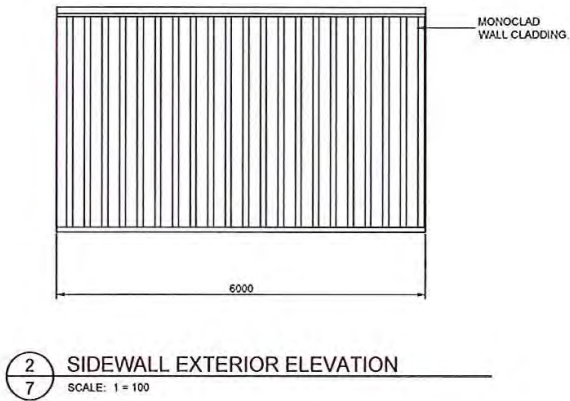
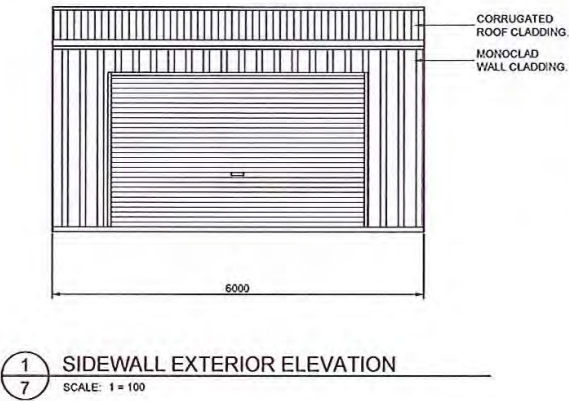
Mr Timothy Roy Messer BE MIEAust RPEQ  
Signature   
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BUILDING COLOURS	
WALL	SHALE GREY
ROOF	BASALT
ROLLER DOOR	SHALE GREY
DOWNPIPE	SHALE GREY
GUTTER	BASALT
CORNER FLASHING	SHALE GREY
BARGE FLASHING	BASALT
OPENING FLASHING	SHALE GREY

7  
OF  
7

SHEET

JOB NO.  
SKSG31853

DATE  
9/9/2021

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STEEL BUILDING BY

FOR

AT

(CONTACT)

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03 6334 5535

EVONNE VAN VEEN

6 MUIRTON WAY

PERTH

SHED SAFE

fairdinkum SHEDS

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Registered Engineer - (Civil) VIC  
Registered Engineer - (Civil) TAS

Regn. No. 2558930  
Regn. No. 9985  
Regn. No. 116373ES  
Regn. No. EC36692  
Regn. No. CC5648M

Mr Timothy Roy Messer BE MIEAust RPEQ

Signature

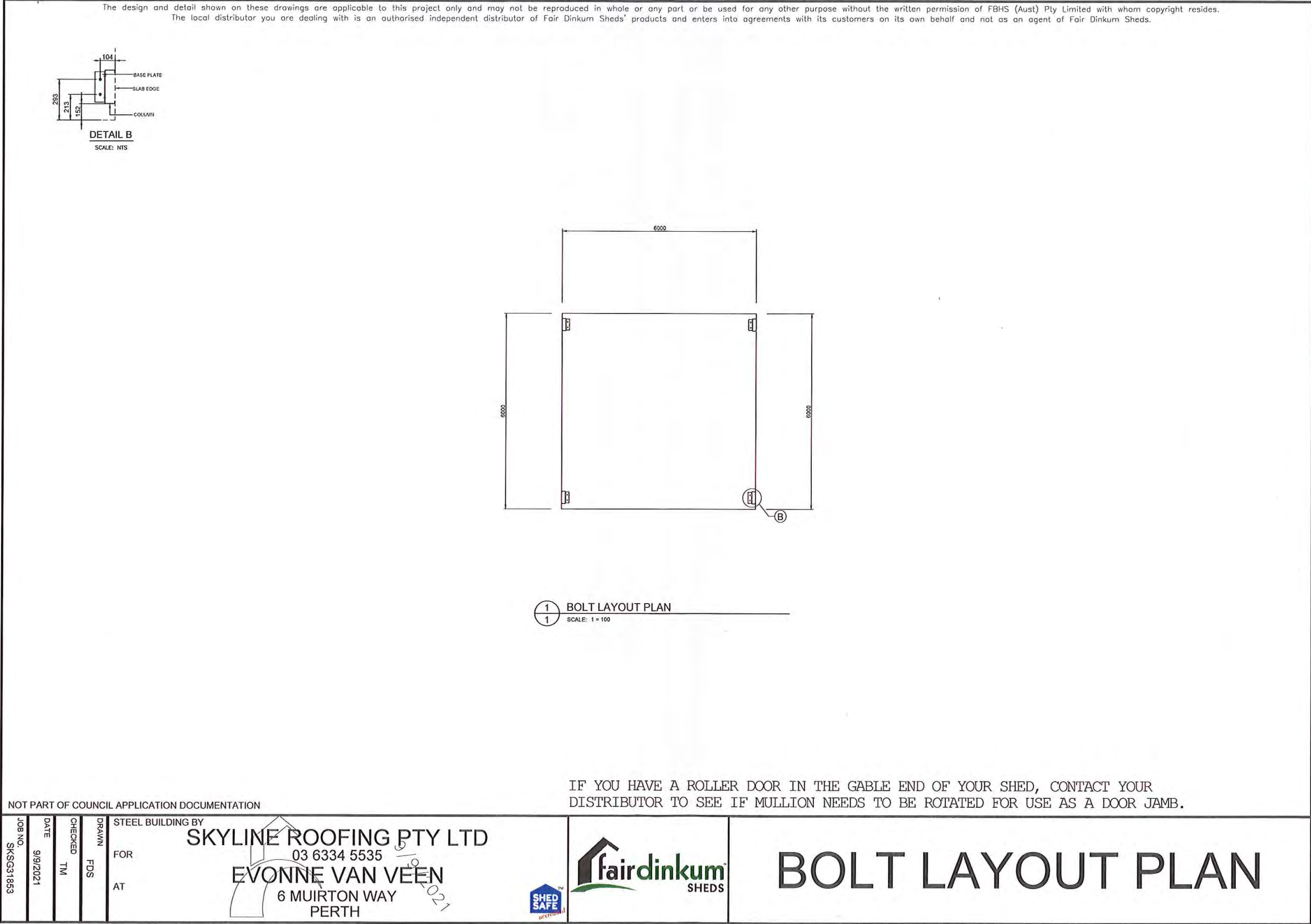
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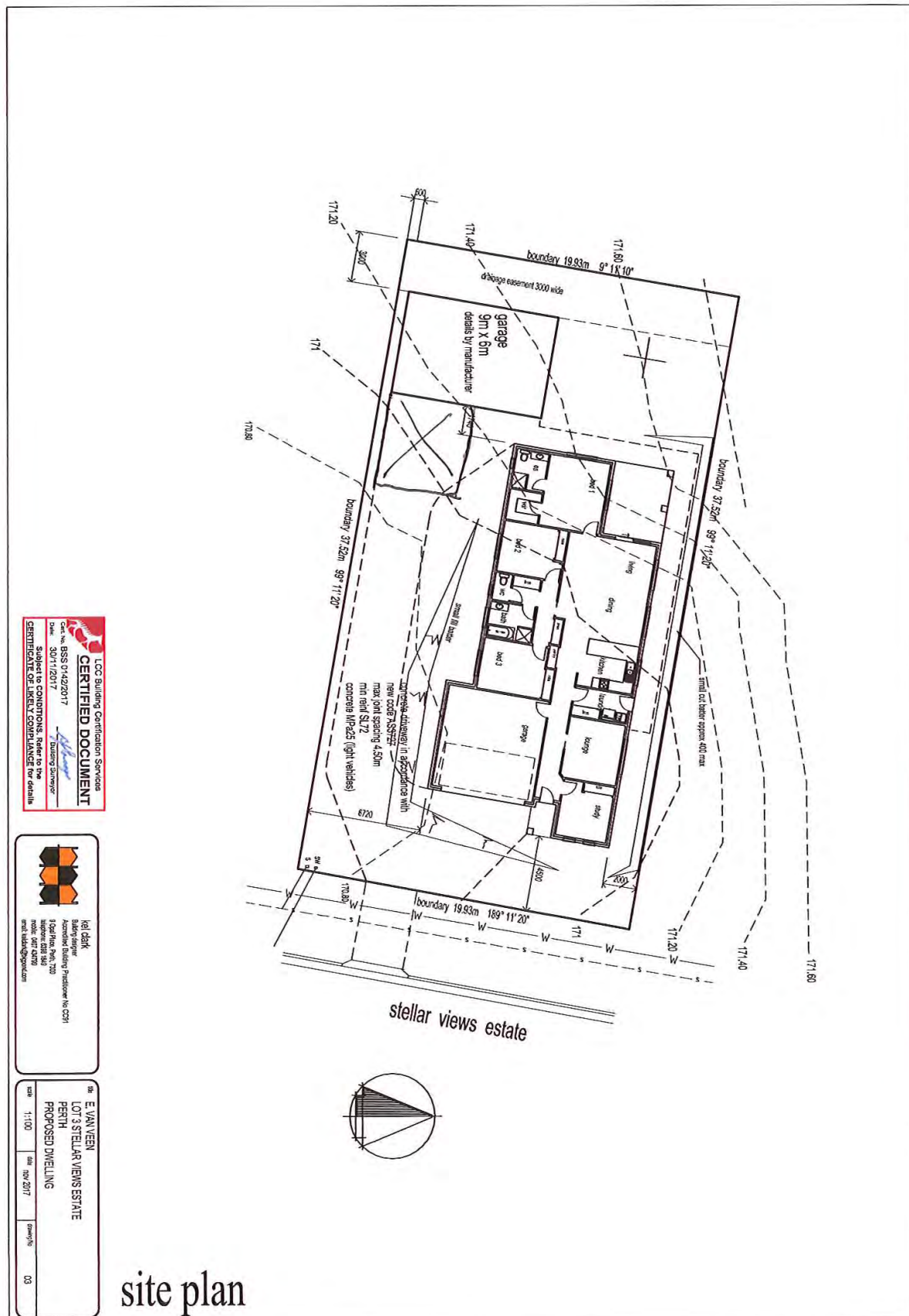
Attachment 14.4.1 Application

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REC'D	29 SEP 2021
ATTACHMENTS	
PROPERTY	
FILE NO.	
NORTHERN MIDLANDS COUNCIL	

to the 6m x 6m Shed being built at  
6 Muirton way Perth, as I will lose more  
sunlight in my back yard.

I have already lost a section in my yard due to an existing shed and do not want to lose more.

I live at 4 Muirton way Perth, My contact number is

Yours Sincerely

Sarah McCafferty